



HISTORIC SPORTS CAR CLUB



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

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HSCC Super Touring Car Challenge For FIA Groups 2, A, Super Touring Cars 1970 to 2000 2018 Series Regulations

Eligible Cars:

The HSCC Touring Car Challenge Series is open to genuine Touring cars in original livery and to **original specification** with period history that raced in major national and international races from 1970 to 2000 of which the model was built to FIA technical regulations for group 2, Group A and Super Touring. An Invitation class exists for cars from the period that do not comply with the above regulations but are historically significant, may be considered. Eligibility Registrar's decision is final on acceptance of an eligible car.

All cars must have current FIA Historic Technical Passport or HSCC Vehicle Identification Forms.

The race is split into two podiums – post 1990 and pre 1990. The Class Structure of the HSCC Super Touring Car Trophy is:-

POST 1990

Class ST1 - 2 litre Super Touring Cars 1996 - 2000

Class ST2 - 2 litre Super Touring Cars pre 1996

Class ST3 - Super Touring cars pre Aero

Class ST4 - FIA S2000 cars pre 2006 and invited
2 litre normally aspirated BTC cars

PRE 1990

Class GA1 - Sierra RS500 running to pre 1990 spec
(see specific regulations)

Class GA2 - Group A over 2 litre

Class GA3 - Group A under 2 litre

Class GA4 - Group 2 Over 2 litre

Class GA5 - Group 2 Up 2 litre

Class GA6 - All invited cars (these are not eligible for
podium or awards)

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Super Touring Car Challenge 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 Permit No: RS2018/048

Race Status: National B

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

1.2.3 Series Stewards: Mr Peter Hore, Mr Alan Morgan, Mr Charles Barter

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

1.3 Competitor Eligibility:

1.3.1 Entrants must:

(a) be fully paid-up valid membership card-holding members of the HSCC and

(b) in possession of a valid 2018 MSA 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 2018 MSA Competition (Racing) National B status Licence 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 Each competitor must be in possession of HSCC Vehicle Identity Form (VIF) for their vehicle. Vehicles must conform exactly to their VIF. 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.

PUBLISHED REGULATIONS

1.4 Registration:

- 1.4.1 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 round being entered.
- 1.4.2 The registration fee is £150 to include membership of the HSCC. Cheques made payable to the HSCC.
- 1.4.3 Registrations will be accepted from 1st January 2018.
- 1.4.4 Registration numbers will be the permanent competition numbers for the Series.

1.5 Series Events:

The HSCC Super Touring Car Series will be contested at 5 meetings. .

Date	Circuit	Status	Org. Club
4 th – 6 th May	Donington Park Historic Festival	TBA	MSVR
2 nd – 3 rd June	Thruxton	TBA	BARC
30 th June – 1 st July	Brands Hatch GP Circuit	National B	HSCC
20 th – 22 nd July	Silverstone Classic	National B	HSCC
4 th – 5 th August	Knockhill	National B	SMRC – note change of date
25 th – 27 th August	Oulton Park Gold Cup	National B	HSCC

1.6 Awards:

- 1.6.1 All awards are to be provided by the race organisers.
- 1.6.2 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.

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. Refunds will only be given at HSCC's discretion.
- 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 (MSA 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. There is no overtaking or changing direction of any cars 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 their situation as per MSA 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 Two Part Grids. At events where a two part grid is to be used it will be advised in the Final Instructions.

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.

2.6.1 Pits, Paddock & Pitlane Safety:

- 2.7.1 **Pits & Paddock:** Competitors must ensure that the MSA, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 2.7.2 **Pitlane:** 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 the MSA 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 circuit or in the pitlane.

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. (MSA regulation D 26.3).

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 MSA Q12.2.1

2.11 **Qualification Races:** -If any event is oversubscribed the Organising Club may at its 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 MSA 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.

3. **SPECIFIC SERIES REGULATIONS**

NIL

4. **SPECIFIC SERIES PENALTIES:**

In accordance with Section C of the current MSA Yearbook

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).

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

4.2.1 The Clerk of the Course or the Stewards of the Meeting, where a unfair advantage (whether inadvertently or not), may impose a Time Penalty in accordance with MSA Regulation C2.3 (Judicial)

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 Super Touring Car Challenge races are open to Genuine Historic Touring cars with history; that raced in period between 1970 and 2000, that were built to and comply to their FIA homologation papers and FIA technical regulations for the national or international races that it competed in, and are in original period specification. For the period Groups 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 current 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 and FIA Homologation papers for the Class entered. It is a requirement for the FIA Homologation Papers for the car to be presented if required. 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 car's original FIA period specification**

Minimum Ground Clearance. Classes ST1, ST2 ST3 & ST4 At no time during the event may the lowest point of the front aerodynamic device (splitter / spoiler) be situated less than 45mm from the ground. Classes GA1, GA2, GA3, GA4, GA5 & GA6 No part of the car must touch the ground when all the tyres on one side are deflated.

5.6 **BODYWORK: To the car's original FIA period specification**

The material for the shell and body panels must be as homologated

5.6.1 Modifications permitted

Super Touring/ It is permitted to run later upgrades as in period. Upgrades will move the car to the later period class if applicable (example 96 aero on a 95 car will move class from ST2 to ST1)

5.7 ENGINE:

ST classes as in period have an 8500 rev limit. Post race, engine data must be provided if requested by the series or assistant. Failure to comply may result in a penalty

It is a requirement on ST classes to fit a second crank trigger (details and sensor available from Dave Jarman at TCRE) and a 12v bat feed in a suitable location for the fitment of the series data logger for rev limit checks.

Series Data loggers can be fitted to any competitor's car for any period of time throughout the season. Any infringement of 8500rpm rule will result in exclusion from the results.

5.7.1 Engines No Modification permitted to the car's original FIA period specification.

Flywheel and Clutch are free

5.7.2 Oil/Water cooling To the car's original FIA period specification

5.7.3 Induction systems To the car's original FIA period specification

5.7.4 Exhaust systems To the car's original FIA period specification

5.7.5 Ignition systems To the car's original FIA period specification

5.7.6 Fuel delivery systems to the car's original FIA period specification

5.8 SUSPENSION: To the car's original FIA period specification

5.9 TRANSMISSION: To the car's original FIA period specification. Class GA1 Sierra RS500 Period correct five speed only.

5.10 ELECTRICS: To the car's original FIA period specification

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 Yearbook (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 car's electrical system in the normal way.

5.11 BRAKES: To the cars original FIA period specification

5.12 WHEELS/STEERING: To the car's original FIA period specification

It is recommended that any magnesium wheels over 5 years old that are used on the car should have a serial number and an x-ray crack test certificate. A copy should be sent to Dave Jarman at TCRE prior to the first event entered.

5.13 TYRES

Hoosier is the control tyre for the Super Touring Classes ST1, ST2, and ST3, these are available from Pro Tyre. For all other Classes the tyre choice will be free. For Classes ST1, ST2, and ST3 there is to be 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 - all cars competing in that class must at all times during both practice and race be above that weight. The minimum weight will be taken excluding the driver.

Minimum weights –

CLASS ST1 ST2

SUPER TOURING Front Wheel Drive 975 kilo

Rear Wheel Drive 1000 kilo

4 Wheel Drive 1040 kilo

CLASS ST3 and GA4 As agreed with eligibility scrutineer

CLASS GA1 RS500 1100 kilo

CLASS GA2 As FIA technical regulations for engine size correct homologated weight

CLASS GA3 As FIA technical regulations for engine size correct homologated weight

CLASS GA4 As FIA technical regulations for engine size correct homologated weight

CLASS GA5 As FIA technical regulations for engine size correct homologated weight

The Series officials may, at their discretion, amend weights and/or capacity splits with a minimum of one race notice.

The series officials have the right to impose a weight penalty to an individual car as a performance leveling measure.

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 MSA Yearbook for the fitment of driver's seats.

5.15 FUEL TANK/FUEL: To the car's original FIA period specification

5.15.3 Fuel – The control fuel for the series is supplied by Vital Equipment and will be delivered to each round contact Alistair 07915 073772.

5.16 SILENCING:

All vehicles must comply with MSA Regulation (J5.17.) 105 dB and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.17 NUMBERS AND SERIES DECALS:

All cars must run in their correct period livery including correct numbers and white oblong backgrounds, it is also a requirement to display HSCC and any Race, Series Title decals if required.

At the beginning of the season, or at a subsequent period during the season, the HSCC will allocate a race number which must be displayed on the competition car.

It is a series requirement for the race number to also be displayed in the rear side windows and front and rear screen top in a dayglo colour. From 2016 numbers 1 2 and 3 are reserved for the top three series positions.

5.18 All competitors must run a Go Pro type camera using MPEG4 format in their car for each race, the video footage from it is to show the view out the front screen, footage must be available from the end of the race up to the following series round and made available to the Clerk of the Course, Stewards or Series Driver Standards/ Judge of Fact official if asked for any time after the end of the race, failure to comply may result in additional penalties.

5.19 It is a requirement that a camera can be installed in a competing car for the duration of a race or qualifying for regulatory purposes.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Series 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
website: www.hsc.org.uk

ELIGIBILITY REGISTRAR

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TCRE

ARBORY

NUPEND

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