



HISTORIC SPORTS CAR CLUB LTD

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HSCC Historic Road Sports Championship © Regulations 2026

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic Road Sports Championship © is owned, organised and administered by The Historic Sports Car Club [HSCC] in accordance with Motorsport UK National Competition Rules (NCR) incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

Motorsport UK Championship Permit No. CH2026/R089

Race Status: Interclub

Motorsport UK Championship Grade: D

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

1.2 Officials:

1.2.1 Championship Coordinator: Donna Peters c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.2.2 Championship Licensed Eligibility Scrutineers: Jeff Nixon, c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.2.3 Championship Stewards: , Frank Lyons Alan Jones Chris Alford, c/o HSCC Ltd, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN.

NCR 4.1.1.2 The Championship Stewards can only adjudicate on any disputes irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-Ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- I be fully paid-up members of the HSCC and
- II be Registered for the Championship and
- III be in possession of a valid Motorsport UK Entrant's Licence.

Published Regulations



1.3.2 Drivers and Entrant/Drivers must:

- I be current members of the HSCC and,
- II be registered for the Championship and
- III be in possession of a valid Motorsport UK Competition (Racing) Club status Licence, *as a minimum*

Or be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification together with their ASN's written consent FIA ISC Article 2.3.7 applies)

1.3.2.1 Additionally if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their Head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.4. All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials.

1.3.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) be deemed "Guest Competitors"
- (b) not score points and will be ignored for the purpose of points scoring
- (c) qualify for Event awards
- (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b)

1.4 Registration:

1.4.1 All competitors must register for the Championship via the online membership registration process at www.hsc.org.uk prior to the Final Closing date for the first round being entered.

1.4.2 The membership year runs from 1st January to 31st December. Registrations will be received from 1st January in the membership year.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship season and issued by the organisers on a first come, first serve basis.

1.5 Championship Events:

The Championship will be contested over 7 events as follows:

Rounds	Date	Circuit	Org. Club
1 and 2	25-26 April	Snetterton*	HSCC
3 and 4	30-31 May	Donington Park*	HSCC
5 and 6	13-14 June	Cadwell Park*	HSCC
7 and 8	11-12 July	Brands Hatch GP Circuit*	HSCC
9 and 10	8-9 August	Castle Combe*	CCRC
11 and 12	29-31 August	Oulton Park International Circuit*	HSCC
13 and 14	10-11 October	Silverstone*	HSCC
		*all dates subject to valid track Licence	
	24 – 26 July	Silverstone Classic Non Championship Event	HSCC



1.5.2 Alternative Championship Rounds may be organized in accordance with NCR Ch.12 App.2 Art.4.

1.6 Scoring:

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results, except those competing in the Invitational class, as follows:-

Position	Number of race starters in class		
	3 or over	2	1
1 st	6	5	4
2 nd	5	4	
3 rd	4		
4 th	3		
5 th	2		
6 th	1		

Points will be based on the published results of the race. If there is more than one race at an event, each will count for championship points unless stated otherwise.

1.6.2 The totals from all qualifying races less 2 (excluding any races which are abandoned and not replaced) will determine the final championship points and positions. A DNF or DNS will attract a score of 0 and may be used as a dropped score. A DNA (did not attend) or a point scoring score will also qualify for a drop score. A DQ cannot be used as drop score. Handicap or two driver races do not qualify for Championship points.

1.6.3 Ties shall be resolved using the formula in the *Resolving Ties* paragraph NCR Ch.4 App.3 Art.4

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points-scoring race.

1.6.5 Competitors not registered for the Championship may be permitted on an individual event basis see para 1.3.5 of these regulations regarding guest competitors

1.7 Awards:

1.7.1 All awards are to be provided by the race organisers.

1.7.2 **Per race:** Awards will be given to 1st, 2nd and 3rd overall; the Invitation Class does not qualify for overall positions. An award will be given to 1st in each class, except the Invitation Class, subject to four starters in the class.

1.7.3 **Championship:** Championship winner, 2nd and 3rd overall will receive a trophy. The highest placed finisher in each class will receive a trophy subject to 4 in class, the 2nd subject to 6 in class and 3rd subject to more than 6 in class. To qualify for a position in the championship results a competitor must have competed in at least 4 races. Other awards may be given at the Championship Organiser's discretion.

1.7.4 **Presentations:** Awards are to be provided for presentation at the end of each race or at the end of the event presentation ceremony. Class awards will be available either from the paddock office or at a Championship co-ordinated presentation one hour after the Final results have been published. Any awards not collected on the day will be forfeit.

1.7.5 Entertainment Tax Liability

Prize money and Bonuses are not applicable at HSCC Events

1.7.6 Title to all trophies /awards:

If any Provisional Results or Championship Tables are revised after the presentations of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow for them to be reallocated.



2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 Entries:

- 2.1.1 Competitors are responsible for registering correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Event Secretary receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Event Organisers in writing NCR 3.11.1.1 applies
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings:

Organisers must notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings. Any Written briefing is an Official Document.

2.3 Qualification Practice:

- 2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver must complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify. (NCR Ch.12 App.6 Art.3.2).
- 2.3.3 If there is more than one race at a race meeting, the grid position for race 2 shall be determined by the finishing order of Race1. The race 2 driver grid position will be determined by their qualifying time.

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (NCR 12.6.9.1)(1.6.4 above applies).

2.5 Starts:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be a Standing start unless otherwise stated in the event Final Instructions. The minimum Countdown procedures/audible warning sequence shall be:
- I 1 minute to start of Green Flag Lap – Start Engines/Clear Grid
 - II 30 Seconds – Visible and audible warning for start of Green Flag Lap.
 - III The cars will be led around the circuit by a pace car for a lap (or more if specified in the Final Instructions).
 - IV A five second board will be used to indicate that the grid is complete.
 - V The red lights will be switched on five seconds after the board is withdrawn and switched off to denote the start of the Race
- 2.5.3 Any car removed from the grid after the one minute signal or driven into pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later.



2.5.4 Any driver unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per NCR Ch12 App.6 Art.6.11 In addition, any driver unable to maintain grid position on Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.5.6 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

2.6 Session Red Flag

Should the need arise to stop any race or practice, Red Light Panels/Flags will be switched on at the Startline and Red Flags will be displayed at the Startline and at all Marshals' Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pitlane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Marshals should revert to displaying yellow flags to indicate to the Drivers the particular location of any incident hence supplementing the Light panels.

Vehicles should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.7 Pits, Paddock & Pitlane Safety:

2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.

2.7.2 **Pitlane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and respect the pitlane speed limits.

2.7.3 **Refueling:** May only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Event.

2.7.4 **Speed Limit:** Pitlane Speed Limit will be 60 Km/h (37.2Mph). You are classed as being in the pitlane once the front wheels of the car have crossed the pit entry line and you must not exceed the Pitlane Speed Limit until the front wheels have crossed the pit exit line. Pitlane speed limiters are permitted. Failure to comply with the speed limit may result in the imposition of the following penalties **for each Km/h over the Pitlane Speed Limit:** Races: A minimum fine of £10 and/or a one-second race time penalty.

2.8 Race Finishes:

To be classified as a finisher, only vehicles that have covered at least 80% of the distance covered by the class winner and which cross the finishing line (not in the pit lane) under their own power and within four minutes after the overall winner will be classified in the Provisional result. Should this percentage not result in a full number of laps the decimals will be disregarded.

After taking the Chequered Flag drivers are required to: progressively and safely slow down, And remain behind any competitors ahead of them,

- I return to the Pitlane Entrance/Paddock Entrance as instructed,
- II comply with any directions given by Marshals or Officials
- III keep helmets on and harnesses done up while on the circuit or in the pitlane.



2.9 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (National Competition Rules NCR Ch.3.App.6 Art.1.4)

2.10 Timing Modules:

All cars must be fitted with a working transponder compliant with the timekeeper's equipment.. Failure may result in competitors not being accredited with a qualifying time or being disqualified from the result as per NCR Ch.12 Art.6 App.2.2

No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 Qualification Races: If any event is oversubscribed the Organising Club may, at its discretion, run Qualification Races.

2.12 Operation of Safety Car: The safety car will be brought into operation and run in accordance with NCR Ch.12.App8 Art.2

2.13 Onboard Cameras:

The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

2.14 Data Logging

The use of data loggers is accepted



3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to disqualification from further participation in the Championship NCR Ch.2 App.2 Art.4.1 and referral to Motorsport UK.

3.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.



4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with NCR Chapter 2

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.1.21.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2.App.8.Art 2.2 a&b

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation NCR Ch.2 App.8 Art.2.2c

4.2 Additional specific championship penalties as set out in the Supplementary Regulations:

4.2.1 The Clerk of the Course (s) has the right to impose a Stop Go or Drive Through penalty, in accordance with NCR Ch.12 App.10 Art.2.1 There is no right to appeal any such penalty.

4.2.2 The Clerk of the Course or the Stewards of the Event may impose a penalty for any competitor considered to have obtained an unfair advantage (whether inadvertently or not) This can either be a time or place penalty in accordance with NCR Ch2. Ann. A Art. 1.3.

4.2.3 In the event that a competitor is issued with event penalties by the Clerk of the Course, as a consequence the following championship penalties will be applied:- Event Disqualification- Forfeit of Championship points equal to that of a class win. This may result in a minus score.

4.2.4 Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with Motorsport UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another Championship event then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third event, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.



4.3. Table of Penalties

Abusive language or behaviour	Ch.2 App. Art.1.1.	Session Disqualification	P Ch.2 App.12 Art.1.2.c.
Actual Assault or threat of physical assault or particularly aggressive behaviour	Ch.2 App.1 Art.1.1	Event Disqualification + Consideration of Licence suspension (30 days)	P Ch.2 App.12 Art.1.2.c.
Failure to obey the instruction of an official	Ch.6 App.1 Art.2.4	Qualifying: Fine Race: Grid Penalty	P Ch.2 App.12 Art.1.2.d.
Causing a collision, repetition of serious mistakes or the appearance of a lack of control of the car	Ch.12 App.7 Art.1.8	Qualifying: Grid Penalty Race: Time / Place Penalty	P Ch.2 App.12 Art.1.2.a.
Causing another competitor to leave the circuit, crowding to inside or outside of the track	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	P Ch.2 App.12 Art.1.2.a.
Excessive weaving to prevent an overtaking move	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	P Ch.2 App.12 Art.1.2.a.
Gaining Unfair Advantage	Ch.2 Ann.A, Art.1.3.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	O
Incompatible with general safety	Ch.2 App.1 Art.1.13	Disqualification (session or event)	P Ch.2 App.12 Art.1.2.a.
Failing to observe the Chequered Flag (taking the flag more than once)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Verbal Warning	P Ch.2 App.12 Art.1.2.b.
Not obeying the Black Flag	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	P Ch.2 App.12 Art.1.2.b.
Not obeying the Black / Orange Flag	Ch.12. App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Disqualification	P Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (Between the signal & the incident)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	P Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (After incident but before green)	Ch.12 App.8 Art.1.7. Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	P Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking or overlapping another competitor	Ch.12 App.8 Art. 2.6 Ch.2 App.1. Art.1.14.	Time Penalty	P Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking of the safety car	Ch.12 App.8 Art.2.6 Ch.2 App.1. Art.1.14.	Lap / Place penalty	P Ch.2 App.12 Art.1.2.b.
Failing to attend a drivers' briefing	Ch.6 App.1 Art.2.3 (Ch.5 Part 1 App.5 Art.2.3h) & Ch.1 App.2 Art.11.6.i.)	Fine	O
Making a false start	Ch.12 App.6 Art.7	Time Penalty: 10 sec	O
Reversing in the pit lane or on track	Ch.12 App.7 Art.1.12.	Qualifying: Grid penalty Race: Drive through penalty	P Ch.2 App.12 Art.1.2.a.



Running beyond the track limits in qualifying	Ch.12 App.7 Art.1.6	Loss of lap time(s) [specify the relevant lap time concerned not just the fastest]	X
Running beyond the track limits in racing	Ch.12 App.7. Art.1.6.	Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b.	X

Breach of a safety regulation: (Fire extinguisher pin, Fuel sample connector or similar)	Ch.5 App.5 Art.2.3a)	Fine
Failing to advise the Clerk of impending eligibility check	Ch.2 App.8 Art.1.7	Fine
Fuel or tyres do not conform to regulations	Ch.8 App.0 Art.1.8 Ch.8 App.2 Art.1.4	Disqualification from session (plus, any Championship Penalties)
Incorrect or unreadable numbers, incorrect missing or misplaced decals	Ch.7 Art.10 Ch.12 App.4 Art.5	Fine
Ineligible or unsafe vehicle at pre-event scrutineering	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Start refused
Ineligible or unsafe vehicle after practice / qualifying	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Disqualification
Ineligible or unsafe vehicle after even	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.2	Disqualification (+ Championship Penalty)
Scrutineering: False declaration in pre-event paperwork, including those about PPE	Ch.2` App.1 Art.1.11.	Before going on track: Fine (+ must rectify) Been on track: Disqualification
Breach of Parc Ferme		Disqualification



5. TECHNICAL REGULATIONS

5(1) INTRODUCTION:

The following technical regulations are set out in accordance with the National Competition Rules specified format, and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5(2) GENERAL DESCRIPTION:

The HSCC Historic Road Sports Championship is open to genuine production road going sports and GT cars manufactured and road-registered between 1947 and 31/12/69 and 01/01/80 – 31/12/85 which have, as a model, international competition history in period. and genuine production Road going Sports and GT Cars 01/01/80 – 31/12/85

Cars manufactured before 31/12/69 and road registered before 31/12/70 will also be accepted. Cars that were manufactured and road registered in the 1970's but are to the exact specification of the 1960's derivative, will be allowed to register as a fully compliant competitor. Excluded from this championship are lightweight, high performance or competition versions together with any one off specials.

Cars without International competition History in period, may be considered, but are subject to individual by the Organisers

A list of eligible cars is available on request.

Other cars may be considered on application.

It is the intention of the regulations that the appearance of cars should remain as close to original as possible. Any permitted modifications are in the spirit of road going sports cars of their era.

All HRS cars must comply with the HSCC/HRS regulations, as set out below. FIA appendix K cars must comply with the car's FIA HTP and relevant FIA Homologation document. It is not permissible to mix and match across HRS and FIA regulations, such cars must conform to one or the other. Minimum weights may be increased at the discretion of the Organisers.

The Championship Stewards may reclassify or exclude any car, as per section NCR-Ch2 App 5 of the current National Competition Regulations. All cars must have applied for, or have an approved and HSCC Vehicle Identity Form which they conform to; or conform with the car's FIA Historical Technical Passport (HTP) and relevant FIA Homologation paper. FIA registered cars must comply with Guards Trophy tyre regulations see section 5(11). Proof of original road registration may be required and this can be from other than UK authorities.

All documentation must be available at events entered, produced at scrutineering and when required at post-event checks.

Class Structure of HSCC Historic Road Sports Championship

Class A All cars over 3000cc- (Production cars only with HSCC VIF)

Class B All cars 2001cc - 3000cc (Production Cars with HSCC VIF or cars with current or out of date FIA HTP conforming to Appendix K Homologation)

Class C Glass-fibre cars 1301cc - 2000cc and Lotus 7s- (Production Cars only HSCC VIF)

Class D Metal bodied cars 1301cc - 2000cc (Production cars with HSCC VIF or cars with current or out of date FIA HTP conforming to Appendix K Homologation)

Class E All cars up to 1300cc (Production cars with HSCC VIF or cars confirming with the car's FIA HTP, relevant FIA Homologation paper and FIA c Appendix K)

Class F All drum-braked cars. Plus all Period E (1947 – 1961) cars running to FIA regulations, running Dunlop L tyres (Production cars with HSCC VIF or cars conforming with the car's FIA HTP relevant FIA Homologation paper and FIA Appendix K)



Class G Invitation Class – entries for cars not registered for the Championship may be accepted subject to individual approval from HSCC. A Vehicle Detail Form (VDF), available from the HSCC Office, will need to be completed to include the name of the driver and entrant at least two weeks before the event; an offer of acceptance or refusal will then be given by the Championship Chairman within seven days. The following rules for invitation cars will apply:

Class Structure of HSCC Historic Road Sports 80s Sports & GT Eligible Cars

Class SP1	All Sports and GT Cars over 4000cc
Class SP2	All Sports and GT Cars 2501cc – 4000cc
Class SP3	All Sports and GT Cars 1801cc – 2500cc
Class SP4	All Sports and GT Cars 1501cc – 1800cc
Class SP5	All Sports and GT Cars up to 1500cc

Class H Invitation: Similar cars from periods covered by any HSCC Road Sports regulations may be accepted subject to individual approval of a Vehicle Detail Form (VDF)

5.2.1 The Organisers reserves the right to reclassify any car into a more appropriate class if in their opinion it is considered to be in keeping with the potential performance of the car.

SAFETY REQUIREMENTS

5(2).1 The following sections of the National Competition Rules will apply:

- NCR Chapter 7 Safety Regulations
- NCR Chapter 12 (Circuit Racing)

Exceptions are NCR Ch.2 App.7 Art.4.3 Crushable Structures which do not apply.

5(2).2 Section NCR.Ch.7 App.3 Roll Over Protection Systems (ROPS) and seat belts are mandatory for cars built after 31/12/1959. ROPS are strongly recommended for vehicles constructed before this date. ROPS are permitted only in the configurations outlined and shown in drawings in the Motorsport UK Technical Notes. ROPS must not become a chassis extension. Further advice on ROPS can be obtained from the Eligibility Scrutineer or HSCC Chief Scrutineer.

5(2).3 Section: NCR Ch.7 App.7 Art. 1 -2 & NCR Ch.7 App.7 Art.5 -9 Seats, seat belts and harnesses must comply with this regulation.

5(2).4 Section: NCR Ch.7 App.6 Plumbed-in Fire extinguishers are mandatory

5(2).5 Section NCR Ch.7 App.5 Art.6 A rearward facing red warning light is mandatory and must comply with this regulation.

5(2).6 Section NCR Ch.7.App.4 Art.2 Tank Fillers, Vents and Caps must comply with this regulation.

5(2).7 Glass sun-roofs are not permitted,

5(2).8 Section: NCR Ch..7 App.5 Art.5 An External Circuit Breaker is mandatory and must comply with this regulation.

5(2).9 Section NCR Ch.9 & Ch.12 Racing overalls are mandatory and must comply with this regulation.

5(2).10 Crash helmets are mandatory and must comply with- NCR 9 & 12. Either goggles or a visor must be worn unless in a closed vehicle (NCR Ch.9 App.11). All other race clothing must comply with Motorsport UK requirements NCR Ch.9 and. NCR Ch.12 App..12 Art.3.1



5(3) **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

5(3).1 Vehicle Identity Papers

All cars in points scoring classes must comply with their HSCC Vehicle Identity Form (VIF) or FIA HTPs. All vehicles must comply with technical regulations in NCR Ch.12 App.13 and these technical regulations (subject to not contravening Chapters 7 and 12 Technical regulations). The driver must ensure the VIF is available at scrutineering and throughout each day of each event they attend.

5(3).2 Engine Seals

All engines shall have provision for sealing as listed: Sump: Two holes through block/sump flange, specifically a pair, on each side or diagonally opposite. An alternative method can be two adjoining pairs of bolts or studs, again a pair, each side or diagonally, cross or a single bolt or stud each side through, drilled. The simple intention is that the bolt or stud cannot be withdrawn without breaking the sealing wire. Cylinder Head: Two adjoining head bolts or studs (per head) cross drilled or such other drillings which prevents head removal. Hole diameter in all instances to be 2mm minimum.

All strip-down/rebuild and associated costs incurred by competitors following engine and/or component seal(s) by HSCC Championship Motorsport UK Eligibility Scrutineer or delegated assistant(s) are to be borne by the competitor / entrant whose car has been sealed. Such seal(s) will only be considered and/or fixed by the appropriate relevant HSCC Championship Motorsport UK Eligibility Scrutineer or delegated assistant(s) on the day in question. Please note Motorsport UK Regulation section NCR Ch.7 App.12. Art1.7-1.8

'Championship seals' may be fixed during the season to engines by the Eligibility Scrutineer or delegated assistant. These seals are subservient to Motorsport UK seals, and do not have specific time limits imposed. A minimum of 7 days' notice is required to be given by the club office and Eligibility Scrutineer prior to an engine strip, when seals are to be removed.

5(4) **CHASSIS:**

5(4).1 Chassis is defined to mean a chassis to which bodywork and mechanical components are fixed or a monocoque bodyshell. Where separate from the chassis, the body attachment must remain as original specification. The Chassis must be to the manufacturer's original dimensions and material, with no changes to original dimensions and material, suspension pick up points, or original engine mounting points. Some minor modifications may be allowed, subject to individual acceptance by the Organiser. Any modifications to the chassis must be recorded on the VIF or HTP.-

5(4).2 The Chassis must remain as original with no additions or removals, except fixings for roll cages as required by NCR Ch.7 App.3 It is not permitted to attach the ROPS to the chassis at any additional points. Where the chassis has been the subject of structural repair, the repair will be subject to approval by the Eligibility Scrutineer.

5(4).3 It is not permitted to fit strut brace bars.

5(5) **BODYWORK:**

5(5).1 **General**

No modifications from the original production silhouette are permitted (except for safety equipment or minor amendments subject to approval individual acceptance by the Eligibility Scrutineer).

5(5).2 **Interior**

Interiors-are free.

5(5).3 **Exterior**

Body panels attached with nuts, bolts or rivets can be replaced with panels of different material such as aluminium or fibreglass. Factory option hard tops are allowed. Open cars fitted with a front roll-bar hoop must practice and race with hardtop fitted or with their hood erected. Bumper bars and brackets, may be



removed. Side and rear window glass may be replaced by Perspex or similar material no less than 4mm thick. The windscreen may only be removed if it is designed for the complete assembly to be removable and is subject to individual acceptance by the Organisers Vehicles must have an effective means of ventilating closed cars.

5(5).4 Ground Clearance

All Classes may be lowered but all sprung parts of the car must have a minimum ground clearance of 10cm. A block of 8cm x 8cm x 10cm high or a suitable roller 10cm in diameter may be passed along any route underneath the car. Ground clearance may be measured at any time during an event, on a surface specified by the HSCC Eligibility Scrutineer. Exhaust systems, outer lower suspension pickup points, all lower anti-roll bar mountings and bolts required to attach safety equipment are excluded from this requirement.

5(6) ENGINE

5(6).1 General

No modifications from original production specification are permitted unless stated.

The engine must be mounted in the original manufacturer's position within the vehicle.

The engine must be the original manufacturer's make, type, material, stroke and bore, capacity (subject to a maximum overbore of 0.060. The engine number should be visible, together with the original manufacturer's casting numbers on both block and head(s).

5(6).2 Permitted Modifications

Original main bearing caps may be upgraded. Bolts may be upgraded, but their number and fixing method must stay the same.

Steel Crankshafts and connecting rods are allowed

Polishing and balancing is permitted. Other nuts, bolts and studs may be upgraded providing method of fixing, thread size and number is the same.

Forged aluminium pistons are permitted.

Camshaft profiles are free, but must operate in the original intended method. Timing chains and gears may be uprated.

Cylinder heads may be ported and flowed, but location and number of valves, and fitting points of all components must remain as original. Valves may be enlarged providing they fit within the bore. Valve opening mechanism must remain as original design method. Valve material must be as available in period.

The lubrication system must be as original but higher pressure and capacity pumps are allowed. Oil coolers may be fitted.

5(6).3 Cooling and Lubrication

Original lubrication systems may be upgraded higher pressure and capacity oil pumps are allowed. Oil coolers may be fitted.

5(6).4 Oil/Water Cooling

Dry Sumps are permitted. Aluminium radiators and electric fans are permitted. Radiator core size is free but must be mounted in the original manufacturer's position.-

Induction Systems

Induction systems may be modified on any vehicle with an engine of no more than 6 cylinders using carburettors that were available in period. The same number of chokes as the original manufacturers specification must be maintained but inlet manifolds, make and model of carburettor are free.

Turbo charged cars must use the original manufacturer standard fitment and run to original boost specification

Cars fitted with fuel injection must use the original manufacturer-standard fitment fuel injection system, including throttle body.



5(6).5 Exhaust Systems

The exhaust system is free, but must comply with Section NCR 7.8 and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5(6).6 Ignition Systems

The ignition system must be original manufacturer's specification. On older cars, ignition points and condenser may be replaced with a simple electronic switching system such as Lumenition or Aldon Ignitor.

5(6).7 Fuel Systems

Tanks: The fuel tank must be either the original production specification, or a safety tank. Any fuel tank must comply with FIA Appendix K Art. 5.5, and must not exceed the originally specified capacity.

Locations: Fuel tank must be in the original manufacturer location or within the luggage compartment, if that space is separated from the cockpit by a sealed fire-resistant firewall.

Fuel: Fuel must be in accordance with NCR Ch.8 App.1 Art.1.7

Delivery: Pumps, filters, and regulators are free. Use of braided flexible hose and metal fuel lines is recommended.

5(7) SUSPENSIONS

5(7).1 All suspension components must be as original and use the original manufacturer's mounting points and fixing methods. Bushing material may be upgraded. Dampers and springs may be re-rated and anti-roll bars may be fitted.

5(7).2 Adjustable spring platforms are permitted.

5(7).3 Leaf spring length may be altered to adjust camber

5(7).4 Adjustable dampers and inserts are allowed, using technology available in period.

5(7).5 Cars that were originally produced with a single lever type upper control arm on their front suspension, as the sole means of locating the top of the upright, may fit an additional upper link

5(7).6 Front and rear bolt-in suspension strut braces are allowed

5(8) TRANSMISSIONS

5(8).1 Gearbox

- The original manufacturer's number of forward gears must be retained, with an operational reverse gear.
- Aluminium bell housings may be used.
- Mounting method should be as originally manufactured.
- Gear-sets can be repaired by welding/brazing replacement gearwheels to existing shafts. Straight cut gears are permitted. Gear ratios are free
- Clutch
- Clutch type is free The original clutch control system may be modified.

5(8).2 Final Drive

- The rear axle casing must be of a type originally available as standard or as an option for the car. The final drive ratio may be changed.
- Limited slip, or torque biasing, differentials are allowed
- Up-rated solid half-shafts and universal joints may be fitted.



5(9) **ELECTRICS**

- Exterior lighting originally fitted must be retained in its original location, and be fully operational.
- Battery type and location are free, subject to conforming to Section NCR Ch.7. Appendix 5.1 Batteries
- Dynamos may be replaced by alternators, but must be in the original position.
- Starter motors are free.
- All other electrical equipment is free but must comply with NCR 7. Appendix 5 Electrical Systems if applicable.

5(10) **BRAKES**

Modifications from original production specification are only permitted, as follows:

- A servo is allowed.
- Friction material is free.
- Brake fluid is free.
- Dual circuit braking systems are allowed as a conversion, but there must be no method of adjusting front/rear brake bias from the driving position.

5(10).1 Brake biasing adjustable valves are permitted. Cars with drum brakes all round may convert to disc brakes at the front. The discs must be no larger than the internal diameter of the originally fitted drum brakes and any callipers must have no more than 2 pistons and be of a type and material available in period.

5(10).2 Cooling scoops to front brakes are allowed, subject to (a) no holes in external bodywork and (b) no change to silhouette-

5(10).3 **WHEELS**

- The wheels must be of original diameter and type, unless otherwise agreed by the Organisers and noted on the VIF
- Rim width may be up to 5 1/2" for classes C and E, and up to 6" for classes A, B, D and F, unless a wider width was fitted as standard for that model by the manufacturer in period, in which case the original width may not be exceeded.
- The same size wheels must be used front and rear, unless varied in original manufacture.
- The wheel and tyre must be capable of being used within standard bodywork and permitted suspension modifications.
- Alloy wheels of the period are permitted subject to individual acceptance by the Eligibility Scrutineer.
- Steering wheel is free.

5(11) **TYRES**

- All tyres must have a minimum 60% aspect ratio. Permitted tyres are any road legal tyre and any tyre listed in NCR 8.4.1 List 1A, 1B or 1C or Dunlop L or M Section 204 compound. Competitors competing with FIA HTP papers must use Dunlop L or M section 204 compound tyres only.
- The same size, type and compound of tyres must be used front and rear, unless varied in period.



- Yokohamas are the preferred tyre. Should the Yokohama tyre not have an 'E' Mark for the purposes of the HRS Championship this tyre would still be permitted.

5(12) **WEIGHTS**

- Weights of cars in race trim less fuel shall be no less than listed in the attached schedule 'Schedule of eligible cars and minimum permitted weights for cars with HSCC HRS VIF' Any car not on the list must have its minimum weight agreed by the Organisers before a race entry is submitted.
- Ballasting is permitted to achieve the relevant minimum weight Added ballast must be-correctly mounted per section NCR Ch.7 App.2 Art.19.2
- Weights of individual cars will be verified by the Eligibility Scrutineer at circuit weigh-bridges in accordance with the National Competition Rules and any car found to be below the minimum weight will be subject to disqualification.
- Cars may be required to carry a handicap ballast as detailed in article 5(14) and run at a heavier weight.
- The ballast weight and duration of its carry will be determined by the Organisers



5(13) NUMBERS AND CHAMPIONSHIP DECALS

- Numbers must be displayed as per NCR Ch.7 App.13 Drawing 1 Competitions Numbers. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.
- Individual sponsors' decals are limited to two per vehicle, dimensions and limitations as per sections NCR Ch.6 App.1Art,8 & Art.9
- All competing cars must display at least two HSCC badges, one on each side of the car, together with championship or race sponsor stickers as required.

5(14) Handicap Ballast

- **The organisers' may apply a Handicap Ballast** if a car sets a fastest lap that is 2% (or more) quicker than the previous fastest (qualifying or race) lap in its class at that circuit.
- A list of these reference lap times will be published in Final Instructions for each race meeting.
- **Duration of Ballast**
- Any added weight (handicap ballast): Must be carried for the rest of the current season and applies to all rounds (championships and non-championship)
- **Base Penalty**
- If a car is 2% faster, it receives a 3% increase to its official minimum weight
- (The official minimum weight is defined in the regulations appendix or the entrant's declared VIF where applicable)
- **Additional Penalties**
- Example:
 - I 2% faster → +3% weight
 - II 3% faster → +6% weight
 - III 4% faster → +9% weight

5.(14).1 When the ballast takes effect

- i.The new minimum weight applies from the next race round
- ii.Entrants must be given at least 10 days' notice

5.(14).2 End of Season Rule

- i. If the qualifying lap improvement (2% or more) occurs at the final race of the season:
- ii. The weight increase will be applied at the start of the following season

5.(14).3 Scrutineering

- i.Cars that have been given additional weight:
- ii.May be subject to post-qualifying or post-race check
- iii.This applies for the remainder of the season

5.(14).3 Ballast Installation

- i. All ballast must
- ii. Comply with Motorsport UK (MSUK) regulations Follow the requirements for ballast box and location as specified in the NCR



6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK National Court.

6.1 THE HRS ELIGIBILITY COMMITTEE

6.2 The oversight, formulation and application of HRS technical regulations and car eligibility will be overseen by the committee and will be comprised of 3 roles: The Championship Chair, The Championship Registrar and a Technical Advisor.

6.3 This committee will be responsible for the governance of HRS technical regulations and all decisions are to be made by majority agreement.

6.4 All responsibility for policing adherence to the Championship regulations remains with the HSCC and the HSCC Eligibility Scrutineer.

6.2 Race Organising Clubs and Contacts:

HISTORIC SPORTS CAR CLUB Silverstone Circuit, Silverstone,
Towcester, Northants, NN12 8TN
(T) 01327 858400 (F) 01327 858500 email: office@hsc.org.uk
Website: www.hsc.org.uk

CHAMPIONSHIP Chairman **Frazer Gibney** email: frazergibney@outlook.com

Championship Registrar **Tony Davis**

Championship Technical Advisor **John Shaw** email: johnny911@btinternet.com



APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.