



HISTORIC SPORTS CAR CLUB

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

Tel: +44 (0)1327 858400 Fax: +44(0)1327 858500

E-mail: office@hsc.org.uk. Web Site: www.hsc.org.uk.



Touring Car Legends

For FIA Group 2, & Group A, Touring Cars

1970 to 1992

2024 Series Regulations

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The Touring Car Legends 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)

Motorsport UK Series Permit No: RS2024/082

Race Status: Club

1.2 Officials:

1.2.1 Co-ordinator: Ms Donna Skipworth Michell, HSCC, Silverstone Circuit, Silverstone, Nr. Towcester, Northants NN12 8TN. Tel. 01327 858400.

1.2.2 Eligibility Scrutineer: TBC

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

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- I be fully paid up members of the HSCC and
- II be Registered for the Championship and
- III be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- I Be current Members of the HSCC and
- II be Registered for the Championship and
- III be in possession of valid Competition (Racing) Clubman status Licence, as a minimum*Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)

*If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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 **£245** to include membership of the HSCC. Cheques made payable to the HSCC.

1.4.3 Registrations will be accepted from 1st January 2024.

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

PUBLISHED REGULATIONS

1.5 Series Events:

The HSCC Touring Car Legends Series will be contested at 2 Meetings

| Date | Circuit | Status | Org. Club |
|--------------|----------------|--------|-----------|
| 8 – 9 June | Donington Park | Club | HSCC |
| 15 - 16 July | Brands Hatch | Club | 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. Often parts have to be manufactured and 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 Q12.4).

2.3.3 The Qualifying session will be 30 minutes the fastest time for the car establishing the grid position for Race 1 and the second fastest qualifying time for the car establishing the grid position for race 2. Where the car is being shared both drivers must complete the minimum of 3 laps in qualifying.

2.4 Races:

Race 1 will be of a 20 minute duration. Race 2 will be of a 40 minutes duration with a mandatory pit-stop. The pit stop regulations will be detailed in the event Final Instructions.

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Motorsport UK Regulation Q12.15)

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 cars 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 start line or pitlane exit, whichever is the later.

2.5.4 Any drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per Motorsport UK Regulation Q 12.11.2. In addition, any driver unable to maintain grid positions on 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 start line and RED FLAGS will be displayed at the start line and at all marshals' signaling 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 & Pitlane 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 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 Motorsport UK Q12.25.1 - Q12.25.4 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 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. (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 Q12.8.1

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 3 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.

2.13.1 Data Logging

The use of data loggers that record Data for post-race analysis is accepted. The use of linked data performance loggers that supply real time information in cockpit is not permitted

3. **SPECIFIC SERIES REGULATIONS**

- 3.1 By registering for the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
- 3.2 Where any reports of disrespectful conduct are judged to be well founded the Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose appropriate penalties which can include race bans through to Series Expulsion and referral to Motorsport UK.
- 3.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Series Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

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.

4. SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current **Motorsport UK** Yearbook

4.1 Infringements of Technical Regulations:

4.2 The Clerk of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with **Motorsport UK** Regulation Q12.26

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following 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 GENERAL DESCRIPTION.

Eligible Cars:

The Touring Car Legends Series is open to genuine and recreation Touring cars in period specification and in original livery that raced in major national and international races from **1970 to 1992** of which the model was built to FIA technical regulations for Group 2, Group A and Models raced in major national series such as BTCC, ATCC, JTCC & DTM.

An Invitation class exists for cars 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 have either a current FIA Historic Technical Passport or organisers approval that their car conforms to the period regulations.

The race is split into two podiums – Group A, and Group 2 . The Class Structure of the series is:-

Group A 01/01/1982 to 31/12/1985

Class J1-A – Up to 1600cc

Class J1-B – 1601-2500cc

Class J1-C – 2501cc and Above

Group A 01/01/1986 to 31/12/1992

Class J2-A – Up to 1600cc

Class J2-B – 1601-2500cc

Class J2-C - 2500cc and Above

Class J2-D - 2500cc and Above with Four Wheel Drive

Group 2 01/01/1970 to 31/12/1981

Class G2-A – Up to 1300cc

Class G2-B - 1301-2000cc

Class G2-C – 2001cc and Above

Invitation Class

Cars of Historic interest accepted at the organisers discretion.

Turbo Charged cars constructed prior to 1988 will have a coefficient of 1.4 applied to their capacity. Turbo Charged cars constructed from 1 January 1988 onwards will have a coefficient of 1.7 applied to their capacity.

5.3 SAFETY REQUIREMENTS: All current **Motorsport UK** 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 **Motorsport UK** 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

Group A will run to the 1992 version of the FIA technical regulations FIA technical regulations

5.5 CHASSIS/BODYSHELL: To the car's original FIA period specification

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

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

- 5.7 ENGINE:**
- 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. Sierra RS500 Period correct five speed only.
- 5.10 ELECTRICS:** Due to the AGE and inability to calibrate period ECUs Modern ECUs are eligible.
- 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 **Motorsport UK** 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.
- 5.13 TYRES**
Slick and wet tyres from any manufacturer are permitted
- 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 –**

| Capacity | J1 | J2 | G2 |
|----------|--------|--------|--------|
| 1000cc | 620kg | 620kg | 655kg |
| 1300cc | 720kg | 700kg | 720kg |
| 1600cc | 800kg | 780kg | 775kg |
| 2000cc | 880kg | 860kg | 845kg |
| 2500cc | 960kg | 940kg | 920kg |
| 3000cc | 1035kg | 1020kg | 990kg |
| 3500cc | | 1100kg | 1050kg |
| 4000cc | 1185kg | 1180kg | 1115kg |
| 4500cc | | 1260kg | 1175kg |
| 5000cc | 1325kg | 1340kg | 1225kg |
| 5500cc | | 1420kg | 1280kg |

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 **Motorsport UK** Yearbook for the fitment of driver's seats.

- 5.15 FUEL TANK/FUEL:** To the car's original FIA period specification. Any fuel that is FIA/MSUK recognised is permitted.
- 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 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.
- 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 **Motorsport UK /MSC**

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@hsccl.org.uk
website: www.hsccl.org.uk

Series Coordinator

TBC

Eligibility Registrar

TBC