



HISTORIC SPORTS CAR CLUB

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HSCC/FJHRA HISTORIC FORMULA JUNIOR CHAMPIONSHIP REGULATIONS 2012

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The HSCC Historic Formula Junior Championship is organised by the Historic Sports Car Club (HSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (incorporating the provision of the FIA International Sporting Code) and these Championship Regulations. MSA Championship Permit No. Race Status: National B

MSA Championship Grade: D

1.2 Officials:

1.2.1 Co-ordinator: Grahame White, HSCC, Silverstone Circuit, Towcester, Northants, NN12 8TN (Tel: 01327 858400)

Eligibility Scrutineer: Mr Dallas Smith, 268 Lea Road, Gainsborough, Lincs, DN21 1AP. Tel. 01920 466927

1.2.2 Championship Stewards: Mr Peter Hore, Mr Simon Hadfield, Mr Reg James

1.2.3 all c/o HSCC, Silverstone Circuit, Towcester, Northants, NN12 8TN (Tel : 01327 858400)

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding racing members of HSCC **and be in possession of a 2012 MSA Entrants Licence.**

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding racing members of the HSCC, be Registered for the Championship and be in possession of valid **2012 MSA Competition (Racing) National B (with the exception of Spa Francorchamps, where a National A will be the minimum required)** or above status Licence Or be a driver in the possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union (H26.2.1.).

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All drivers must be full racing members of the HSCC and register as Competitors for the Championship by returning the Registration Form with the Registration Fee to the Formula Junior Historic Racing Association (FJHRA) prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £150 - Made payable to FJHRA.

1.4.3 Registrations will be accepted from **1st December 2011 until 1st October 2012.**

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

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1.5 Championship Rounds:

The Historic Formula Junior Championship will be contested over 10 race meetings.: if there are two races at a race meeting both will count for championship points:

Date:	Circuit:	Status	Organising Club
17/18 March	Donington Park	Clubmans	HSCC
21/22 April	Cadwell Park	Clubmans	HSCC
19/20 May	Silverstone International	Clubmans	HSCC
9/10 June	Snetterton	Clubmans	HSCC
14/15 July	Brands Hatch	TBA	MSV
4/5 August	Croft	Clubmans	HSCC
18/19 August	Thruxton	TBA	BARC
25/27 August	Oulton Park	Clubmans	HSCC
21/23 Sept	Spa	TBA	Roadbook
20 Oct	Silverstone	Clubmans	HSCC

1.6 Scoring:

1.6.1 Points will be awarded within each class irrespective of the number of starters (subject to paras 1.6.3 and 1.6.4) to Competitors listed as classified finishers (whether or not such Competitors shall have passed the chequered flag) in the Final Results as follows:-

Position

1st	10
2nd	8
3rd	6
4th	4
5th	3
6th	2
All other finishers	1

1.6.2 The totals from all qualifying rounds less three (if there are 14 or more rounds) or less two (if there are between 8 and 13 rounds) or less one (if there are less than 8 rounds) will determine final championship points and positions.

1.6.3 In the event that the number of cars that qualify to start in a qualifying round in any class is less than 4, then subject to para 1.6.4, the points to be awarded in that class shall be reduced as follows;

1.6.3.1 3 starters – awarded 1st – 8 points; 2nd - 6 points; 3rd – 4 points
2 starters – awarded 1st – 6 points; 2nd – 4 points
1 starter – awarded 1st – 4 points

1.6.4 If under the provisions of para 1.6.3 any car shall prima facie be subject to a reduction in points then further calculations shall be effected as follows;

1.6.4.1 Firstly, if the reduction concerns any car in Classes A, B1 and B2 then (for the purpose of this calculation only) the positions of these 3 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)

1.6.4.2 If the reduction concerns any car in Classes C1 and C2 then (for the purposes of this calculation only) the positions in these 2 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)

1.6.4.3 If the reduction concerns any car in Classes D1 and D2 then (for the purposes of this calculation only) the position of these 2 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)

1.6.4.4 If the reduction concerns any car in Classes E1 and E2 then (for the purposes of this calculation only) the position of these 2 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)

- 1.6.4.5 Secondly if the reduction concerns any car that has been placed in the first six positions overall in any race then the reduction shall not result in points being awarded for that race that would be less than the points to which that car would have been entitled if points had only been awarded overall and not by class (and without any reduction).
- 1.6.4.6 For the avoidance of doubt, any car which qualifies to start in a Championship race but which is itself ineligible for Championship points shall not count as qualifying to start in determining the number of starters in that class for Championship points.
- 1.6.5 If two races are run at any one meeting for all the classes then both races shall count for Championship points for that meeting.
- 1.6.6 If two races (or more) are run at any one meeting for separate classes, then the supplemental regulations shall stipulate which race or races shall be a qualifying round for each class and championship points shall be awarded accordingly. Any car running in a race which is not designated as a championship round for that class shall not score points in that race, but the overall race positions shall be unaffected and the organizers may still award trophies for non championship classes in that race.
- 1.6.7 If two Championship rounds for separate classes are run at any one meeting and a driver scores points in more than one race, then he shall count his best score in the overall position of the Championship but both (or more) scores shall count in the individual class positions of this Championship.
- 1.6.8 Ties shall be resolved using the formula in W1.3.4. of the 2012 MSA Yearbook and for the avoidance of doubt, this shall apply both to interim positions during the Championship year and to the final Championship positions (except as otherwise stated.)
- 1.7 Awards:
- 1.7.1 All awards are to be provided by the Organising Club at each race and by FJHRA in the Championship.
- 1.7.2 Per Round: A Trophy to the outright winner, and in addition in each class as follows: A Trophy for the 1st place irrespective of the number of starters in each class, 2nd place subject to 4 starters in a class, and 3rd place subject to 7 starters in class.
- 1.7.3 Championship: A Trophy (to be held for 1 year) to the overall winner and to the winner of each class A, B1, B2, C1, C2, D1, D2, E and F; In addition, Trophies (to be retained) for the first three places in each of the classes A, B1, B2, C1, C2, D1, D2, E1, E2 and F presented by Millers Oils; and Trophies (to be retained) to the first six places overall presented by the HSCC.
- 1.7.4 Bonuses: Not applicable
- 1.7.5 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.
- 1.7.6 Entertainment Tax Liability. - Not Applicable at present
In accordance with current government legislation, the FJHRA/HSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women
That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the FJHRA/HSCC is required to deduct tax at the relevant rate - currently 25% - from any such payments they may make to non-UK residents.
Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.
For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non Residents, St John's House, Merton Road, Merseyside. L69 9BB. Tel: 0151 472 6488 Fax: 0151 472 6483
- 1.7.7 Title to all Trophies:
In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the HSCC in good condition within 7 days. All Championship Annual Trophies belong to the FJHRA.
- 2. SPORTING REGULATIONS - JUDICIAL PROCEDURES**
- 2.1 Rounds: In accordance with Section [C of the 2012 MSA Yearbook](#)
- 2.2 Championship: In accordance with Section [C of the 2012 MSA Yearbook](#)
- 3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES**
- 3.1 Entries:
- 3.1.1 The Organising Clubs of each individual race are responsible for mailing Supplementary Regulations/Entry Forms to all Registered Competitors in sufficient time for entries to be made prior to the published selection of entry dates for each round.
- 3.1.2 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be at least 18 days before each round.

- 3.1.3 All correct and complete entries are to be acknowledged, advising the Competitors of acceptance or otherwise, within 5 days of receipt by the Organising Club.
- 3.1.4 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.
- 3.1.5 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 3.1.6 The Maximum Entry Fee for each round shall be in accordance with the Supplementary Regulations for that round.
- 3.1.7 Entry Fee Refunds will be as per the policies of the Clubs organising each round as published in their Supplementary Regulations for each round.
- 3.1.8 Each Race Meeting Organiser may accept up to 20% more entries than specified on the Track Licence for each Circuit and all accepted Competitors may practice.
- 3.1.9 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the FJHRA may at their discretion run Qualification Races. Qualification Race Procedures will be published as supplementary Regulations. If no Qualification Race is to be run then entries shall be accepted in the order of Championship positions at the date of closure of entries: subject thereto and to the Maximum number of entries to be accepted, all other entries received on or before the date of closure of entries shall be eligible for selection at the discretion of the organisers in consultation with FJHRA, such selection to be on the basis (so far as possible) that there be an equal number of acceptances (and where applicable reserves) from each of the eleven classes A to G (save that a Maximum of 3 cars of class G shall be selected if any car from classes A, B, C, D, E or F shall otherwise be excluded).
- 3.1.10 All entries received after the date of closure of entries may be accepted at the discretion of the organisers and if so in order of receipt. There may be an additional charge for late entries; this will be in accordance with the supplementary regulations for the round.
- 3.1.11 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.12 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the championship race.
- 3.1.13 For the avoidance of doubt nothing in these Regulations shall prevent or limit the ability of the Organising Club to accept up to 3 cars from either Invitation Classes G and H (subject to the provisions of Clause 3.1.9) or from cars complying with Classes A, B, C, D, E or F which are not registered for the Championship, except where the supplemental Regulations specifically state that a greater maximum number of places shall be reserved for such cars.
- 3.2 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.
- 3.3 Practice:
The minimum period of practice to be provided is to be as specified in the MSA Regulations (Q4.5).
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 championship criteria and the decision of the Clerk of the Course shall be final.
- 3.4 Qualification:
Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5
- 3.5 Races:
The standard minimum scheduled distance shall be 15 miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.
- 3.6 Starts:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2 The minimum countdown procedures/audible warnings sequence shall be:-
All races will be Standing Starts unless otherwise specified in the competitors final instructions.
One minute to start of Green Flag Lap - Start engines/Clear Grid.
Thirty seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per MSA Regulation Q12.13.2. Drivers may make up any lost grid position on this green flag lap, BUT any drivers unable to maintain grid position at any point of 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.
- 3.6.6 Excessive weaving to warm-up tyres using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 Except in the case of a rolling start, a five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.
In the event of any starting lights failure the Starter will revert to use of the National flag.
- 3.6.8 All races shall start with a standing start.
- 3.7 Race Stops
- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line 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 starting grid area which will automatically become a Parc Ferme area.
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.
- 3.7.2 Case A – Less than two laps completed by Race leader.
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length or the restarted race will be determined by the Clerk of the Course.
- 3.7.3 Case B - More than two laps completed by Race Leader but less than 75%.
The Race will restart from a grid set out by the finishing order of part one, (as per Q5.4.3.). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation Q5.4.3., unless the Clerk of the Course in consultation with the Stewards of The Meeting, deems it appropriate to restart the race.
- 3.8 Re-Scrutiny:
All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.
- 3.9 Pits & Pitlane Safety:
- 3.9.1 Pits. Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 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 drive at minimum speeds in pit lanes.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.10 Race finishes:
After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pit lane. It is the duty of the winning competitor to ensure that it does not inadvertently overtake any unlapped car after the chequered flag.

- 3.11 **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.
- 3.11.1 **Timing Modules:** All cars must be fitted with a working HSCC approved transponder. Failure may result in competitors not being timed or excluded from the result. As per MSA Regulations Q12.2.1
- 3.12 If there are two races at a race meeting for all classes then starting grid positions for the second race shall also be determined by practice times (and not by finishing positions of the first race).
- 3.13 **Operation of Safety Car: As per MSA Regulations Section Q Appendix 2.**
- 4. CHAMPIONSHIP RACE PENALTIES:**
- 4.1 Infringements of Technical Regulations:
- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: (C3.3.).
- 4.1.2 Arising from post race Scrutineering of Judicial Action;
Minimum Penalty: The provisions of MSA Regulations: C3.5.1.-(a) & (b) and more serious penalty C3.5.1 (c)
- 4.1.3 Additional specific Championship penalties: According to Supplementary Regulations
Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:
- 4.2.1 The Clerk of the Course or Stewards have the right to impose a Stop Go penalty, in accordance with MSA Regulation Q12.6**
- 4.2.2 Alternatively, the Clerk of the Course or Stewards may issue a grid place penalty of up to ten grid places, or a Final race position drop of up to ten race positions, for contravention of regulations during qualifying or racing. In the event of a grid place drop this penalty maybe extended to the next Championship race in which the competitor takes part.**
- 4.3 Any competitor who is penalised under the MSA Sporting Regulations at any stage of an event may at the Clerk of the Course Instruction incur the following Championship penalty: -
The event will be counted as one of the events contributing to their Championship score and they will be excluded from the event. Additionally the competitor will forfeit a total of points equal to those obtained for a class win even if this results in a minus total of points.

TECHNICAL REGULATIONS

- 5.1 **INTRODUCTION:**
The following Technical Regulations are set out in accordance with the MSA 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:**
- 5.2.1 The Historic Formula Junior Championship is open to original single seater racing cars complying with Formula Junior (1958-1963) and 500cc Formula 3 (1946-1962).
- 5.2.2 All cars shall hold a valid FIA HTP; or shall in the Opinion of the Championship Committee (whose decision shall be final) otherwise comply with the eligibility requirement of the FJHRA Technical Regulations in force at [1st January 2012 \("FJHRA Regulations"\)](#)
- 5.3 **SAFETY REQUIREMENTS:**
All Articles of MSA Section K Safety Criteria Regulations will apply as relevant. Items (K4.), (K6&7) and (K12) are not mandatory.
- 5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**
- 5.4.1 All vehicles must comply with their FIA Identity Documents and hold, or be eligible to obtain an FIA Historic Technical Passport (HTP) (which is strongly encouraged and mandatory for any championship round held outside of Great Britain and Northern Ireland); and must comply with the FJHRA Regulations.
- 5.4.2 All vehicles must have been built to race in period and subject to any variation specifically permitted by the FJHRA Regulations race in that specification.
- 5.4.3 All vehicles must comply with vehicle regulations Section J and Q Except section (J5.13) Fuel Systems Use pump fuel (see nomenclature and definition) except, subject to prior written authority having been given by the MSA, where permitted otherwise under SRs, Formula Rules and/or Championship Regulations and Section (J5.14.7.) Electrical Systems Be fitted with suppressors as required by the wireless Telegraphy Regulations.
- 5.5 **CHASSIS:** As the car's FIA Identity Documents (if any); and/or as originally constructed.
- 5.6 **BODYWORK:** As the car's FIA Identity Documents (if any); and/or as originally constructed.
- 5.7 **ENGINE**
- 5.7.1 As the car's FIA Identity Documents (if any) and (in the case of Class F) in compliance with the Eligibility and Originality Standards of the 500 Owners Association ("500 OA"); and/or as originally fitted to that vehicle in period; or (in the case of Class F) an identical model in period.
- 5.7.2 The cylinder-head re-manufactured to the specification of the Ford Cosworth 105E/109E cylinder head by Richardson to replace the original cylinder heads of the same specification is not permitted for Classes A, B, and

- C. Any car which would otherwise be eligible for these classes but for the Richardson head shall be admitted to Class D
- 5.8 **SUSPENSION**
As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle in period.
- 5.9 **TRANSMISSIONS**
As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle in period.
- 5.10 **ELECTRICS**
As the car's FIA Identity Document (if any) and (in the case of Class F) in compliance with the Eligibility and Originality Standards of the 500 OA; and/or as originally fitted to that vehicle in period.
- 5.11 **BRAKES**
As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle or any identical model in period. Hydraulic pipes may be replaced by Aeroquip or similar.
- 5.12 **WHEELS/STEERING**
As the car's FIA Identity Document (if any); and/or as originally fitted (or as near as possible, similar) in period.
- 5.13 **TYRES**
Eligible Tyres will be as follows:-
Classes A, B, C, D & E as per FIA Appendix K ('L' Section 204 compound CR65 tread).
Class F as per FIA Appendix K (Dunlop Vintage R5 tread or earlier tread) .
Class G.1. 'L' Section 204 compound CR65 tread
Class G.2. As per FIA Appendix K (Dunlop Vintage R5 tread or earlier)
Classes G.3. & G.4. 'L' Section 204 compound CR65 tread
Class G.5. As per FIA Appendix K (Dunlop Vintage R5 tread or earlier)
Class G.6. 'L' Section 204 compound CR65 tread, or earlier, or Dunlop Vintage R5 tread or earlier
Class G.7. 'L' Section 204 compound CR65 tread
Class G.8. Dunlop Vintage R5 tread or earlier or Michelin X
Class G.9 As per FIA Appendix K (Dunlop Vintage R5 tread or earlier)
Class G.10 'L' Section 204 compound CR65 tread, or earlier or Dunlop Vintage R5 tread or earlier
Class G.11 'L' Section 204 compound CR 65 tread
Class H 'L' Section 204 compound CR65 tread (or in accordance with the regulations of the Formula applicable to that car but in the case of any car of F3/2 (FIA F3 1000cc) only Dunlop tyres).
- 5.14 **WEIGHTS**
- 5.14.1 As the car's FIA Identity Document (if any); and/or
- 5.14.2 Classes A., B, C, D & E in accordance with the original Rules of Formula Junior (1958-1963).
- 5.14.3 Classes F, G & H - In accordance with the rules of the applicable Formula to that car or (if not specified) to that car's original specification.
- 5.15 **FUEL TANK/FUEL**
- 5.15.1 Fuel Tank - As the car's FIA Identity Document (if any); and/or in accordance with FIA Appendix K.
Classes A, B, C, D & E - Commercially available pump fuel as per FIA Appendix K.
- 5.1.1 Classes F, G.5. and G.6. - Commercially available pump fuel or Methanol
Class G.1,G.2, G.3, G.4, G.7, G.8, G.9, G.10, G.11 and H. Commercially available pump fuel.
- 5.16 **SILENCING**
To MSA vehicle regulation (J5.17) i.e. 108db where mandatory and also subject to individual circuit requirements in supplementary Regulations.

5(17) NUMBERS AND CHAMPIONSHIP DECALS:

5(17).1 Positions

As per MSA 2012 Blue Book Section J4 and Drawing 4. Individual sponsor's decals are limited to two per vehicle. All competing cars must display both two HSCC badges and two FJHRA badges, one on each side of the car. If at any time the Championship has a sponsor – sponsors decals when provided must be displayed (one each side of car) failure to comply may result in championship points being deducted for any round where no decals were applied. Individual advertising as per MSA Regulations H28.1.1 – H28.1.6

5.1.1.1 CLASS STRUCTURE

- Class A. Front-engined Formula Junior cars fitted with Fiat or Lancia engines and built and raced before 31.12.1960 (FIA Category FJ/1A).
- Class B1 Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A). (FIA Category FJ/1B) fitted with engines of 1000cc or less.
- Class B2 Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A). (FIA Category FJ/1B) fitted with engines of 1100cc or less but in excess of 1000cc.
- Class C1 Rear-engined Formula Junior cars built and raced (or officially entered to race) before 31.12.1960 (FIA Category FJ/1C) fitted with engines of 1000cc or less.
- Class C2 Rear-engined Formula Junior cars built and raced (or officially entered to race) before 31.12.1960 (FIA Category FJ/1C) fitted with engines of 1100cc or less but in excess of 1000cc

- Class D1 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2D),and fitted with drum brakes on all four wheels, as original specification and fitted with engines of 1000cc or less.
- Class D2 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2D),and fitted with drum brakes on all four wheels, as original specification and fitted with engines of 1100cc or less but in excess of 1000cc.
- Class E1 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2E), and fitted with a disc brake or brakes.
- Class E2 Rear-engined and front-engined Formula Junior cars fitted with engines other than Ford built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2E) and fitted with a disc brake or brakes.
- Class F. Formula 3 500cc cars built and raced prior to 31st December 1962 (FIA Category F3/1).
BY INVITATION ONLY, cars which in the absolute discretion of the Championship Committee are deemed to be within the spirit of Formula Junior, to have a high standard of presentation and construction and which comply with one of the following criteria:-
- Class G1. Non-series production Formula 3 1000 cc cars built and raced between 01.01.1964 and 31.12.1965 (e.g. North Star, Lova, Barnett, Greenwood, Belgica) and series production Formula 3 1000cc cars fitted with sidedraft or two- stroke engines built and raced between the same dates.
- Class G2. Non-series production single-seater open wheel Formula 2 1.5 litre cars built and raced between 01.02.1956 and 31.12.1960 (e.g. Smith, Fry, Lister, Laystall, Lola-Smith).
- Class G3. Single-seater racing cars which were built to the rules of the Monoposto Register and which competed in that specification in races run to the Monoposto Formula (Class A and Class B) between 1st January 1958 and 31st December 1965.
- Class G4. Single-seater racing cars fitted with the Ford 1172 engine built and raced to that specification between 01.01.1958 and 31.12.1963 in races for the 1172 Ford Championship of Ireland.
- Class G5. Rear-engined single seater racing cars fitted with V.twin motorcycle engines greater than 900cc and less than 1100cc unsupercharged built and raced to that specification in races between 01.01.1947 and 31.12.1958 (e.g. Cooper, Kieft, C.F.S.)
- Class G6. Single seater racing cars not exceeding 250cc built and raced to that specification between 01.01.1954 and 31.12.1962 to the rules of the 250 Motor Racing Club.
- Class G7. Racing cars built and raced between 01.01.1963 and 31.12.1969 to the specification of R.A.C. Formula 4 (up to 250cc) and Formula 4/2 (up to 650cc) [NOT Formula 4/4 - 875 cc Imp engines].
- Class G8. D.B. Monomil single seater racing cars.
- Class G9. Cisitalia D.46 Single Seater racing cars
- Class G10. Single seater racing cars greater than 500cc and not exceeding 1100cc [except USA-1300cc] unsupercharged built to a recognised National Formula in USA, Canada, Italy, Germany, Morocco or France and raced to that specification between 01.01.1946 and 31.12.1964
- Class G11. Lotus 20 racing cars with bodies converted by Jim Russell for use in the film “Grand Prix” but otherwise complying with the specification of Formula Junior (FIA category FJ/2)
- Class H Single seater racing cars not covered by classes A to G (which may include series production FIA Formula 3 1000cc cars built between 1964 and 1970) which in the opinion of the championship committee should be invited to participate in any one particular race.

Championship Committee – Please direct all correspondence through the HSCC office

Duncan Rabagliati – Chairman

Grant Wilson – FJHRA Registrar

Grahame White

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