



# HISTORIC ROAD SPORTS CHAMPIONSHIP

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## A beginner's guide to racing in the Historic Road Sports Championship.

So you've completed your ARDS test and have your licence. Now your attention must turn to the other requirements you need to go racing before making the car any faster!

The following is an easy to understand guide to the personal and mechanical safety measures required by the MSA to go racing. These items will be checked at scrutineering prior to your first event and at all subsequent events. If you have not complied with any of the items on the list, you will be told to correct the item before being allowed to race.



### Personal safety items;

Helmet, overalls, gloves and boots must be presented for inspection. Various standards apply. See Blue Book pages 166 (K9.1.1), 170 (K10.3.1a) and 276 (Q10.1c). Ask beforehand if unsure.

### Car safety items include the following;

- An external throttle return spring must be fitted to each carb throttle (not just the linkage leading to the throttle). Some carburettors already have these, e.g. SU and Stromberg.
- Battery earth leads to be taped/coloured yellow.
- Headlights to be taped, tape running to bodywork or trim – not just the glass.
- An up to date fire extinguisher system – plumbed-in if car post '65, operable internally and externally. Must be serviced every two years and label updated. External switch or handle must be marked with red "E" inside 10cm white circle.



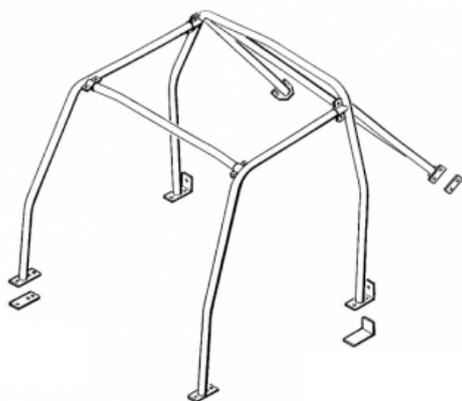


- An FIA approved, date-valid, 4 point mounted harness in date with 3" shoulder straps (unless using a Frontal Head Restraint, in which case straps may be 2" and will be marked "for use with Frontal Head Restraint only" or similar). Validation dates are usually shown thus "not valid after 20XX".
- Working front and rear lights, brake lights and wipers.
- A centrally mounted 21watt (or LED) red rain-light or two symmetrically mounted lights (purpose – to show the centre of your car).



• A 2 litre oil breather catch tank (for engines up to 2 litres), 3 litre for all larger engines.

• An FIA approved-design roll-over bar (ROPS Roll-Over Protection System) on production cars built after 1960.



- External battery power cut off switch (marked with a blue triangle and white flash) that kills the engine at 2000+rpm and cuts all other circuits (except electronic fire extinguisher).
- Tow hooks front and rear: in red/orange/yellow; minimum 60mm diameter; easily visible or if concealed, clearly marked with a sign "Tow".
- Head restraint ("head rest") within 5cm of normal helmet position and able to withstand 85kg (5x17kg) load.
- Firm padding of any ROPS within 15cm of helmet or likely to contact driver's body (e.g. knees) in an incident.



• Everything must be really secure and rigidly mounted, i.e. batteries, seats, fire extinguishers, fuel tanks etc. – sufficient to remain fixed if the car rolls or is inverted!



- Novice drivers must display a black 'X' on a 6" square yellow background on the back of their car.
- Competitors will also require a timing transponder although in some cases these are available to hire by prior arrangement.

READ THOROUGHLY and pay attention to the final instructions issued before the event along with your tickets, and those who haven't raced at the circuit before will be required to attend a drivers' briefing.

**This list is not exhaustive, and may be subject to updates. If in doubt, please check with our Eligibility Scrutineer, any MSA Scrutineer or the Championship Registrar before arriving at the circuit.**

