



HISTORIC SPORTS CAR CLUB

Established 1966

Silverstone Circuit, Silverstone, TOWCESTER, Northamptonshire NN12 8TN

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Historic Sports Car Club Ltd - A company limited by guarantee - Registered in England - 04448259



Series Regulations 2019

Eligible Cars:

The Thundersports Series is open to Sports Racing, GT and Touring Cars of a type that would have competed in the World Endurance Championship, FIA GT Championship, FIA 2 Litre Sports Car Championship or other International Competition up to 31st December 1979. There is also an invitation class for Sports 2000 Pinto cars built before the end of 1990 complying with the rules set out for FIA Appendix K classes SR2/2 and SR2/3. The requirement for all cars, with the exception of Sports 2000s, to have a valid FIA HTP is not mandatory for 2019

Class Structure:

Class GT1: GT and Touring Cars up to 31.12.74.

Class GT2: GT and Touring Cars built between 01.01.75 – 31.12.79

Class SP1: Sports Racing Cars built up to 31.12.71 under 2 litre (Excluding All FVC and BDG powered open Sports cars)

Class SP2: Sports Racing Cars built up to 31.12.71 over 2 litre

Class SP3: Sports Racing Cars built up to 31.12.79 under 2 litre (Including All FVC and BDG Powered open Sports Cars)

Class SP4: Sports Racing Cars built up to 31.12.79 over 2 litre

Class SP5: Up to 2 litre Continuation Sports Racing cars built to the original design and specification of the Year/period model as defined by the series regulations and classes above (i.e. before 31.12.79) with current FIA Historical Technical Passport. Continuation Cars must have a clear identification fixed to the bodywork as defined in the Event Final Instructions.

Class SP6: Over 2 litre Continuation Sports Racing cars built to the original design and specification of the Year/period model as defined by the series regulations and classes above (i.e. before 31.12.79) with current FIA Historical Technical Passport. Continuation Cars must have a clear identification fixed to the bodywork as defined in the Event Final Instructions.

Class S20: Invitation Class for Sports 2000 Pinto cars built before the end of 1990 complying with the rules set out for FIA Appendix K classes SR2/2 and SR2/3.

Class INV: Invitation Class for sports cars racing cars, built prior to 31st December 1984 which may be accepted at the Organisers' discretion.

The organisers reserve the right to move any car from one class to another

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

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The Thundersports Series is organised and administered by the Historic Sports Car Club [HSCC] in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [MOTORSPORT UK] (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations. Entry to the Thundersports Series is by Invitation only

MOTORSPORT UK Series Permit No. RS2019/081

Race Status National A

1.2 Officials:

1.2.1 Co-ordinator: Andy Dee-Crowne, Historic Sports Car Club, Historic Air Traffic Control Tower, Silverstone Circuit, Silverstone, Nr. Towcester, Northants., NN12 8TN

1.2.2 Eligibility Scrutineer: Dallas Smith

c/o HSCC Silverstone Circuit, Silverstone, Nr. Towcester, Northants. NN12 8TN

PUBLISHED REGULATIONS

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- (a) be fully paid-up valid membership card-holding members of the HSCC
- (b) in possession of a valid 2019 MOTORSPORT UK Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be fully paid-up valid membership card-holding members of the HSCC and
- (b) be registered for the Series and
- (c) be in possession of a valid 2019 MOTORSPORT UK Competition (Racing) National A status Licence *as a minimum*, National B for Class S20 (Sports 2000) *as a minimum*. N.B. National A status Licence may be required subject to Q 9.1.2.
- (d) A professional driver, in possession of a valid Licence (featuring an E.U.flag) and medical, issued by the ASN of a member country of the European Union, or comparable country (H26.2.1 applies).

1.3.3 All necessary documentation, including FIA HTP or HSCC Vehicle Identity Form, must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 The registration fee is £180 to include membership of the HSCC. Cheques made payable to the HSCC.

1.4.2 All drivers must register as competitors for the Series by returning the Registration Form together with a copy of the cars FIA HTP, with the Registration Fee to the HSCC prior to the Final Closing date for the first race being entered.

1.4.3 Registrations will be accepted from 1st January 2019.

1.4.4 Registration numbers will be the permanent Competition numbers for the Series.

1.5 Series Events:

Date	Circuit	Status	Org. Club
18 th – 19 th May	Silverstone	National B	HSCC
29 th – 30 th June	Brands Hatch	National B	HSCC
27 th – 29 th September	Spa	TBA	Roadbook

1.7 Awards:

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

1.7.2 Per race: A trophy to the overall winner and trophies to first and second in each class subject to five starters in class. Trophies to first in each class will be awarded subject to three starters in each class. Presentations: Winners' trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class trophies will be available from the paddock office one hour after the official results have been published.

2. SERIES EVENT MEETINGS & RACE PROCEDURES

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Parts often have to be manufactured as they are not available 'off the shelf'. These cars require respect as do your fellow competitors. You will be expected to race within those parameters. If you are involved in an incident you will be required to report your actions to the Clerk of the Course if called.

2.1 Entries:

2.1.1 Competitors are responsible for sending in 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 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 D25.1.12 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 should 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 the session or re-run sessions to achieve the series criteria and 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 (MOTORSPORT UK Regulations Q4.5).

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race Q5.4.

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 via a 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 car removed from the grid after the one minute stage 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 is required to indicate his / her situation as per MOTORSPORT UK Regulation Q 12.13.2. In addition, any driver unable to maintain grid position on the 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 LIGHTS 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.

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 **Refueling:** May only be carried out in accordance with the MOTORSPORT UK Q13 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)

2.8 Race Finishes:

Cars may 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 circuits or in the pit lane.

2.9.1 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. (MOTORSPORT UK regulation D26.3).

2.10 Timing Modules:

All cars must be fitted with a working HSCC approved transponder. Failure may result in competitors not being accredited with a qualifying time or excluded from the result as per MOTORSPORT UK Q12.2.1

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 Section Q, Appendix 2 of the MOTORSPORT UK General Regulations.*

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. Cameras may not be used as a data logging device.

3. SPECIFIC SERIES REGULATIONS **Nil**

4. SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current MOTORSPORT UK Yearbook.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of MOTORSPORT UK regulations (C3.3.).

4.1.2 Arising from post race Scrutineering or judicial action: Minimum penalty: The provisions of MOTORSPORT UK regulations: C3.5.1(a) & (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1(c).

4.2 Additional specific series penalties as set out in the Supplementary Regulations

4.2.1 The Clerk of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with MOTORSPORT UK Regulation Q12.6

4.2.2 The Clerk of the Course or the Stewards of the Meeting, where a unfair advantage has been obtained (whether inadvertently or not), may impose a Time Penalty in accordance with MOTORSPORT UK Regulation C2.3 (Judicial)

5. TECHNICAL REGULATIONS:

Organising Club:

The Historic Sports Car Club Ltd, Silverstone Circuit, Silverstone, Nr. Towcester, Northants, NN12 8TN

5.1 The following Technical Regulations are set out in accordance with the MOTORSPORT UK 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 Eligible Cars

The Thundersports Series is open to Sports Racing, GT and Touring Cars of a type that would have competed in the World Endurance Championship, FIA GT Championship, FIA 2 Litre Sports Car Championship or other International Competition up to 31st December 1979. There is also an invitation class for Sports 2000 cars built up to 31st December 1984 conforming to SRCC regulations. With the exception of Sports 2000 cars all cars must have a valid FIA HTP.

Class Structure:

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Class SP6: Over 2 litre Continuation Sports Racing cars built to the original design and specification of the Year/period model as defined by the series regulations and classes above (i.e. before 31.12.79) with current FIA Historical Technical Passport. Continuation Cars must have a clear identification fixed to the bodywork as defined in the Event Final Instructions.

Class S20: Sports 2000 Invitation for Pinto engined cars built before the end of 1990 complying with the rules set out for FIA Appendix K classes SR2/2 and SR2/3.

Class INV: Invitation Class for sports cars racing cars, built prior to 31st December 1984 which may be accepted at the Organisers' discretion.

5.3 SAFETY REQUIREMENTS:

All MOTORSPORT UK Section K safety criteria regulations apply as relevant. Items K4, K6 & 7 are not mandatory.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1 With the exception of Sports 2000 cars, all vehicles must comply with their FIA or HSCC Identity document.

5.4.2 Subject to their HSCC Identity Document indicating otherwise, vehicles must comply with vehicle regulations Section J and Q except section (J5.13.4) see para 5.15 and (J5.14.7.) Electrical Systems *Be fitted with suppressors as required by the wireless Telegraphy Regulations.*

5.5. CHASSIS:

As the car's FIA or HSCC Identity document or SRCC Sports 2000 Regs.

5.6 BODYWORK:

As the car's FIA or HSCC Identity document or SRCC Sports 2000 Regs.

Minimum ground clearance with driver in place to be 60mm.

Minimum Ground Clearance GT Cars periods E,F & G 100mm

Minimum Ground Clearance Sports Racing Cars periods E,F & G 60mm

5.7 ENGINE:

As the car's FIA or HSCC Identity document or SRCC Sports 2000 Regs.

Maximum capacity: 2000cc.

5.8 SUSPENSION

As the car's FIA or HSCC Identity document or SRCC Sports 2000 Regs

5.9 TRANSMISSION:

As the car's FIA or HSCC Identity document or SRCC Sports 2000 Regs.

5.10 ELECTRICS:

As the car's FIA or HSCC Identity document or SRCC Sports 2000 Regs.

A red warning light must be fitted – (K5)

5.11 BRAKES:

As the car's FIA or HSCC Identity document or SRCC Sports 2000 Regs.

Hydraulic pipes may be replaced by Aeroquip or similar. Pad Material is free, no drilled discs

5.12 WHEELS/STEERING:

As the car's FIA or HSCC Identity document.

Replacement wheels will be permitted providing the fitting and dimensions are identical to the original.

5.13 TYRES.

Eligible tyres are as follows:

Period H & I Cars

Avon supplied Tyres, as suitable to the period make and model.

Wet weather tyres may be used when conditions dictate.

In the event of Avon not being able to supply a tyre size, other manufacturers may be considered upon application in writing to the organisers.

Period F and G Cars Dunlop CR 65/82 Post Historic 484 Compound or Avon A11 Slicks.

WET: Dunlop CR 65/82 Post Historic 484 Compound with additional hand cut grooves permitted or Avon (standard compound and tread pattern) wet weather tyres. No intermediate tyres are permitted for any class.

Class S20: Permitted tyres to be either SRCC UK specification Yokohamas or European specification Avons

5.14 WEIGHTS:

Minimum Weights excluding driver

GT1 & GT2: As per homologated weight on FIA HTP.

SP1:525 kgs

SP2:As per homologated weight on FIA HTP

SP3:575 kgs

SP4:650 kgs

SP5: 525 Kgs up to 31.12.71 575kgs 01.01.72 – 31.12.79

SP6: as per HTP papers up to 31.12.71 and 650kgs 01.01.72 – 31.12.79

Class S20: As per SRCC Sports 2000 regulation weight for class

5.15 FUEL TANK/FUEL:

As the cars FIA or HSCC identity document or SRCC Sports 2000 Regs.

Fuel must be in accordance with MOTORSPORT UK regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b),

5.16 SILENCING:

Maximum permitted noise levels are not defined in these series regulations. However, some circuits/venue owners/meeting organisers may impose restrictions in the Supplementary Regulations. The HSCC will give as much advanced warning as possible of the need for cars to comply with any noise restriction.

5.17 NUMBERS AND DECALS:

5.17.1 Positions

As per MOTORSPORT UK Yearbook Section J4 and drawing 4. Individual sponsor's decals are limited to two per vehicle provided they do not conflict with the series sponsors. All competing cars must display at least two HSCC badges and two series logo badges on each side of the car. Any other Series or Championship logos must be covered over or removed. If at any time the series has a sponsor – sponsor's decals, when provided, must be displayed (one each side of car) failure to comply may result in grid or race penalties being applied. Individual advertising as per MOTORSPORT UK Regulations H28.1.1 – H28.1.6.

6. APPENDICES

6.1 Race Organising Clubs and Contacts

HISTORIC SPORTS CAR CLUB Ltd – Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8

(T) 01327 858400 (F) 01327 858500 email: office@hsc.org.uk

website: www.hsc.org.uk

Series Committee – Please direct all correspondence through the HSCC office

Co-ordinator:

Andy Dee-Crowne

Thundersports Driver Representative: Mark Richardson

Sports 2000

Mike Fry & Chris Snowden

Sports 2000 Driver Representative

Jonathan Loader

Eligibility Registrar:

Dallas Smith