PUBLISHED REGULATIONS

HISTORIC SPORTS CAR CLUB LTD
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HSCC Historic Saloon Car Series Regulations 2025

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic Saloon Car Series © is organised and administered by the Historic Sports Car Club Ltd [HSCC] in accordance with the National Competition Rules (NCR) (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Motorsport UK Championship Permit No.: RS2025/054 **Race Status: Interclub**

1.2 Officials:

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

1.2.2 Licensed Eligibility Scrutineers: Sue Bateman. Deputy: TBC C/O HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.3 Competitor Eligibility:

1.3.1 Entrants must:

I be fully paid-up member of the HSCC and

II be Registered for the Series and,

III be in possession of a valid 2025 Motorsport UK Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must:

I be current members of the HSCC and

II be registered for the Series,

~~III~~ be in possession of a valid 2025 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, together with their ASN's written consent. NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies)

IV *If participation in the Series 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 Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.4 Registration:

1.4.1 All competitors must register for the Series via the online membership registration process at www.hscc.org.uk prior to the final closing date for the first event being entered.

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

1.4.3 Registration numbers will be the permanent Competition numbers for the Series for that year.

1.5 Series Events:

The Series will be contested at 6 events as follows:

Date	Circuit	Status	Org. Club
26-27 April	Snetterton 200	Club	HSCC
24-25 May	Cadwell Park	Club	HSCC
21-22 June	Donington Park	Club	HSCC
12-13 July	Brands Hatch GP	Club	HSCC
6th September	Mallory Park	Club	CCRC
11-12 October	Silverstone Finals	Club	HSCC

1.6 Awards:

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

1.6.2 **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.

1.6.3 **Presentations**: Awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class awards will be available either from the paddock office or at a Series coordinated presentation one hour after the official results have been published. Any awards not collected on the day will be forfeit.

2. SERIES 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 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 Secretary of the Meeting 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 Meeting Organisers in writing NCR 6.11.1.1 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 will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

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 shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify. NCR 12.6.3.2

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun 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 either via a Standing or Rolling start unless otherwise stated in the event Final Instructions.

Standing Start

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 A five second board will be used to indicate that the grid is complete.

IV The red lights will be switched on five seconds after the board is withdrawn.

Rolling start.

The minimum Countdown procedures for a rolling start /audible warning sequence shall be:

I 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid

II 30 Seconds – Visible and audible warning for start of Green Flag/Pace 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) in a two-by-two formation.

IV If the Clerk of the Course is satisfied that the cars are in a correct formation the lights on the pace car will be extinguished and the red lights at the start line will be turned on.

V Competing cars must then hold their position and speed until the red lights at the Start Line are extinguished denoting the start of the race. No overtaking or changing direction of any cars is allowed prior to crossing the Start Line.

2.5.3 Any cars removed from the grid after the one-minute signal or driven into pits on Green Flag Lap shall be held in the pit lane and may start the race after the last car has passed the startline or pit lane exit, whichever is the later.

2.5.4 Any drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per Motorsport UK NCR 12.6.6.11. In addition, any driver unable to maintain grid positions 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials

Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped. All cars in the pitlane during a red flag period must take any restart from the pit exit.

2.7 Pits, Paddock & Pit Lane 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 **Pit Lane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars, the onus shall be on all drivers to take all due care and respect the pit lane speed limits.

2.7.3 **Refuelling**: May only be carried out in accordance with NCR 12.11.2 Refuelling Regulations Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.

2.7.4 **Speed Limit:** Pit Lane 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, a car must either cross the Finishing Line or take the chequered flag in the pit lane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pit lane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.

After taking the Chequered Flag drivers are required to:

I progressively and safely slow down,

II remain behind any competitors ahead of them,

III return to the Pit Lane Entrance/Paddock Entrance as instructed,

IV comply with any directions given by Marshals or Officials

V keep helmets on and harnesses done up while on the circuit or in the pit lane.

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. NCR 3.6.1.4.

2.10 Timing Modules:

All cars must be fitted with a working Motorsport UK approved transponder. Failure may result in competitors not being accredited with a qualifying time or being disqualified from the result as per NCR 12.6.2.2

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 their discretion run Qualification Races.

2.12 Operation of Safety Car: The safety car will be brought into operation and run-in accordance with NCR 12.8.2

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 in the event of an incident, during the event.

2.14 Data Logging

The use of data loggers that record Data for post-race analysis is accepted. The use of linked data performance loggers that supply real time information in cockpit is not permitted

3. SPECIFIC SERIES REGULATIONS

3.1 By registering for the Series 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 Series organisers may issue warnings or require remedial actions which may impose appropriate penalties which can include race bans through to Series Expulsion 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 Series 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 SERIES PENALTIES:

In accordance with NCR Chapter 2

Infringements of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR 2.8.1.20-22.

4.1.2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR 2.8.2.1a&b

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation NCR 2.8.2.1c

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

4.2.1The Clerk of the Course (s) has the right to impose a Stop Go or Drive Through penalty, in accordance with NCR 12.10.2.1 There is no right to appeal any such penalty.

5. TECHNICAL REGULATIONS

5(1) INTRODUCTION

The following 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.

If you are in any doubt check with the Eligibility Scrutineer or Series Chairman.

5(2) GENERAL DESCRIPTION.

Eligible Cars: HSCC Historic Saloon Car Races are open to saloon cars of which the model was in series production on or before January 1st 1966 and which appear on the permanent list of eligible vehicles created by the HRSR, and for saloon cars complying with the Technical Regulations for Historic Production Touring and Historic Competition Touring cars, contained in the FIA Appendix K to the International Sporting Code 2025.

A saloon car is defined as a vehicle equipped to seat at least four normal size adults, fitted with a non-detachable roof integral with the body, and having a windscreen, side and rear windows. Two plus two cars, vans and estate cars are not eligible.

Eligible saloons may be either Homologated or Non-Homologated. If a model of car is Homologated then that car may use parts that appear within its Homologation papers up to December 31st 1966, and it may then be prepared to these regulations. If not, they are restricted to parts and modifications specifically permitted by the regulations in the 2025 Published Regulations or FIA Appendix K Technical Regulations for Historic Production Touring and Historic Competition Touring Cars.

It is intended that the technical regulations contained herein represent a qualified and clarified interpretation of the FIA Special Touring Cars Group 5 Definitions and Specifications, as contained in the RAC handbook for the season 1966 chapter vii, pages 251 & 252.

All cars must have current FIA HTP or HSCC Vehicle Identity Forms (VIF) and present them for inspection at scrutineering at every race entered if required.

Class Structure of the HSCC HTC Series:

Appendix K Cars		**HRSR Cars**	
Class K1	2001cc and over	Class A	2501cc and over
Class K2	1301cc to 2000cc	Class B	1601cc to 2500cc
Class K3	up to 1300cc	Class C	1301cc to 1600cc
		Class D	1151cc to 1300cc
		Class E	up to 1150cc

Cars not complying with any of the above classes may be accepted in an invitation class I at the Series Committee / Eligibility Scrutineers discretion.

With the exception of some specific models listed below all cars competing in the HRSR regulation classes may only compete in the correct class into which the car's original showroom or homologated engine size places it. The exceptions to the above, strictly limited to the specific makes and models, are:

I Ford Anglia 100E/107E up to 1600cc

II Morris Minor up to 1300cc

III Austin A30, A35, A40 up to 1300cc

IV Ford Anglia 105E up to 1500cc / up to 1600cc* *see 5.14

V Ford Lotus Cortina up to 2000cc

VI Alfa Romeo Giulia up to 2010cc

VII Alfa Romeo Giulia Sprint GT up to 2010cc

VIII BMW 1800** up to 2000cc **see 5.9.1

Period Classification - Original Special Touring Cars

Cars of confirmed Historical Interest that competed in International Touring Car events under Appendix J of the FIA up to 31.12.1966 - and are otherwise not eligible under these regulations - are allowed to compete, provided they are correct to those regulations. Cars built to the RAC version of the 1965/1966 Group 5 Regulations are NOT eligible. The burden of proof of originality and competitive history falls upon the prospective entrant and must be submitted in advance for approval by the HSCC.

The Series Officials may re-classify any car entered in a meeting that does not comply with the series technical regulations into the Invitation Class

All the above models may, of course, be entered in the correct class with the correct engine capacity.

All cars registering in the Appendix K classification must be correct to their Homologation and F.I.A. papers, irrespective of capacity class. The only exception is that electronic ignition may be fitted as per 5(7).8

5(3) **SAFETY REQUIREMENTS:**

5(3).1 All current NCR Chapter 7 Safety Criteria Regulations apply as relevant.

5(3).2 In general, all eligible vehicles must be fitted with laminated glass windscreens, full harness, safety belts, FIA or manufacturer approved Roll Over Protection Systems (ROPS) and fire extinguishers.

5(3).3 For ROPS in accordance with NCR 7.13 Safety Cage Diagram 45 the interpretation of 'additionally a further 8 points may be attached to the bodyshell' is that these further 8 points may be bolted or as a weld section not exceeding 16cm in length. The logic of the 16cm length is to allow tubing of allowed roll cage diameter to be used as attachments. The purpose of this limitation is to inhibit excessive stiffening of the bodyshell via the ROPS in a non-period manner.

5(4) **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

5(4).1 All vehicles must comply with their HSCC or FIA identity documents and, subject to those documents indicating otherwise, must comply with NCR Chapters 7 & 12

5(4).2 Unless a specific waiver is appended to an individual regulation or regulation subsection, in which case the waiver will apply to the subsection only, all cars must comply fully with these regulations, or the FIA Appendix K for Historic Production Touring and Historic Competition Touring cars, unless accepted under 'period classification' in section 5(2).

5(4).3 Please note that these regulations will be rigorously enforced throughout the year. Random inspections will be made in the paddock and in parc ferme in addition to the pre-race eligibility scrutineering. The areas of particular interest are: Engines, Transmissions, Bodywork, Inner wheel arches, Suspension systems, Cross members, Engine mountings and location. Inspections may include sealing of engines -to facilitate this action all cars must have two adjacent head bolts cross drilled to accept lock wire.

5(4).4 Filler/sump plugs for engine, gearbox and (if applicable) rear axle must also be cross drilled and lock wire.

5(4).5 It is permitted to convert a car normally supplied or homologated as a left-hand drive car to right-hand drive car (or vice versa) provided that all the elements that would have had to have been present in the original form of the vehicle according to these regulations are still present after conversion but are relocated on the other side of the vehicle.

5(5) **CHASSIS/BODYSHELL:**

5(5).1 No Modifications are allowed except for seam welding and extra strengthening of suspension mounts to add strength for safety.

5(5).2 The exceptions are those strictly necessary for the fitting of a brake pedal box as per 5(11).1, for the purpose of attaching damper mountings and other items as per 5(8).2 and work strictly related to the fitment of a gear change extension under 5(9).1

5(5).3 Apart from work limited strictly to those areas, it is specifically prohibited to remove or modify any fixed panels from the standard floor pan, front and rear inner wheel arches, and front and rear bulkheads for the purpose of mounting or giving clearance to suspension components and/or roll cages. On four door cars, all doors must remain operational for safety reasons.

5(5).4 Hillman Imps and derivatives are permitted to fit a front mounted oil radiator in a central position between the headlights behind a cut-out of maximum dimensions not exceeding 255mm width by 100mm height. This must be protected by a flush mounted mesh painted the same colour as the surrounding panel or covered by a modified original factory grill maintaining its outward appearance.

5(6) **BODYWORK:**

5(6).1 General

Must be to original shape, outward appearance and silhouette, as per manufacturer's original production within the cut-off date.

The use of carbon fibre, Kevlar or similar composite material in any part of the car except for the driver's seat is expressly forbidden.

5(6).2 Interior

Inflammable foam and/or plastic covers may be removed from the dashboard housing and replaced by a covering of a less flammable type. Also the instrument panel may be changed for another panel of identical size, carrying other instruments. No holes or gaps may be left and the installation must entirely replace the original panel.

The original seats, carpets, trim and sound insulation may be removed. A racing seat may be fitted and must be securely mounted according to Motorsport UK requirements.

Pedal Boxes are free.

N.B. - Regulations regarding minimum weight must be respected.

5(6).3 Exterior

Doors, bonnets, boot lids and bumpers may be substituted by aluminium or fibreglass provided that these are an exact replica of the original panels that they replace. A racing seat may be fitted and must be securely mounted according to Motorsport UK requirements and may be constructed of lightweight materials.

In the case of cars originally manufactured with one piece integral bonnet and wings, the original material only is permitted.

Front and rear bumpers may be removed. If removed, supports must also be removed and resulting sharp edges covered.

Perspex side and rear windows are allowed. Any glass in other locations must be retained in the original position either by the same means as that employed by the manufacturer or in a similar secure manner.

The metal or plastic edges of the wing panels may be folded back or trimmed if they protrude inside the wheel housing.

The silhouette of the car must not be altered, (except for safety equipment or minor amendments subject to individual acceptance by the Eligibility Scrutineer).

Original outer door handles must be fitted and working.

5(6).4 Modifications Prohibited

Removal of or alteration to front inner wing panels, all or any part of the dashboard housing (except as in 5.6.1) or any other structural body panel

The cutting of or changing of shape of any original internal or external bodywork to accommodate the installation of dry sump tanks, petrol tanks and radiators is prohibited. The exception is for the making of holes of just sufficient size to pass pipes and electrical connections associated with these items or with the braking system through, for instance, bulkheads.

The cockpit must be separated from both the engine bay and from the fuel tank by a liquid and fireproof bulkhead.

Non-metal wings are prohibited. The exception is, of course, when wings of another material are homologated for that model prior to the cut-off date.

Aerodynamic devices, power bulges or any bodywork extensions are prohibited unless they were homologated for that model before the cut-off date.

Internal panels, sub-assemblies and chassis members must remain as originally manufactured.

5(6).5 Ground Clearance

All Classes may be lowered but all sprung parts of the car must have a minimum ground clearance with the driver seated normally of 4cm, such that a block of 8cm x 8cm x 4cm high 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(7) **ENGINE:**

5(7).1 General

The engine number should be visible, together with the original manufacturer's casting numbers on both block and head(s).

5(7).2 Permitted modifications.

The cylinder block may come from another engine of the same manufacturer which is of the same family of engines that was available within the cut-off date.

The material used for engine mountings on the cross member is free.

There must be the same number of valves and ports as in the original cylinder head for the model in the locations provided by the manufacturer.

It is also permitted to use cylinder heads that were produced by or for the manufacturer for that model up to 31/12/66 and used in saloon car racing provided it is of the same material used by the manufacturer for production models.

Both valves and ports may be altered in size and shape.

Engine components such as pistons, connecting rods and crankshafts are free.

Increasing the engine capacity is permitted up to the limit of the class in which the original showroom or homologated capacity places it for ~~Eco Class~~ and HRSR classes C, D and E. All Class A cars are restricted to an increase of 1.52mm (60 thou). Class B pushrod engined cars may be increased in capacity up to the class limit of 2500cc. There is a further exception applying to cars of Class A built and marketed before 1st January 1960, where showroom capacity may be increased by up to 10.5% or up to the limit of the class in which its original engine size places it, whichever is the lesser. In case of the Jaguar Mk1 reference should be made to Regulation 5(12) in respect of obligation for wheels and tyres to be within the original bodywork.

The number of cylinders may not be varied, and the location and number of camshafts must be as provided by the manufacturer for the specific model. The number of main bearings for the

crankshaft may be increased. Engine ancillaries such as starter motors, breathers etc. are free.

5(7).3 Prohibited modifications

The cylinder block must be of original design and material used prior to 31/12/66. The original engine mounting points (location and number) must be retained.

5(7).4 Location

The engine block must be in the original position (fore, aft and lateral location as well as inclination in the engine bay).

5(7).5 Oil/Water cooling

It is permitted to fit an oil cooler.

Size and type of water radiator is free, but a working water radiator must remain in its original or period Homologated position. By Radiator is meant:

A cooling core with fixed top tank incorporating a pressurized filler cap and inlet neck and a fixed bottom tank incorporating an outlet neck, or crossflow cooling core with fixed tanks either side, incorporating an inlet neck on one side and an outlet neck on the other. When using a crossflow radiator, a remote expansion tank with pressurized filler cap must be installed. Either type may optionally incorporate a drain tap. In both cases a working radiator must be part of the water cooling system, fitted either in series or parallel.

Dry sump lubrication systems are permitted. The location of the dry sump tanks is free provided that they are not in the cockpit.

5(7).6 Induction systems

Forced induction/supercharging is prohibited and fuel injection is only permitted if fitted as standard by the manufacturer prior to December 31st 1966, and, if used, must be of original standard dimensions.

5(7).7 Exhaust systems

Exhaust manifolds and systems are free and may exit from the side of the car so long as the position complies with -NCR 7.8.2 and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5(7).8 Ignition systems

The distributor must remain in the original position and retain its original function, but it may be fitted with an after-market spark triggering system. It must be the sole means of ignition advance and retard and must distribute the high tension spark. No system is permitted which processes intelligent information gathered from the engine and/or the ambient conditions.

5(7).9 Fuel delivery systems

Carburettors, inlet manifolds, fuel pumps and hoses are free subject to the prohibitions of FIA Appendix K 5.5 .

5(8) **SUSPENSIONS**

5(8).1 The pick-up points and mountings may be strengthened but must remain as original in design and position.

5(8).2 The type of suspension joints may be changed i.e. a rose joint may be substituted for a rubber bush but the wheel base must remain as per original specification (a tolerance of + or – 1% will be allowed in establishing this measurement).

5(8).3 The type, make and number of dampers is free. Damper mounting brackets may be strengthened or modified. If necessary, new mounting points may be attached to the chassis/bodyshell to allow dampers of a different type from the original ones to be mounted. The dampers may incorporate bump stops.

5(8).4 Additional anti-roll bars are permitted or the original replaced by one of increased diameter. Panhard rods, Watts linkages, anti-tramp bars and their mounting brackets may be added to the original suspension system but not allowed to replace it. The removal of some or all additional components permitted under this regulation – without replacing any original components - must not render the suspension inoperative, in normal use. This prohibition does not override any alterations or substitutions specifically permitted elsewhere in these regulations.

5(8).5 Suspension components must be of original design. They must not intrude into the passenger compartment. The original pick-up points and mountings must be used.

5(8).6 The original spring system must be retained though the spring rate itself is free. One spring may be replaced by another but not by a spring of different type. The common types are leaf, coil and torsion bar.

5(8).7 The dampers may only perform a damping function and not that of a spring or that of a suspension arm. The exception is where such dual functions were present in the manufacturers' original standard showroom or homologated specification for the make and model, within the cut off date.

5(8).8 Front and rear cross members and/or subframes must be as original and mounted as per original design.

5(9) **TRANSMISSION:**

5(9).1 Permitted modifications

The internal parts of the gearbox are free. The gearbox mountings are free. It is permitted to cut a hole in the floor pan tunnel of just sufficient size to facilitate the fitment of a remote gear change extension. The gear change extension is free but must be of period design and operation. The original tunnel hole must be neatly blanked off with a metal plate.

The clutch and its release mechanism is free. Gearbox coolers and pumps for the lubricating fluid are permitted.

Final drive gears, differentials, shafts and bearings are free, subject to 5(9).2. The propeller shaft is free. Transmission coolers and pumps for the lubricating fluid are permitted.

The fitting of an overdrive unit in addition to the existing gearbox is permitted if it conforms to the period specification of the car.

Due to scarcity of parts, BMW 1800 may use alternative gearbox Getrag type 262.

5(9).2 Prohibited modifications

The gearbox and its casing must follow the original design and be for the specific model as originally fitted by the vehicle manufacturer. Sequential gearboxes and/or gear changes are not permitted.

The number of ratios is free provided they are included within the correct casting as above.

The clutch housing must be of the original design.

The final drive casing must follow the original design and be for the specific model as originally fitted by the vehicle manufacturer.

The ratios for the gearbox and the final drive are free.

5(10) **ELECTRICS:**

5(10).1 **Exterior lighting -** Front and rear lights to be operative. Brake lights to be operative.

5(10).2 **Rear fog light** - Compulsory and must comply with current.NCR 7.5.6

5(10).3 **Batteries** - The type, make, capacity (ampere-hours) and location of the battery are free except that lithium batteries are not permitted. If located in the passenger compartment it must be securely mounted and totally enclosed in a liquid proof box to the satisfaction of the scrutineers.

5(10).4 **Generators/Alternators:** - The dynamo or alternator is free; whichever is fitted must be in working order and connected so as to charge the cars electrical system in the normal way. However it is also permissible to not fit a charging system.

5(11) **BRAKES:**

5(11).1 **Permitted modifications.**

The braking system is free, together with modifications to the chassis/bodyshell necessary for the fitment of a pedal box.

Brake cooling ducts and hoses are permitted, but they must not pass through the external bodywork or protrude forward of the bodywork.

5(11).2 **Prohibited modifications.**

A.B.S. Anti lock braking or similar brake assistance systems are prohibited.

5(12) **WHEELS/STEERING:**

5(12).1 **Permitted options**

Wheel widths are free.

The steering ratio is free.

5(12).2 **Prohibited options.**

Steering systems are to be as per original manufacturers' design, and as fitted to the particular model by the cars manufacturer. The exception being as per 5(4)5.

The diameter of the road wheels must conform to the original showroom diameter plus or minus 1 inch, or the diameter Homologated within the cut off date. In all cases the maximum permitted diameter is 15".

All four wheels must be of the same diameter during practice and during the race.

Wheels and the tyres fitted to them must be housed within the original bodywork. This is interpreted as the tread must be covered as seen from above though sidewall bulge may be uncovered.

Split rimmed wheels are prohibited. It is recommended that all road wheels used are of period appearance. e.g. Weller Historic, Minilite or original steel.

5(13) **TYRES**

5 (1 3) . 1 Cars in all classes may use only Racing Tyres from the FIA Historical Technical Tyre List, No.100

5(13).2 It is the competitor's responsibility to ensure that any tyre is compatible with the rim pattern of the wheel to which it is to be fixed. Also that the speed rating is adequate for the anticipated maximum speed of the vehicle to which tyres and wheels will be fitted.

5(14) **WEIGHTS:**

5(14).1 Each HRSR Class engine capacity category or subdivision has a minimum weight above which all cars competing in that capacity class must be at all times during both practice and race. The minimum weight will be taken including the driver, complete with helmet. In the case of 2 driver races or 2 driver teams, the weight of the lightest driver will be used.

Minimum weights -

- up to 1000cc 655 kilos
- 1001 to 1050cc 665 kilos
- 1051 to 1150cc 680 kilos
- 1151 to 1300cc 680 kilos
- 1301 to 1500cc Pushrod engine 750 kilos
- 1501 to 1600cc Pushrod engine 785 kilos
- 1301 to 1600cc Single or twin overhead cam engines 855 kilos
- 1601 to 2100cc 890kilos
- 2101 to 2500cc 950 kilos
- 2501 to 3000cc 1055 kilos
- 6 cyl cars (over 3000cc) 1140 kilos
- 8 cyl cars (over 3000cc) 1260 kilos

5(14).2 All cars competing in the Appendix K group 2 category will not be weighed with the driver but must not weigh less than their correct homologated weight.

5(14).3 The Club may, at its discretion, introduce separate weights for front wheel drive cars and may amend weights and/or engine capacity splits with a minimum of one race notice.

5(14).4 Ballast weights may be installed inside or outside the cockpit but must be retained by fixings to the same standard as detailed in the current Motorsport UK Yearbook for the fitment of driver's seats.

5(15) **FUEL TANK/FUEL:**

5(15).1 Types - The standard tank for the car may be used. Any other tank that may be fitted should conform to FT3 specification.

5(15).2 **Location -** The fuel tank may be relocated but if a tank other than the standard tank in the standard position is used, then it must be within or beneath the luggage compartment and should be to FT3 standard or brought up to this standard. Also, whichever tank is used, it must incorporate a leakproof filler cap and breather. It must be separated from the cockpit by a fireproof and liquid-proof bulkhead.

5(15).3 Fuel: Fuel must be in accordance with NCR 8 Appendix 1.1.7

5(16) **SILENCING:**

All vehicles must comply with current NCR 7.8.2 i.e. 105dB and are also subject to individual circuit requirements if specified in Supplementary Regulations. Compliance will be rigorously enforced.

5(17) **NUMBERS AND SERIES DECALS:**

5(17).1 At the beginning of the season or whenever a member of the HRSR registers for racing, the HRSR will allocate a number which must be displayed as per-NCR 7.13 Diagram 1 Competitions Numbers It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.

5(17).2 Competitors wishing to enter in the Appendix K classifications, must notify the HRSR at the time of registering for racing and apply a letter K, of size 3" x 3", immediately adjacent to the right hand top side of each of their competition numbers.

5(17).3 Competitors are allowed a panel size 50cm (19.5") x 14cm (5.5") on each side of the car to display personal sponsors' decals – which must comply with Motorsport UK restrictions as to suitability and not be positioned close to those of the Series sponsor.

5(17).4 All competing cars must display at least two HSCC badges, one on each side of the car, together with Series or race sponsor stickers as required.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Series Stewards and/or the Motorsport UK /MSC

6.1 Race Organising Clubs and Contacts

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

SERIES CHAIRMAN Jim Nairn

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

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.