



HISTORIC SPORTS CAR CLUB

Silverstone Circuit, Silverstone, Nr.Towcester, Northamptonshire NN12 8TN

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HSCC Super Touring Car Trophy For FIA Groups 2, A , Super Touring Cars 1970 to 2000 2013 Regulations

Eligible Cars:

The HSCC Touring Car Trophy race series is open to Genuine Touring cars with period history that raced between 1970 and 2000 of which the model was built to FIA technical regulations for group 2, A and Super Touring. An Invitation class exists for Cars from the period that do not comply to the above regulations but are Historically significant, will be considered. All cars must have current FIA Historic Technical Passport or HSCC Vehicle Identification Forms.

Class Structure of the HSCC Super Touring Car Trophy

Class A Super Touring Cars 1996 2000

Class B Super Touring Cars pre 1996 with sequential gearbox

Class C Super Touring Cars pre 1996 with H pattern gearbox

Class D Sierra RS500

Class E Group A over 2 litre

Class F Group A under 2 litre

Class G Group 2 over 2 litre

Class H Group 2 under 2 litre

Class I Invitation

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Touring Car Trophy 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 [MSA] (incorporating the provisions of the International Sporting Code of the FIA)

MSA Series Registration: RS2013/024

1.2 Officials:

1.2.1 Co-ordinator: Mr G.D. White, HSCC, Silverstone Circuit, Silverstone, Nr. Towcester, Northants NN12 8TN.
Tel. 01327 858400.

1.2.2 Eligibility Scrutineer: Matthew Lambkin Smith

1.3 Competitor Eligibility:

1.3.1 All Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the HSCC, be registered for the Series and be in possession of a valid 2013 MSA Competition (Racing) National B or above Status Licence.

1.3.2 Each competitor must be in possession of a validated HSCC or FIA Vehicle Identity Form and Homologation papers. Vehicles must conform exactly to their VIF and/or Homologation papers. Any changes must be notified to the Eligibility Scrutineer and application made for validation prior to entering a race. All necessary documentation must be available for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 The registration fee is £150 to include membership of the HSCC. Made payable to the HSCC.

1.4.2 All drivers must register as competitors for the Series by returning the registration form 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 2013.

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

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1.5 Series Rounds:

The HSCC Touring Car Trophy will be contested at 4 meetings. .

Date	Circuit	Status	Org. Club
30 th – 31 st March 2013	Thruxton	Clubmans	HSCC
13 th – 14 th July 2013	Brands Hatch	Clubmans	HSCC
26 th – 28 th July 2013	Silverstone GP	Nat B	HSCC
24 th – 26 th August 2013	Oulton Park International	Clubmans	HSCC

1.6 Awards:

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

1.6.2 Per round: A trophy to the overall winner and trophies to first and second in each class subject to three and five starters in class.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

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

2.1 Rounds: In accordance with Section C of the 2013 MSA Yearbook and the HSCC.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

3.1.1 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 race

3.1.2 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.

3.1.3 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/Car 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.

3.1.4 The Maximum Entry Fee for each race meeting shall be: £1000.00

Late entries - any entry received after the closing date may be subject to an additional fee of £25.

3.1.5 In the event of any race being oversubscribed the Organising Clubs, in liaison with the HSCC, may at their discretion run Qualification Races. For Qualification Race Procedures see [3.13](#) of these regulations.

3.1.6 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 Pitlane 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 startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

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.

3.2 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 in respect of circuit lengths. Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions.

3.4 Qualification:

Each driver should complete a minimum of three 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 Q 4.5

3.5 Races:

The standard minimum scheduled distance shall be 15 miles whenever practicable.

3.6 Starts:

3.6.1 All race start countdowns are to have a minimum elapsed period of three 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 All races will be Rolling Starts unless otherwise specified in the Competitors Final Instructions. The race start procedures will be detailed in the Competitors Final Instructions for each event.

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

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 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 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 of 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 amalgamation of the results of the two parts (per Q5.4.2).** 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 the pitlane.

3.9.3 Refueling: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the Supplementary Regulations 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 their helmets on and harnesses done up while on the circuits or in the pitlane.

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.

3.12 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.

3.13 Qualification Races: If applicable, procedure will be set out in the Competitors Final Instructions.

3.14 Operation of Safety Car: As per Race Meeting SSR.

4. 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 or judicial action: Minimum penalty: The provisions of MSA regulations: (C3.5.1. (a) & (b). and more serious penalty to C3.5.1(c)

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Series:

As per 2013 MSA Judicial Procedure Regulations.

4.2.1 A Grid Place Penalty may be applied in accordance with the 2013 Grid Place Penalty Trial as approved by Motor Sports Council, which includes the provision of "(C)2.3.2. At Race meetings, up to a 10 Grid Place Penalty may be applied at a driver's future Race.", (C)2.1.1. and (C)2.1.7. are extended in this respect.

5. TECHNICAL REGULATIONS

5(1) INTRODUCTION

The following 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.

HSCC Touring Car Trophy Races are open to Genuine Historic Touring cars with history that raced in period between 1970 and 2000 that were built to and comply with their FIA homologation papers and FIA technical regulations for the period for Group 2, A and Super Touring.

ANY MODIFICATIONS BEYOND THE ORIGINAL PERIOD SPECIFICATION MUST BE DECLARED IN THE HSCC VEHICLE IDENTITY FORM

5(3) SAFETY REQUIREMENTS: All MSA Yearbook Section K Safety Criteria Regulations apply as relevant. In general, all eligible vehicles must be fitted with, full harness, safety belts, FIA or manufacturer approved roll-over bars and fire extinguishers. All Competitors must make sure that their car complies with all the relevant safety requirements as outlined in the current MSA Yearbook.

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with their HSCC VIF or FIA Historic Technical Passport for the Class entered.

FIA technical regulations for Group 2 and A can be downloaded from this page

<http://argent.fia.com/web/fia-public.nsf/whistj?open&lang=a>

Group A will run to the 1990 version of the FIA technical regulations

FIA technical regulations for Super Touring can be downloaded from this page

<http://www.supertouringregister.com/regulations/>

5(5) CHASSIS/BODYSHELL: To the cars original FIA period specification

Minimum Ground Clearance. No part of the chassis bodywork or bodyshell must be no less than 80mm from the ground with the car at race ready ride height

5(6) BODYWORK: To the cars original FIA period specification and technical regulations

5(6).1 Modifications permitted

Super Touring It is permitted to run later aero kits as in period, This change could move the car to the later period class if for example a 96 kit is used on a 95 car.

5(7) ENGINE: To the cars original FIA period specification and technical regulations

5(7).1 Modifications permitted

Flywheel and Clutch are free

5(7).4 Oil/Water cooling To the cars original FIA period specification and technical regulations

5(7).5 Induction systems To the cars original FIA period specification and technical regulations

5(7).6 Exhaust systems To the cars original FIA period specification and technical regulations

5(7).7 Ignition systems To the cars original FIA period specification and technical regulations

5(7).8 Fuel delivery systems To the cars original FIA period specification and technical regulations

5(9) TRANSMISSION: To the cars original FIA period specification and technical regulations

5(10) ELECTRICS: To the cars original FIA period specification and technical regulations

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 MSA Blue Book (K5).

5(10).3 Batteries - The location of the battery is free. 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 - 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.

5(11) BRAKES: To the cars original FIA period specification and technical regulations

5(12) WHEELS/STEERING: To the cars original FIA period specification and technical regulations

5(13) TYRES

HP tyres will be supporting the series and Dunlop the preferred tyre for the series

There is a maximum of 6 dry weather tyres per car for each meeting. The serial numbers of the tyres to be used are to be handed to the eligibility scrutineer before practice. A damaged tyre can be replaced with the agreement from the eligibility scrutineer.

5(14) WEIGHTS: Each Class has a minimum weight above which all cars competing in that class must be at all times during both practice and race. The minimum weight will be taken excluding the driver.

Minimum weights –

CLASS A B C	
SUPER TOURING Front Wheel Drive	<u>975 kilo</u>
Rear Wheel Drive	975kilo
4 Wheel Drive	1000 kilo
CLASS D RS500	1100 kilo
CLASS E As FIA technical regulations for engine size correct homologated weight	
CLASS F As FIA technical regulations for engine size correct homologated weight	
CLASS G As FIA technical regulations for engine size correct homologated weight	
CLASS H As FIA technical regulations for engine size correct homologated weight	
CLASS I To be agreed with eligibility scrutineer	

The Championship Committee may at its discretion amend weights and/or capacity splits with a minimum of one race notice. Ballast weights may be installed inside or outside the cockpit but must be retained by fixings to the same standard as detailed in the MSA blue book for the fitment of driver's seats.

5(15) FUEL TANK/FUEL: To the cars original FIA period specification and technical regulations

5(15).3 Fuel – All fuel must be as per definition 'pump fuel' in accordance with MSA regulations See Section B Nomenclature & Definitions

5(16) SILENCING:

All vehicles must comply with MSA Regulation (J5.17.) 118dB and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5(17) NUMBERS AND CHAMPIONSHIP DECALS:

At the beginning of the season or whenever a member of the HSCC or TCRC will allocate a number which must be displayed on the competition car in accordance with MSA Blue book (J4.1. Drawing 4).

It is also a requirement that all cars display both an TCRC and HSCC decal on both sides of the car and those of any series sponsor.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSA

6.1 Race Organising Clubs and Contacts

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

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ELIGIBILITY TBA

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