

# **Touring 70s**

## **Technical and Sporting Regulations 2008**

### **1. GENERAL PROVISIONS**

- 1.1. Touring 70s (TC70) is a Series of Invitation Races open to Group 2 European Touring Car Championship specification cars, of a type which were built and entered in the ETCC prior to 1<sup>st</sup> January 1978. In addition, there will be Invitation Classes for Group 1 Touring Cars and Group 4 GT Cars from the same period.

### **2. ELIGIBILITY**

#### **2.1. CAR ELIGIBILITY**

- 2.1.1. By invitation of the Masters Series officials, Touring 70s and in conjunction with the various race organisers, this series is for individual cars that were eligible for racing in the European Touring Car Championship in period.

#### **2.2. COMPETITOR ELIGIBILITY**

- 2.2.1. Drivers and Co-drivers must be fully paid members of the Masters Racing Club and be in possession of a valid Competition Racing licence from an FIA recognised ASN to a minimum grade National B or equivalent. Entrants are obliged to check local regulations event by event to ensure that their licence is appropriate for a particular event.
- 2.2.2. All drivers must register with the Masters Racing Club by completing and returning the Registration Form with the Registration Fee prior to the closing date of their first race event.
- 2.2.3. Registration for the 2008 Season will be accepted from 1<sup>st</sup> January 2008.
- 2.2.4. The Masters Series and The Masters Racing Club reserve the right to accept or decline a driver or co-driver's registration application.

#### **2.3. PROOF OF ELIGIBILITY**

- 2.3.1. By signing their entry form to Masters Series events, competitors are guaranteeing that their car(s) comply with any and all Masters' Regulations. Should Masters' officials become aware, either through performance, inspection or other reliable information, that a competing car may not be compliant, the competitor is then required to prove that their car does comply. The competitor concerned will be responsible for any direct or indirect costs involved in providing that proof. In the absence of such proof being supplied within a reasonable time, the car will be deemed ineligible for future Masters' events, subsequent entries may be declined and previous results amended to exclude the car concerned.
- 2.3.2. Drivers should also read the specific eligibility text within each set of Regulations for each Masters' series, as published for that racing season.

### **3. TOURING 70s TECHNICAL REGULATIONS 2008**

#### **3.1. CLASS STRUCTURE**

##### **3.1.1.**

2A	Group 2 1974-1977 Over 2,000cc
2B	Group 2 1974-1977 Under 2,000cc
2C	Group 2 1970-1973 Over 2,000cc
2D	Group 2 1970-1973 Under 2,000cc
1A	Group 1 Over 2,000cc
1B	Group 1 Under 2,000cc
4A	Group 4 Over 2,000cc
4B	Group 4 Under 2,000cc

3.1.2. Individual cars that conform to a model configuration from the same manufacturer that raced at an earlier date but which were manufactured after the class cut-off dates will be allocated to the earlier class, provided they have not been modified or up-rated to the later specification.

#### **3.2. SPECIFIC REGULATIONS**

3.2.1. Cars must comply with FIA Appendix J version for the period of your car.

#### **3.3. ENGINES**

3.3.1. An eligible car may only be powered by a period specification engine of a type originally fitted to the car during its participation in International competition.

3.3.2. The engine block and cylinder head used must be of the same 'family' and located in its original position.

3.3.3. Cars otherwise conforming to FIA Appendix J regulations in all aspects except the engine may employ a period-tuned engine in place of the homologated race engine. This engine must be derived directly from the original road car that pertains to the homologated race car and must remain in period specification to the original car. (Example: In the case of the Alfa Romeo GTAm, the substituted unit may only be based on single-spark 105 or 116-series engine, therefore the use of a 162-series twin-spark engine is not permitted as an alternative).

#### **3.4. TYRES**

3.4.1. All cars must be fitted with a suitable Dunlop or Avon slick tyre.

3.4.2. In the event of a race being declared as wet all cars must be fitted with a suitable Dunlop or Avon treaded tyre. Please speak to the relevant tyre supplier to discuss requirements.

3.4.3. Wheels must conform in appearance and style to the period specification of the model in question.

#### **3.5. BODY**

3.5.1. Must be in line with Appendix J regulations.

#### **3.6. PITS TO CAR RADIO**

3.6.1. Under FIA standing Regulations for all forms of motor sport, no pit to driver radio communication is permitted at any events which are not FIA International Race Permit events.

### **3.7. TIMING TRANSPONDERS**

- 3.7.1. It is recommended that all cars must be presented for scrutineering at each Masters Series / Top Hat race event complete with a standard AMB TranEx 260 Timing Transponder, which must be correctly fitted and compatible with standard pan-European race track timing systems. Such transponders are the responsibility of the entrant and are not provided by the Masters Series organisers. Entrants must supply the unique serial number shown on the transponder to Masters Series officials at the time of entry application. Transponders are available from [www.msttiming.com](http://www.msttiming.com)

### **3.8. TOWING EYES**

- 3.8.1. All cars must have a suitable recovery towing eye fixed to the main structure of the vehicle, front and rear, to enable the vehicle to be moved.

### **3.9. NOISE**

- 3.9.1. At all Touring 70s 2008 races at all UK circuits, and at some pre-notified events outside the UK, all cars in this series are required to comply with a noise limit measured at exhaust of maximum 105 dba, according to the standard test procedure set out in the UK MSA Blue Book. Failure to comply may lead to exclusion by the event officials, in which case the race entry fees are not refundable.
- 3.9.2. Supplementary Regulations and/or Final Instructions for each event will carry a reminder of the noise restrictions for that event.

## **4. DRIVING AND SPORTING REGULATIONS 2008**

### **4.1. ENTRIES**

#### **4.1.1. CO-ORDINATION**

Touring 70s Series Coordinator  
The Masters Racing Series  
The Bunker, Lower End Road  
Wavendon, Milton Keynes  
MK17 8DA, UK.  
T: +44 (0)1908 587545  
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- 4.1.2. The closing date for entries for each event shall be no more than 28 days prior to that event. Drivers must register their intention to compete in an event with the Top Hat Series Co-ordinator at least 28 days prior to the first event in which they intend to compete.
- 4.1.3. Entry forms must be correctly completed and accompanied by full payment of entry fees so that they may be considered. Each entrant will be notified of their costs for each race.
- 4.1.4. The Masters Racing Series Ltd is an event organiser and has negotiated races with the organisers of the meetings and thereby commits to pay full track fees.
- 4.1.5. Entry fees paid by credit card are subject to the card companies' standard surcharges.

### **4.2. RESERVES**

- 4.2.1. In the event of over-subscription, drivers may be offered the opportunity to attend the event as a Practising Reserve. An entry form must be correctly completed and received at The Masters Office for a car and driver/co-driver to be considered as a Practising Reserve.

#### **4.3. REFUNDS**

- 4.3.1. Individual Refunds for Race Entry Fees may be offered to competitors and reserves who notify the Masters Series 28 days prior to that event. No refund will be payable after this time.
- 4.3.2. Competitors who fail to sign-on to an entered event (i.e. choosing to not attend the meeting) and do not notify the Masters Series of the cancellation prior to the 28 days limit will not qualify for any refund at all.
- 4.3.3. Accepted entries who find that they cannot attend the event after the 28 days date has passed, may offer the Masters Series an eligible substitute car and drivers for their consideration under the same race entry fee, so that no loss is incurred the Masters Series.
- 4.3.4. The Masters Series reserve the right to accept or decline the substitute offered at their discretion.

#### **4.4. CHARACTERISTICS OF THE EVENT, DRIVER & CO-DRIVER REGULATIONS**

- 4.4.1. Races are of a mini-endurance format for one or two drivers.
- 4.4.2. All competing cars shall have the opportunity for a minimum of one practice session, during which period both drivers must do sufficient laps in practice to satisfy the event and/or Masters Series officials of both drivers competence.
- 4.4.3. During practice, only cars entered for that race shall be admitted onto the track.

#### **4.5. BRIEFINGS**

- 4.5.1. Drivers Briefings are compulsory at all events attended. Organisers will notify drivers of the times and locations of the necessary briefings in the Final Instructions sent out prior to the event. Organisers reserve the right to charge a cash fee for failure to attend a drivers briefing.

#### **4.6. SCRUTINEERING AND ELIGIBILITY SCRUTINEER**

- 4.6.1. All drivers/entrants must make their cars available to the Eligibility Scrutineer.
- 4.6.2. Any vehicle that has been, or is being used in the series, can at any time, be either stripped or sealed for examination at the request of the Eligibility Scrutineer. See 2.3.1.
- 4.6.3. There may be provided technical scrutineers from the event organising club at each meeting. The Masters Series officials shall appoint their own Eligibility Scrutineer who will be responsible for ensuring that entered cars comply with these Touring 70s Technical and Sporting Regulations and to whom all technical queries should be addressed initially.

#### **4.7. STARTING PROCEDURE**

- 4.7.1. Unless notified, all Touring 70s events will have a standing start. The grid will be by a 2-by-2 formation.
- 4.7.2. The race will be started as per the specific race circuit's system and as explained in the Drivers Briefing at each event. The official race start time is always the start time declared by the Clerk of the Course.

#### **4.8. STOPPING OF A RACE**

- 4.8.1. Should it be necessary to stop a race for any reason, a red flag will be displayed at the start/finish line followed by red flags at all flag marshalling points. All cars should proceed with caution, following the directions given by the Event Marshals.
- 4.8.2. Awaiting restart, work may be done on the cars but refuelling is not allowed.
- 4.8.3. If the race has to be stopped prior to two laps of its duration, it will be declared no contest and cars will start from their original grid positions.
- 4.8.4. Race distance may be reduced at the discretion of the Race Director.

- 4.8.5. If the race has to be stopped between three laps and 75% it will be considered as the first part of a two-part race. Cars will be restarted based upon the order of crossing the finishing line one lap less than the number of laps completed by the race leader at the time the red flag is shown. The final result will be arrived at by aggregating the results of both stages of the race.
- 4.8.6. If the race has to be stopped after 75% of its duration, it will be considered to have been completed. The finishing order shall be based on the order of crossing the finishing line at one lap less than the number of laps completed by the race leader at the time of showing the red flag.
- 4.8.7. Force Majeure – The Masters Series shall not be deemed liable or to be in breach of Contract if any event or race is cancelled or postponed due to any circumstances beyond The Masters Series reasonable control, including but not limited to; any Act of God, explosion, flood, significant weather event, fire or accident; war or threat of war, terrorist activity or threat of terrorism, sabotage, regulations, bye-laws, prohibitions or measures of any kind on the part of any governmental or local authority, strikes, other industrial actions or power failure.

#### **4.9. PITS AND PIT LANE SAFETY**

##### **4.9.1. PIT STOPS**

- 4.9.1.2. The pit stop window for each race will be confirmed in the Drivers Briefing for each event.
- 4.9.1.3. In a standard 45 minute race the pit stop window will be between the 15<sup>th</sup> and 30<sup>th</sup> minute.
- 4.9.1.4. Each pit stop will be for a duration of one minute from the time a car comes to complete stop. Engines may remain running.
- 4.9.1.5. Seat belts must not be undone until a car is completely stationary, and must be securely fastened before pulling off again.
- 4.9.1.6. Only one team member / helper may help a driver with seat belts during the pit stop. Team members may work on the car whilst a pit stop is going ahead.
- 4.9.1.7. Cars found in breach of any of these conditions will be subject to Stop and Go penalties.
- 4.9.1.8. If a longer race duration is elected then any pit stop will follow the standard Masters Pit Stop procedure.

##### **4.9.2. REFUELLING**

- 4.9.2.1. Refuelling is not permitted.

#### **4.10. PARC FERMÉ**

- 4.10.1. Parc Fermé may be authorised at the discretion of the Masters Series Organisers, and cars may be held under Parc Fermé conditions, after both qualifying and after any race, in either a designated area, or at the teams' facility.
- 4.10.2. Either in Parc Fermé, or elsewhere at the discretion of series officials, any car may be subject to series eligibility checks at any time, to ensure their compliance with Touring 70s Technical Regulations.

#### **4.11. AWARDS**

- 4.11.1. External Event Organisers may present their own awards to Podium positions at specific events on their podium as detailed in the respective Final Instructions.
- 4.11.2. Per Event: Trophies will be presented to the Overall Podium positions (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>) and Class 1<sup>st</sup> & 2<sup>nd</sup> where there are three or more entries for each specific class at that event. Refer to 3.2 for Class information and structure.
- 4.11.3. Prize Giving times will be publicised in the Masters Hospitality Centre during each respective event – attendance is mandatory for all competitors.

- 4.11.4. Annual: An awards presentation will be organised and announced in an official Masters Messenger Bulletin during the season, where Touring 70s Driver of the Year Awards will be presented.

## 5. **MASTERS DRIVERS 2008 CODE OF CONDUCT**

**This Code applies to drivers in all series operated by Masters and Top Hat**

- 5.1. **The Masters Series is committed to the highest standards of driving and sporting behavior, both on and off the track. Therefore Masters hereby provide a consistent, published approach with a list of actions and the penalties to be applied in cases of any breaches of this code, whenever Masters' officials are working in a Race Control alongside the duly appointed officials of that meeting.**
- 5.2. The penalties shown below cover the most common breaches of Regulations. These are 'datum' penalties; mitigating or aggravating factors may be taken into account before deciding final penalties which may be applied by Masters in consultation with MSA officials at UK race meetings. The Masters Series will use its best efforts, with ASN's of third countries and non-UK event organisers, to have these penalties adopted wherever Masters race, outside the UK.
- 5.3. It is important to understand that any of the penalties detailed here may be replaced with penalties laid down by the regulations of the national ASN under which the particular Masters or Top Hat race meeting is being run.
- 5.4. Masters Series officials will work with the appropriate organising body to ensure that any other penalties are fairly and consistently applied but, subject to that ASN's appeals procedure, that ASN's decisions are final and Masters Series cannot become involved in any subsequent action.

**Note:-** Application of licence penalty points. Competitors with MSA licences will have penalty points, appropriate to their specified penalties, applied when competing in the UK or Ireland or in events held elsewhere under an MSA permit. Members holding race licences from other ASN's with points to be applied under a Masters sanction will be reported to that ASN directly.

### 5.5. **PENALTIES**

The following penalties will apply to all Masters Series races. The MCC numbering system shown refers to 'Masters Code of Conduct' offence.

#### 5.5.1. **MCC – TRACK BEHAVIOUR**

MCC1	<b>Overtaking or not slowing under red or yellow flags</b>		
	Practice	1 <sup>st</sup> offence	Fastest qualifying time disallowed
		2 <sup>nd</sup> offence	All qualifying times disallowed – Start at back of grid
		3 <sup>rd</sup> offence	Excluded from the following race
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds
3 <sup>rd</sup> offence		Excluded from the race	

MCC2	<b>Overtaking under Safety Car conditions</b>		
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds
		3 <sup>rd</sup> offence	Excluded from the race

MCC3	<b>All four wheels outside the kerbs or other track markings</b>		
	Practice		Time set during lap of each infringement disallowed
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds
		3 <sup>rd</sup> offence	Excluded from the race

MCC4	<b>Jumped Start (Standing Start) or Overtaking before Startline (Rolling Start)</b>		
	Race		Drive through penalty

MCC5	<b>Working on car after grid is cleared</b>		
	Race		Drive through penalty
MCC6	<b>Avoidable contact or driving in a manner incompatible with general safety</b>		
	Practice	1 <sup>st</sup> offence	All qualifying times disallowed – Start at back of grid
		2 <sup>nd</sup> offence	Excluded from the following race
	Race	1 <sup>st</sup> offence	Time penalty of 60 seconds
2 <sup>nd</sup> offence		Excluded from the race	
MCC7	<b>Exceeding pit lane speed limit, reversing or blocking in pit lane</b>		
	Practice	1 <sup>st</sup> offence	Fastest qualifying time disallowed
		2 <sup>nd</sup> offence	All qualifying times disallowed – Start at back of grid
		3 <sup>rd</sup> offence	Excluded from the following race
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds
3 <sup>rd</sup> offence		Excluded from the race	
MCC8	<b>Pit stop timing or duration not in accordance with Supplementary Regulations</b>		
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds
MCC9	<b>Ignoring drive through penalty boards, black or black/orange flag</b>		
	Practice		All qualifying times disallowed – Start at back of grid
	Race		Excluded from the race
MCC10	<b>Car abandoned on circuit not left in neutral or steering wheel removed or otherwise hindering marshals to move the car</b>		
	Practice		All qualifying times disallowed – Start at back of grid
	Race		Fine of £250 (or € equivalent)
MCC11	<b>Refuelling procedure not in accordance with Supplementary Regulations</b>		
	Practice		All qualifying times disallowed – Start at back of grid
	Race	1 <sup>st</sup> offence	Time penalty of 60 seconds
2 <sup>nd</sup> offence		Excluded from the race	
MCC12	<b>Not complying with pit exit signals or crossing pit lane exit line</b>		
	Practice	1 <sup>st</sup> offence	Fastest qualifying time disallowed
		2 <sup>nd</sup> offence	All qualifying times disallowed – Start at back of grid
		3 <sup>rd</sup> offence	Excluded from the following race
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds
3 <sup>rd</sup> offence		Excluded from the race	
MCC13	<b>Disobeying official's instructions including removal of car from Parc Ferme</b>		
	Practice		All qualifying times disallowed – Start at back of grid
	Race		Excluded from the race

5.5.2. All the above penalties will be imposed on a 'per race' basis. However, repeated offences may result in 'Exclusion from the Meeting' or, in extreme cases, future entries and membership of the Masters Series being declined.

### **5.5.3. MCC - OFF TRACK BEHAVIOUR**

5.5.3.1. Any off track incidents, particularly involving any form of abusive behaviour, will be regarded with the utmost seriousness. Penalties may range from 'Exclusion from the Meeting' to future entries and membership of the Masters Series being declined.

5.5.3.2. Non-attendance at driver's briefings, at events outside the UK, may result in a fine.

### **5.5.4 DAMAGE TO COMPETING CARS**

5.5.4.1. Since all disciplinary matters, including the Masters Series penalty structure above, set out as part of the Masters Code of Conduct, are subject to the regulations of the appropriate ASN and subject to their own appeals procedure, that process will be regarded as final.

5.5.4.2. Whatever the outcome of any disciplinary process following an on track accident which results in damage to competing cars owned and/or raced by Masters' Members, and when no action is taken by the Clerk of the Course and/or relevant ASN, the Masters Series will not become involved, or intercede in any way, between competitors who believe that they have a legal or other claim against another competitor for the costs or other consequences of damage as a result of a racing incident.

## **6. GENERAL CONDITIONS FOR COMPETITORS**

6.1. During the course of the event weekend, competitors must ensure that their cars, when in the paddock or in a pit garage, are in full view of spectators whenever reasonably possible. This will usually entail having at least the paddock side pit garage door open fully, to enable the majority of spectators an uninterrupted view of the car.

6.2. Competitors must ensure that their car is fully on display in the pit road or other designated area at a time specified by the Race Director or Organiser, to allow the cars to be seen during the "Pit Lane Walkabout". In addition each entrant is asked to provide individual car history "story boards" which should be displayed throughout the event.

### **6.3. DECALS**

6.3.1. Event or race sponsors decals must be clearly displayed on cars, but these decals must only be displayed during the event to which they relate.

6.3.2. Competitors must make available an area (of a size to be advised) on the cars for the display of the Masters Series and the series sponsors' decals. These decals must be displayed at all times during practice periods and races.

6.3.3. Series sponsors' decals must be displayed as required by The Masters Series in the approved positions on the cars and throughout the racing season.

6.3.4. No private decals are permitted to exceed 100cm<sup>2</sup> and none may conflict with the decals of official Masters Series sponsors.

### **6.4. HANS DEVICES**

6.4.1. The Masters Series Limited, as well as the Masters Racing Club, strongly recommends the use of a HANS head and neck device for driver safety.

## **7. ROLE OF THE CLERK OF THE COURSE AND THE SERIES/RACE DIRECTOR**

7.1. The Clerk of the Course, appointed by the overall Event Organiser, shall work in permanent consultation with the Masters Series Director.

7.2. The Clerk shall have full control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations.

**8. FINAL RACE INSTRUCTIONS**

8.1. Specific regulations governing each event are included with Final Instructions sent out prior to each race meeting.

**9. CALENDAR 2008**

9.1. Calendars for 2008 will be published and updated on the website at [www.themastersseries.com](http://www.themastersseries.com)

**10. ORIGINAL LANGUAGE AND TRANSLATION**

**10.1. *Whilst translations of these regulations may be available, the English wording shall be the definitive wording.***