

Thoroughbred Sportscar Championship

MOTORING
Classics



2012 REGULATIONS

www.thoroughbredsportscars.net

Simon Garrad
2011 Overall Champion and Class D Winner



Ian Prior 2011 Class B Winner



Peter Hiscocks 2011 Class A Winner



Jerry Knight 2011 Class C Winner

MGA and THOROUGHbred SPORTSCAR CHAMPIONSHIPS

Overall Championship Winners

MGA Championship 1976 – 1990

1976	Roy McCarthy
1977	John Halton
1978	John Halton / Malcolm Ellis - Joint winners
1979	Roy McCarthy
1980	Spike Milligan
1981	Roy McCarthy
1982	Derek Baker
1983	Eric Hoult
1984	Trevor Dalton
1985	Neil Cawthorn
1986	Steve Smith
1987	Bob Lines
1988	Roy McCarthy
1989	Neil Cawthorn
1990	Martin Shaw

Thoroughbred Sportscar Championship From 1991

1991	Alan Miles	Elva Courier
1992	Roy Dudley	DB 4 /
	Colin Bates	TVR Griffiths Joint winners
1993	Alan Charlton	TR6
1994	Alan Charlton	TR6
1995	Roy McCarthy	MGB
1996	Brian Lambert	MGB
1997	Joe Ward	TVR
1998	Harvey Cook	Jag E Type /
	Howard Brearley	TVR - Joint winners
1999	Neil Cawthorn	MGA
2000	Roy McCarthy	MGB
2001	Roy McCarthy	MGB
2002	Colin Jones	MGA Twin Cam
2003	Dave Smithies	AH 3000
2004	Spencer McCarthy	MGB
2005	Colin Jones	MGA Twin Cam
2006	Mike Hazlewood	TR6
2007	Mike Hazlewood	TR6
2008	Peter Samuels	MGB
2009	Chris Acklam	Morgan + 8
2010	Josh Files	TR6
2011	Simon Garrad	Jag D Type Replica

MGCC THOROUGHBRED SPORTSCAR CHAMPIONSHIP REGULATIONS 2012

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2012 MOTORING CLASSICS THOROUGHBRED SPORTSCAR CHAMPIONSHIP

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction:

The Motoring Classics Thoroughbred Sportscar Championship is organised and administered by the M.G. Car Club (MGCC) 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) and these Championship Regulations.

MSA Championship Permit No: **CH2012/R084** Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials

Co-ordinator: Pam McCarthy, "Woodlands", 26 Wellesford Close,
Banstead, Surrey, SM7 2HL
Tel/Fax: 01737 356730

Eligibility Scrutineer: Mr. J. D. May,
21 Rogers Close, Elsworth, Cambridgeshire, CB3 8JJ
Tel: 01954 267354

Championship Stewards
Mr. Dale Wells
Mr. Richard Culverhouse
Mr. Robert Innes Ker

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of the MGCC and in possession of a valid 2012 MSA Entrants Licence

1.3.2 Drivers and Entrant / Drivers must be fully paid up valid membership card holding members of the MGCC, be registered for the Championship and for all rounds be in possession of a valid MSA Competition Racing National B or higher status Licence,

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration

1.4.1 All drivers must register as competitors for the championship by returning the Registration Form fully completed including vehicle details with the Registration Fee to the Co-ordinator prior to 1 week before the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £35 for all registrations. Payment to be made payable to the 'Thoroughbred Sportscar Championship'

1.4.3. Registrations will be accepted 1st January 2012 until 1 week prior to the final Closing date of the last round.

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

1.4.5. Registered drivers may only change Class by written notice to the Championship co-ordinator one week prior to the first round being entered

1.4.6 Guest drivers will be invited to compete with the Thoroughbred Sportscar Championship for one race only. This to enable drivers to experience the Championship prior to joining. No points will be awarded.

1.4.7. Acceptance or rejection of Registration is entirely at the discretion of the Organisers. Race organisers will not accept race entries unless the Competitor has registered with the Championship.

1.5 Championship Rounds

The Motoring Classics Thoroughbred Sportscar Championship will be contested over 9 rounds as follows:

Date	Circuit	Organising Club
08.04.2012	DONINGTON	MGCC
05.05.2012	BRANDS HATCH	MGCC
06.05.2012	BRANDS HATCH	MGCC
04.06.2012	DONINGTON	MSCC
23/24.06.2012	SILVERSTONE GP	MGCC
11.08.2012	OULTON PARK INT	MGCC
27.08.2012	CASTLE COMBE	CCRC
08.09.2012	THRUXTON	MGCC
13.10.2012	SNETTERTON 200	MGCC

Total rounds less one, to count towards all Championship Awards

1.6. Scoring:

1.6.1. Points will be awarded to competitors listed as classified qualifiers or finishers in the final results as follows:

A Competitor may only enter one class per meeting.

Points gained in different classes during the season will be counted towards the overall Championship in accordance with these regulations.

The points to be awarded will be calculated as follows and will be published in the Championship Newsletters.

For each Championship event points will be awarded as follows:-

Placings in each class:

1st	6 points
2nd	5 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 point

In the event that the number of qualifiers for a Championship race is less than six in any class then first in class points will be reduced to the number of qualifiers with a minimum of 3 points. In addition,

One point will be gained by each car successfully qualifying in practice for the race.

A further one point will be allocated to Fastest Lap in each class if more than one driver in class.

A further one point will be allocated to Pole Position in each class if more than one driver in class.

A further one point will be allocated for a Lap Record in class.

Where a driver is allowed to change the vehicle to be used in the race after qualifying, half points will be awarded

1.6.2. The totals from the qualifying rounds less one as listed above in Calendar will determine final Championship points and positions.

1.6.3. In the event of a tie for any overall and / or class position at the end of the Championship year, awards will be shared.

1.6.4. Points will only be awarded to registered competitors in the class in accordance with 1.4.

1.7. Awards

1.7.1. Garlands and Trophies are to be provided by the race Organising Club for presentation at the end of each race or at an end of the meeting presentation ceremony. 1st, 2nd, 3rd in each class when there are 3, 5 and 7 competitors entering. The 2012 Championship Awards will be presented at the Annual Dinner Dance on the **10th** November 2012 at the Stakis Hotel, Northampton

1.7.2. Overall & Class awards Per Round will be provided by the Organising Club.

1.7.3. Where appropriate a Driver of the Day award will be made provided by the Championship.

1.7.4. Championship Awards as follows:

- Thoroughbred Sportscar Champion **(OVERALL TROPHY)**
 Awarded to the driver scoring the most Championship points irrespective of class
 There will be second and third place awards.
- Thoroughbred Class A Sportscar Award **(CLASS A TROPHY)**
 Awarded to the driver of a Class A car who scores most Championship points.
 There will be second and third place awards.
- Thoroughbred Class B Sportscar Award **(CLASS B TROPHY)**
 Awarded to the driver of a Class B car who scores most Championship points.
 There will be second and third place awards
- Thoroughbred Class C Sportscar Award **(CLASS C TROPHY)**
 Awarded to the driver of a Class C car who scores most Championship points.
 There will be second and third place awards
- Thoroughbred Class D Sportscar Award **(CLASS D TROPHY)**
 Awarded to the driver of a Class D car who scores most Championship points.
 There will be second and third place awards
- Overall MGA Winner **(FITZWILLIAM TROPHY)**
 Awarded to the driver of an MGA who scores most Championship points irrespective of class.
- Standard MGA Class Winner **(OGBORN TROPHY)**
 Awarded to the driver of a standard car who scores most Championship points in Class A.
- Modified MGA Class Winner **(SNOWBALL TROPHY)**
 Awarded to the driver of a modified or twin cam car who scores most Championship points in Class B or D.
- Overall 'T' Type Winner **(THE 'T' TYPE TRAY)**
 Awarded to the driver of a 'T' Type car who scores the most championship points irrespective of class using the 'T' Type Register points system. There will be awards for second and third place overall.
 There will be awards to the class winners as per the 'T' Type Register points system.
- Aston Martin Award **(CHAPMAN WARREN TROPHY)**
 Awarded to the driver of an Aston Martin gaining the most Championship points irrespective of class.
- Jaguar Award **(JAGUAR TROPHY)**
 Awarded to the driver of a Jaguar gaining the most Championship points irrespective of class.
- TR Award **(TR AWARD)**
 Awarded to the driver of a TR gaining the most Championship points irrespective of class
- TVR Award **(TVR AWARD)**
 Awarded to the driver of a TVR gaining the most Championship points irrespective of class
- Trophy Shop Award **(TROPHY SHOP AWARD)**
 Awarded to the driver who wins the MGCC Silverstone International Race.
- FIA Specification Trophy **(FIA SPECIFICATION TROPHY)**
 Awarded to the driver of a FIA Specification car gaining the most Championship points irrespective of class.
- Novice Trophy **(THE MANSELL SHAW TROPHY)**
 Awarded at the discretion of the Championship Committee and not necessarily based on the number of points gained.
- Ladies Award
 Awarded to the lady driver achieving the most Championship points, irrespective of class.
- Active Accounting Driver of the Year Award **(DRIVER OF THE YEAR AWARD)**
 Awarded to the driver who in the opinion of the committee is the "driver of the year".
- MGCC Pre-60's Awards
 The MGCC will provide for following awards for the best performance in a pre-1960's car:
- MGCC Overall Pre-60's Award
 Awarded to the driver of a pre-1960's car who scores the most points in the Championship, irrespective of class, subject to a minimum of 3 entrants

MGCC Pre-60's Class A Award

Awarded to the driver scoring the most Championship points in a pre-1960's car in Class A, subject to a minimum of 3 entrants

MGCC Pre-60's Class B Award

Awarded to the driver scoring the most Championship points in a pre-1960's car in Class B, subject to a minimum of 3 entrants

MGCC Pre-60's Class C Award

Awarded to the driver scoring the most Championship points in a pre-1960's car in Class C, subject to a minimum of 3 entrants

MGCC Pre-60's Class D Award

Awarded to the driver scoring the most Championship points in a pre-1960's car in Class D, subject to a minimum of 3 entrants

If there are less than six in the class scoring points the committee reserves the right to reduce the awards for places. Five or four cars scoring points then awards to first and second only. Three or less scoring points, then awards to first only. Some Pre-60's cars/drivers will be asked to abstain from the Pre-60's Awards.

- 1.7.4. This section contains non-applicable MSA Regulations.
- 1.7.5. Awards listed above will be presented at the End of Season dinner / dance, details of which will be announced in the appropriate newsletter.
- 1.7.6. This section contains non-applicable MSA Regulations.
- 1.7.7. In the event of any Provisional results or championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the championship co-ordinator in good condition within 7 days.

Awards shown in bold above in 1.7.3. remain the property of the Championship

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

- 2.1. **Rounds:** In accordance with Section C of the 2012 MSA Yearbook and the rules and regulations of the Championship.
- 2.2. **Championship:** In accordance with Section C of the 2012 MSA Yearbook and the rules and regulations of the Championship

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 dates which are shown on the entry forms.
- 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 / Vehicle 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 round shall be set by the Organising Club.
- 3.1.5. In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the co-ordinator may at their discretion merge Classes of the Championship with other compatible races. Organisers will give preference to those Drivers who have scored Championship points in previous rounds.
- 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 pit lane 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 pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2. Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meeting. 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. Where there are double header races at a meeting there will be one practice session with the first and second fastest laps giving grid positions to the first and second races.

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 Championship criteria and the decision of the Clerk of the Course shall be final.

3.4. Qualification:

- 3.4.1 Each Driver should complete a minimum of 3 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
- 3.4.2 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 Regulations Q4.5
- 3.4.3 Where a single practice session is used to establish qualification for both rounds at a double header meeting (denoted (DH) in 1.5) the fastest time set by a competitor shall be used when setting grid order for the first race, the second fastest time shall be used for setting grid order for the second race

3.5. Races:

The standard minimum scheduled distance shall be 15 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

Alternatively, in the case of rolling starts, the minimum race length will be 15 minutes plus one lap.

3.6. Starts:

3.6.1. All race start countdowns are to have a minimum elapsed period of 3 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. The minimum Countdown procedures / audible warnings sequence shall be:-
For Standing/Rolling Starts:-
1 Minute to start of Green Flag Lap – Start Engines / Clear Grid
30 Seconds – Visible & audible warning for start of Green Flag Lap.

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

3.6.4. Any cars removed from the Grid after the 1 minute stage or driven into pits on Green Flag Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the startline or pit lane exit, whichever is the later.

3.6.5. Any drivers unable to start the Green flag / Pace lap or start are required to indicate their situation as per MSA regulation Q 12.13.2 and any drivers unable to maintain grid positions 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.

3.6.6. Excessive weaving to warm- up tyres - using more than 50% of the track width, and falling back to accelerate and practice starts, is prohibited.

3.6.7. A Five second board will be used to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

3.6.8. Alternatively, where a rolling start is used, drivers will follow a pace car in grid order maintaining position until the starting signal is given.

In the event of any starting lights failure the Starter will revert to the use of the National Flag.

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.
Refer to revised Q5.5

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 finishing order at the end of part 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 deem 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 & Pit lane 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. Pit lane: | 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 speed in pitlanes. |
| 3.9.3. Refuelling | May only be carried out in accordance with the MSA Q13. Regulations, Circuit Management Regulations and the SRs or final instructions issued for each Circuit / Meeting. |
| 3.9.4 Speed Limit | Pit Lane speed Limit will be in accordance with Organising clubs' Final Instructions |
| 3.9.5 Drive Through Penalty | If the Regulations for an event specifically provide for a 'Stop Go' penalty or a 'Drive Through' penalty, the procedures in MSA Q12.6 will apply. |

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 the helmets on and harnesses done up while on the Circuit or in the Pit lane.

3.11. Results:

All practice Time sheets, 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 – Transponders must be fitted in accordance with Organising Clubs Regulations

3.13 Qualification Races – Non Applicable

3.14 Operation of Safety Car

3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q Appendix 2 of the MSA General Regulations

4. CHAMPIONSHIP RACE PENALTIES

4.1 Infringement 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 – C3.5.2 For infringements deemed to be of a more serious nature the Clerk of the Course and / or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1 – C3.5.2
- 4.1.3. Additional specific Championship penalties:
None

4.2. Infringements of non- technical MSA regulations and the Sporting Regulations issued for the Championship:

As per 2012 MSA Judicial Procedure regulations.

5. TECHNICAL REGULATIONS

5(1) INTRODUCTION:

The following Technical 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, and therefore Standard Specification applies.

5(2) GENERAL DESCRIPTION

The Motoring Classics Thoroughbred Sportscar Championship is for competitors participating in Thoroughbred and Classic Sportscars.

Our aim is to attract drivers of Thoroughbred & Classic Sportscars onto the circuits and encourage the many members who would like to go motor racing. The Championship has been designed to give every car and driver an excellent chance and to reward consistent driving, reliability and keenness to enter Championship events. The Championship rules have been framed with the underlying intention that the **spirit** behind them should be followed. We trust that this will lead to competitive and comparatively inexpensive club racing.

Eligibility - The Championship is open to specified Thoroughbred & Classic production road Sportscars. It is intended that competing cars should retain original appearance and additional spoilers, aerofoils or aerodynamic aids of a modsports type are **not** permitted. It is expected that cars are presented for racing to a high standard and in a style appropriate to the 1950/60/70s.

Eligible Cars-

- All MG Models Produced at Abingdon (including the MGB GT V8 to which special rules apply).
- Elva and Gilbern models using all MG Running Gear
- Aston Martin DB 2 to DB 6
- Triumph TR 2 to TR 6
- Austin Healey - all models
- Jaguar XK , D Type Reps to E type
- Daimler Dart
- Sunbeam Alpine & Tiger
- Lotus Elite (Climax Engine)
- Lotus Elan at organisers discretion.
- AC Ace
- Morgan
- Turner (Pre X flow Ford, BMC, Climax)
- TVR's
- Cars Complying with FIA Appendix K in the GTS Category

Eligible Cars that have competed or are competing in a Championship with a full set of Regulations for that marque should use those Regulations and must note this on the Registration form where indicated. MGA, (MGA Register Regulations), MGB, (BCV8 Regulations), Morgan (Morgan Challenge Regulations), Healeys (Austin Healey Club Championship), Jaguar-(Jaguar Enthusiasts Club) Elan and TVR all with reference to Technical Officers noted at the end of these Regulations or as appropriate to other marques

Other cars may be listed including those which may not totally conform to our class regulations on application to the organisers. These cars must be of the period and in the spirit of the regulations.

There are three Vehicle Specifications.

1. Standard
2. Road Modified
3. Race Modified

The Championship shall be contested over 4 Classes:

- | | |
|---------|--|
| Class A | Standard Cars up to 2.4 Litres (including T-Type Register Classes A and B and Class D as appropriate). |
| Class B | Standard Cars over 2.4 Litres and Road Modified Cars up to 2 Litres (including T-Type Register Classes C and D as appropriate) |
| Class C | Road Modified Cars over 2 Litres and up to 4½ Litres |
| Class D | Road Modified Cars over 4½ Litres and all Race modified Cars. |

There is an overall capacity limit of 5 litres

Regulations applying to all Competitors:

- 5(2).1 The following regulations are effective from the 1st January 2012 and may be updated from time to time.
- 5(2).2 The regulations herein for all classes apply from the time a car is presented for Scrutineering and until after it enters the paddock at the finish of the race.
- 5(2).3 The 'Spirit of the Regulations' would be understood to imply that all entrants and others connected with this type of competition are expected to assist in keeping costs within reasonable bounds, and not to participate in any action which may cause costs to rise.
- 5(2).4 Modifications not specifically covered by these regulations should be referred to the Committee for clarification before they are put into effect.
- 5(2).5 All components and panels used must be to original model pattern, material and specifications unless otherwise stated.
- 5(2).6 The following materials are prohibited except where specifically permitted- kevlar fibre, titanium, carbon fibre, aramid fibre, ceramics, magnesium and aluminium sandwich panel. Their use is only permitted in Seats and Fire Extinguisher Systems.
- 5(2).7 Non period Driver aids such as Traction Control, Launch Control, ABS, Semi Automatic gear changing are prohibited. All electronic control devices which permit vehicle settings to be altered whilst the vehicle is in motion must be declared to and approved by the Technical Officer concerned (excepting Rev Limiters, which are permitted).
- 5(2).8 Telemetry systems are **not** permitted.
- 5(2).9 The term "free" means "free within the limitations of relevant MSA regulations".

5(3) SAFETY REQUIREMENTS:

5(3).1 General

As our Championship caters for a variety of Historic cars from the mid 1950s to 1970s it is not possible to cover all aspects of safety precautions with mandatory regulations. Also to do so may discourage newcomers to our Championship, however all competitors do have to comply with MSA Regulations. The use of correct safety equipment as can be afforded is strongly recommended. Not only can safety equipment reduce the risk of injury

and even save life, but a car equipped with the correct safety features will be passed by scrutineers more readily than one with the bare minimum.

It is recommended that the Blue Book Section J5 – Q19 – Section K are read and digested together with the amendments to Appendix 2 as noted www.msauk.org/site/cms/newsarticle.asp?chapter=210&nid=1291. These cover all aspects of safety preparation

5(3).2. Roll-Over Bar – complying with MSA specifications, as defined in Section K 1.3.

However it cannot be repeated too often that a roll-bar is a vital piece of equipment and should be fitted, even if the rules do not require you to do so.

5(3).3. Seat Belts. Q19.14.2 Other than cars entered in Standard Class A built before 1959 it is mandatory for the Championship.

5(3).4. Fire Extinguishers. Mandatory minimum requirement is K3.1.2 (a) except for cars of pre 01/01/66 construction.

5(3).5. Circuit Breaker. External circuit breaker mandatory other than for cars of pre 01/01/66 construction.

5(3).6. Clothing – K9 Flame resistant overalls FIA homologated. Competitors are strongly advised to wear flame resistant gloves, socks, underwear and balaclava. All nylon / plastic type clothing is to be avoided – they melt - this includes most trainers, buy proper fireproof boots.

5(3).7. Crash Helmet_ K10 The approval sticker is fluorescent blue.

5(3).8. It is recommended a propeller shaft restraint be fitted together with a clutch / bell housing shield. K14.1.8.

5(3).9. Head Restraint. K13 These are mandatory for the Championship except in Class A if a roll bar is not fitted. (See 5.(3).2.)

5(3).10. Red warning light. To comply with MSA Q19.14.8

CLASS A STANDARD SPECIFICATION THOROUGHBRED SPORTSCAR
Standard Cars up to 2.4 Litres (including T-Type Register Classes A and B and Class D as appropriate).

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5(4).1. The car should be standard and comply in all respects with the maker's original specification, unless any modification is specified below.

5(4).2. Cars should be in road-going condition and currently MOT-able, and all road going equipment fitted and operational as per 5 (3) 1.

5(4).3. Trailers may be used to transport cars to and from meetings.

5(4).4. Cars complying with either MGCC MGA Register Racing standard class regulations or 2012 and previous TSCC class A regulations are defined as eligible standard class cars.

5(4).5. Cars complying with MGCC BCV8 Class A & Peter Best Championship Class A regulations are defined as eligible standard class cars.

5(4).6. Cars relying on 5(4).4. or 5(4).5. must declare so on Registration form and may not take advantage of any different regulation stated below.

5(4).7. Only Aston Martin models running to factory specification with SU carburettors are permitted in the standard class.

5(4).8. Cars complying with FIA Appendix K in the GTS category. Dunlop L section tyres 204 compound or Avon ZZ tyres.

5(4).9. 'T' Type Register class A and B, and D as appropriate.

5(4).10. Cars complying with Morgan Challenge Regulations Class E four cylinder

5(5). CHASSIS:

Standard to original Specification.

5(6). BODYWORK

5(6).1. Modifications Permitted

1. **General**
Standard to original Specification.
2. **Interior**
Carpets and items of trim may be removed.
Driver's and front passenger seat may be replaced by a racing type seat. Passenger seat may be removed.
3. **Exterior**
Bumpers may be removed.
Fibreglass wings are permitted
4. **Silhouette**
None.
5. **Ground Clearance**
None

5(6).2. Modifications Prohibited

1. **General**
All apart from detailed in 5(6).1.
2. **Interior**
All apart from detailed in 5(6).1.
3. **Exterior**
All apart from detailed in 5(6).1.
4. **Silhouette**
All apart from detailed in 5(6).1.
5. **Ground Clearance**
All apart from detailed in 5(6).1.

CLASS A STANDARD SPECIFICATION THOROUGHBRED SPORTSCAR
Standard Cars up to 2.4 Litres (including T-Type Register Classes A and B and Class D as appropriate).

5(7). ENGINE

5(7).1 Permitted Modifications

Engine may be re-bored to + 60 thou maximum overbore. Stroke must be standard. Mean combustion chamber pressure must not exceed original specification or 180 psi, whichever is greater. Any other modification is allowed except as detailed in 5.7.2.

Aston Martin 3.7 Litre blocks may be replaced with 4 Litre Blocks.

MGA 1500 , 1600 or 1622 blocks may be replaced with 1800 Blocks

5(7).2 Prohibited Modifications

Use of non standard crankshaft and connecting rods. Dry sumping

5(7).3 Location

Engine may not be moved from standard position.

5(7).4 Oil / Water Cooling

Oil radiators are allowed.

5(7).5 Induction Systems

Original carburettors must be retained but air filters may be replaced by an alternative type or by ram pipes. Fuel injection is prohibited, unless originally fitted by the manufacturer.

5(7).6 Exhaust Systems

Tubular manifolds are allowed but exhaust must exit at original place.

5(7).7 Ignition Systems

'Sports' coil may be fitted.

Electronic ignition systems are **NOT** permitted.

5(7).8 Fuel Delivery Systems

Type & position of fuel pump is free.

5(8) SUSPENSIONS

1. Permitted Modifications

Original shock absorbers must be retained but valves may be updated.

2. Prohibited Modifications

All apart from those detailed in 5(8).1.

3. Wheelbase / Track

Standard to original Specification.

5(9) TRANSMISSIONS

1. Permitted Modifications

Limited slip differentials permitted.

2. Prohibited Modifications

All apart from 5(9).1.

3. Transmission & Drive Ratios

Ratios are free

5(10) ELECTRICS

1. Exterior Lighting

Standard to original Specification.

2. Rear Fog Light

Required as defined in K5

3. Batteries

May be replaced by a single 12 volt battery in the same location. Lightweight batteries are prohibited.

4. Generators

Dynamo may be replaced with an alternator.

5(11) BRAKES

1. Permitted Modifications

Front pad and rear lining materials are free.

Cars that were fitted with drum brakes at the front can have them replaced with solid, non-vented discs from a later model of the same marque.

2. Prohibited Modifications

Ventilated Discs are Prohibited.

CLASS A STANDARD SPECIFICATION THOROUGHBRED SPORTSCAR

Standard Cars up to 2.4 Litres (including T-Type Register Classes A and B and Class D as appropriate).

5(12) WHEELS / STEERING

1. **Permitted Options**
Original or approved pattern.
2. **Prohibited Options**
All apart from 5(12).1.
3. **Construction & Materials**
Standard to original Specification or as approved pattern.
4. **Dimensions**
Rim width may not exceed 6"

5(13) TYRES

1. **Specifications**
 - a) Road tyres as listed in MSA blue Book 2012 1a or 1b.
 - b) Dunlop racing L or M section only
2. **Nominated Manufacturers**
None

5(14) WEIGHTS

The post race weight of any car should not be less than 90% of the maker's specified kerb weight; post race weight to be specified for all Class A
MGA minimum weight to be 16.5 Cwt / 840 Kgs, unless running an MGB engine, in which case must run to MGB weight (17cwt 56lbs - 889.8 Kgs). Additional weight can be obtained using ballast J5.15. All weights must be without driver.

5(15) FUEL TANK / FUEL

1. **Types**
Standard to original Specification or a racing type safety tank.
2. **Locations**
Standard to original Specification or within a suitably sealed boot space.
3. **Fuel.**
Fuel used must be Pump Fuel as defined in Section B, Nomenclature & Definitions of MSA Blue Book

5(16) SILENCING

1. **Specification**
Standard to original Specification.

5(17) NUMBERS & CHAMPIONSHIP DECALS

1. **Positions**
Decals, if required and supplied must be positioned on both sides of the car in a prominent position and if a windscreen decal is supplied it must be positioned in a central position. In cars with low windscreens the decal may be on the roof immediately above the windscreen. No other decal is permitted on the windscreen.
Cars without full height windscreen to display windscreen decals on front shroud or front wings
2. **Suppliers**
Available from the Registrar on Registration.

--- End of Section---

CLASS B ROAD MODIFIED SPECIFICATION THOROUGHbred SPORTSCAR

Standard Cars over 2.4 Litres and Road Modified Cars up to 2 Litres (including T-Type Register Classes C and D as appropriate).

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5(4).1. Cars must comply with standard class A regulations with the following exceptions.

5(4).2. Cars complying with the MGCC MGA Register modified class, MGCC BCV8 Championship Road modified class (excluding MGC GT Sebring type copies) and MGCC Sprite Midget Challenge, 'T' Type Register cars class C and D as appropriate. Elan, Morgan and Jaguar Championships running on Blue Book List 1 tyres or tyres as listed in 1a or 1b in earlier years are eligible for the Road Modified class.

5(4).3. Cars relying on 5(4).2. must declare so on Registration form and may not take advantage of any different regulation stated below.

5(4).4. Cars of specific Historic interest which because of their original features would either be classified as Race Modified or Non Eligible may be allowed as Road Modified at the Committee's discretion.

5(4).5. Cars complying with FIA Appendix K in the GTS category may be allowed by invitation. Dunlop historic tyres 204 compound are mandatory.

5(4).6. More detailed regulations for certain models including Aston Martins are available on written request to the organisers.

5(4).7. Cars are not required to have a current MOT certificate.

5(4).8. Cars complying with Morgan Challenge Regulations Class D

5(5) CHASSIS:

Standard to original Specification.

5(6) BODYWORK

5(6).1. Modifications Permitted

1. General

Original silhouette, profile and plan view of car must be retained.

Certain non-structural panels may be lightened or replaced with panels of a non-standard material, subject to the Organisers' approval.

Aeroscreens are permitted only if the model was raced with an aeroscreen by the works.

Heaters and controls may be removed.

The anchorage of bonnet and boot is free.

Only glass in side windows and rear windscreen may be replaced with perspex

2. Interior

Carpets and items of trim may be removed.

Driver's and front passenger seat may be replaced by a racing type seat.

Passenger seats may be removed.

3. Exterior

Bumpers may be removed.

All cars competing should be fitted with FIA approved roll bars & full seat harness.

4. Silhouette

None

5. Ground Clearance

Free – but must comply with MSA Q19

5(6).2. Modifications Prohibited

1. General

All apart from detailed in 5(6).1.

2. Interior

All apart from detailed in 5(6).1.

3. Exterior

All apart from detailed in 5(6).1.

4. Silhouette

All apart from detailed in 5(6).1.

5. Ground Clearance

Free – but must comply with MSA Q19

CLASS B ROAD MODIFIED SPECIFICATION THOROUGHBRED SPORTSCAR
Standard Cars over 2.4 Litres and Road Modified Cars up to 2 Litres (including T-Type Register Classes C and D as appropriate).

5(7). ENGINE

5(7).1 Permitted Modifications

Aston Martin Standard 3.7 Litre blocks may be replaced with Standard 4 Litre Blocks.

MGA 1500 , 1600 or 1622 blocks may be replaced with 1800 Blocks.

Otherwise original engine block, head, sump and oil pump must be retained.

Original stroke must be retained.

Engine components free but dry sumping not permitted.

Maximum + 0.060" bore

5(7).2 Prohibited Modifications

Turbo Charging

5(7).3 Location

Engine may not be moved from standard position.

5(7).4 Oil / Water Cooling

Free

5(7).5 Induction Systems

Free - but if originally on carburettors, then fuel injection is not allowed. If originally on fuel injection then only the same type as original is allowed

5(7).6 Exhaust Systems

Exhaust free but must comply with MSA J5.17

5(7).7 Ignition Systems

Electronic ignition systems are permitted but Computer controlled ignition is prohibited.

5(7).8 Fuel Delivery Systems

Free

5(8) SUSPENSIONS

1. Permitted Modifications

Original pick up points must be retained but additional shock absorbers and axle locating devices may be fitted, with the exception of dynamic shock absorbers.

Anti-roll bars are permitted.

2. Prohibited Modifications

All apart from those detailed in 5(8).1.

3. Wheelbase / Track

Standard to original Specification.

5(9) TRANSMISSIONS

1. Permitted Modifications

Original gear box must be retained - ratios free, except an MGB gearbox may be used in an MGA

Limited slip differential permitted.

Engine and gear box must remain in original position.

Clutch - free.

2. Prohibited Modifications

All apart from those detailed in 5(9).1.

3. Transmission & Drive Ratios

Free, apart from those detailed in 5(9) 1

5(10) ELECTRICS

1. Exterior Lighting

Standard to original Specification.

2. Rear Fog Light

Required as defined in K5

3. Batteries

Free.

4. Generators

Dynamo may be replaced with an alternator.

5(11) BRAKES

1. Permitted Modifications

Brakes are free but ventilated discs are not permitted. Handbrake is not required. Cars that were fitted with drum brakes at the front can have them replaced with solid, non-vented discs from a later model of the same marque

2. Prohibited Modifications

Ventilated discs are prohibited.

CLASS B ROAD MODIFIED SPECIFICATION THOROUGHBRED SPORTSCAR

Standard Cars over 2.4 Litres and Road Modified Cars up to 2 Litres (including T-Type Register Classes C and D as appropriate).

5(12) WHEELS / STEERING

1. **Permitted Options**
Original style and diameter of wheel must be retained or one of period appearance.
2. **Prohibited Options**
All apart from those detailed in 5(12).1.
3. **Construction & Materials**
Standard to original Specification or of period construction & materials.
4. **Dimensions**
Maximum Rim width 6"

5(13) TYRES

1. **Specifications**
 - a) Road tyres as listed in MSA blue Book 2012 1a or 1b.
 - b) Dunlop Racing L or M section only.
2. **Nominated Manufacturers**
None

5(14) WEIGHTS

The post race weight of any car should not be less than 80% of the maker's specified kerb weight; post race weight to be specified for all Class B, cars. MGA minimum weight to be 14.25 cwt / 725 Kgs, unless running an MGB engine, in which case must run to MGB weight of 16cwt 56 lbs (839.kg) Additional weight can be obtained using ballast J5.15.

5(15) FUEL TANK / FUEL

1. **Types**
Free
2. **Locations**
Free
3. **Fuel.**
Fuel used must be Pump Fuel as defined in Section B, Nomenclature & Definitions of MSA Blue Book

5(16) SILENCING

1. **Specification**
Free but must be at original exit point.

5(17) NUMBERS & CHAMPIONSHIP DECALS

1. **Positions**
Decals, if required and supplied must be positioned on both sides of the car in a prominent position and if a windscreen decal is supplied it must be positioned in a central position. In cars with low windscreens the decal may be on the roof immediately above the windscreen. No other decal is permitted on the windscreen.
Cars without full height windscreen to display windscreen decals on front shroud or front wings
2. **Suppliers**
Available from the Registrar on Registration.

--- End of Section---

CLASS C ROAD MODIFIED SPECIFICATION THOROUGHbred SPORTSCAR
Road Modified Cars over 2 Litres and up to 4½ Litres

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5(4).1. Cars must comply with standard class A regulations with the following exceptions.

5(4).2. MGBGTV8 (special regulations listed below).- Elan, TVR, Morgan, TR'S, Healey and Jaguar Championships running on Blue Book List 1 tyres or tyres as listed in 1a or 1b in earlier years are eligible for the Road Modified class.

5(4).3. Cars relying on 5(4).2. must declare so on Registration form and may not take advantage of any different regulation stated below.

5(4).4. Cars of specific Historic interest which because of their original features would either be classified as Race Modified or Non Eligible may be allowed as Road Modified at the Committee's discretion.

5(4).5. Cars complying with FIA Appendix K in the GTS category may be allowed by invitation. Dunlop historic tyres 204 compound are mandatory.

5(4).6. More detailed regulations for certain models are available on written request to the organisers.

5(4).7. Cars are not required to have a current MOT certificate.

5(4).8. Cars complying with Morgan Challenge Regulations Class C and R

5(5) CHASSIS:

Standard to original Specification.

5(6) BODYWORK

5(6).1. Modifications Permitted

1. General

Original silhouette, profile and plan view of car must be retained.

Certain non-structural panels may be lightened or replaced with panels of a non-standard material, subject to the Organisers' approval.

Aeroscreens are permitted only if the model was raced with an aeroscreen by the works.

Heaters and controls may be removed.

The anchorage of bonnet and boot is free.

Only glass in side windows and rear windscreen may be replaced with perspex

2. Interior

Carpets and items of trim may be removed.

Driver's and front passenger seat may be replaced by a racing type seat.

Passenger seats may be removed.

3. Exterior

Bumpers may be removed.

All cars competing should be fitted with FIA approved roll bars & full seat harness.

4. Silhouette

None

5. Ground Clearance

Free – but must comply with MSA Q19

5(6).2. Modifications Prohibited

1. General

All apart from detailed in 5(6).1.

2. Interior

All apart from detailed in 5(6).1.

3. Exterior

All apart from detailed in 5(6).1.

4. Silhouette

All apart from detailed in 5(6).1.

5. Ground Clearance

Free – but must comply with MSA Q19

CLASS C ROAD MODIFIED SPECIFICATION THOROUGHbred SPORTSCAR
Road Modified Cars over 2 Litres and up to 4½ Litres

5(7). ENGINE

5(7).1 Permitted Modifications

Aston Martin 3.7 Litre blocks may be replaced with 4 Litre Blocks.
MGBGTv8 must only use 3.5 Litre block plus 60 thou. Bore maximum. Cylinder Heads must be SD1 spec. only, no solid lifters.
Otherwise original engine block, head, sump and oil pump must be retained.
Original stroke must be retained.
Engine components free but dry sumping not permitted.
Maximum + 0.060" bore

5(7).2 Prohibited Modifications

Turbo Charging

5(7).3 Location

Engine may not be moved from standard position.

5(7).4 Oil / Water Cooling

Free

5(7).5 Induction Systems

Free - but if originally on carburettors, then fuel injection is not allowed. If originally on fuel injection then only the same type as original is allowed

5(7).6 Exhaust Systems

Exhaust free but must comply with MSA J5.17

5(7).7 Ignition Systems

Electronic ignition systems are permitted but Computer controlled ignition is prohibited.

5(7).8 Fuel Delivery Systems

Free

5(8) SUSPENSIONS

1. Permitted Modifications

Original pick up points must be retained but additional shock absorbers and axle locating devices may be fitted, with the exception of dynamic shock absorbers.
Anti-roll bars are permitted.

2. Prohibited Modifications

All apart from those detailed in 5(8).1.

3. Wheelbase / Track

Standard to original Specification.

5(9) TRANSMISSIONS

1. Permitted Modifications

Original gear box must be retained - ratios free.
T5 gearbox (no straight cut gears) in an MGBGTv8
Original axle must be retained - ratios free except for MGBGTv8 which can only use 3.07 ratio differential.
Limited slip differential permitted.
Engine and gear box must remain in original position.
Clutch - free.

2. Prohibited Modifications

All apart from those detailed in 5(9).1.

3. Transmission & Drive Ratios

Free, apart from those detailed in 5(9) 1

5(10) ELECTRICS

1. Exterior Lighting

Standard to original Specification.

2. Rear Fog Light

Required as defined in K5

3. Batteries

Free.

4. Generators

Dynamo may be replaced with an alternator.

5(11) BRAKES

1. Permitted Modifications

Brakes are free, ventilated discs are permitted. Handbrake is not required.
Cars that were fitted with drum brakes at the front can have them replaced with solid or vented discs from a later model of the same marque.

2. Prohibited Modifications

Vented discs are allowed

CLASS C ROAD MODIFIED SPECIFICATION THOROUGHBRED SPORTSCAR
Road Modified Cars over 2 Litres and up to 4½ Litres

5(12) WHEELS / STEERING

1. **Permitted Options**
Original style and diameter of wheel must be retained or one of period appearance.
2. **Prohibited Options**
All apart from those detailed in 5(12).1.
3. **Construction & Materials**
Standard to original Specification or of period construction & materials.
4. **Dimensions**
Maximum Rim width 7"

5(13) TYRES

1. **Specifications**
 - a) Road tyres as listed in MSA blue Book 2012 1a or 1b.
 - b) Dunlop Racing L or M section only.
2. **Nominated Manufacturers**
None

5(14) WEIGHTS

The post race weight of any car should not be less than 80% of the maker's specified kerb weight; post race weight to be specified for all Class C cars. All weights must be without driver.

5(15) FUEL TANK / FUEL

1. **Types**
Free
2. **Locations**
Free
3. **Fuel.**
Fuel used must be Pump Fuel as defined in Section B, Nomenclature & Definitions of MSA Blue Book

5(16) SILENCING

1. **Specification**
Free but must be at original exit point.

5(17) NUMBERS & CHAMPIONSHIP DECALS

1. **Positions**
Decals, if required and supplied must be positioned on both sides of the car in a prominent position and if a windscreen decal is supplied it must be positioned in a central position. In cars with low windscreens the decal may be on the roof immediately above the windscreen. No other decal is permitted on the windscreen.
Cars without full height windscreen to display windscreen decals on front shroud or front wings
2. **Suppliers**
Available from the Registrar on Registration.

--- End of Section---

**CLASS D RACE MODIFIED SPECIFICATION THOROUGHBRED SPORTSCAR
Road Modified Cars over 4½ Litres and all Race Modified Cars.**

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5(4).1. Cars must comply with road modified regulations with the following exceptions.
- 5(4).2 Cars complying with FIA Appendix K in the GTS category may be allowed in Class D by Invitation. Dunlop historic tyres 204 compound are mandatory.
- 5(4).3 Cars complying with Morgan Challenge Regulations Class B, C, F and R as appropriate

5(5). CHASSIS:

Standard to original Specification.

5(6). BODYWORK

5(6).1. Modifications Permitted

- 1. **General**
Wheel arches may be flared but without adding or subtracting material.
The anchorage of bonnet and boot is free.
Only glass in side windows and rear windscreen may be replaced with perspex.
- 2. **Interior**
Passenger seats may be removed.
The dash may be removed.
- 3. **Exterior**
None
- 4. **Silhouette**
None
- 5. **Ground Clearance**
Free. But must comply with MSA Q19

5(6).2. Modifications Prohibited

- 1. **General**
All apart from detailed in 5(6).1
- 2. **Interior**
All apart from detailed in 5(6).1
- 3. **Exterior**
All apart from detailed in 5(6).1
- 4. **Silhouette**
All apart from detailed in 5(6).1
- 5. **Ground Clearance**
Free. But must comply with MSA Q19

5(7). ENGINE

5(7).1 Permitted Modifications

The bore is free but original stroke must be retained.
The engine from a later model of the same car may be fitted but the Committee should be consulted before any modifications are commenced.

5(7).2 Prohibited Modifications

5(7).3 Location

The engine may be mounted back from its original position by no more than 2"

5(7).4 Oil / Water Cooling

Free

5(7).5 Induction Systems

Free - Fuel Injection only permitted if an original option available from the manufacturers in the period.

5(7).6 Exhaust Systems

Free. But must comply with MSA J5.17

5(7).7 Ignition Systems

Electronic ignition systems are permitted.

5(7).8 Fuel Delivery Systems

Free.

5(8) SUSPENSIONS

1. Permitted Modifications

Original chassis pick - up points must be used, otherwise free.

2. Prohibited Modifications

All apart from detailed in 5(8).1

3. Wheelbase / Track

Standard to original specification

CLASS D RACE MODIFIED SPECIFICATION THOROUGHBRED SPORTSCAR
Road Modified Cars over 4½ Litres and all Race Modified Cars.

5(9) TRANSMISSIONS

1. **Permitted Modifications**
Free
2. **Prohibited Modifications**
Gearbox must remain in original position and use original casing.
Sequential gearboxes are prohibited.
Rear axle case must be of original design and material specification.
3. **Transmission & Drive Ratios**
Free

5(10) ELECTRICS

1. **Exterior Lighting**
Minimum as required by MSA regulations. Headlights are mandatory.
2. **Rear Fog Light**
Required as defined in K5
3. **Batteries**
Free
4. **Generators**
Dynamo may be replaced with an alternator.

5(11) BRAKES

1. **Permitted Modifications**
Free. Vented discs are allowed.

5(12) WHEELS / STEERING

1. **Permitted Options**
Original style and diameter must be retained or one of period appearance.
2. **Permitted Options**
All apart from those detailed in 5(12).1.
3. **Construction & Materials**
As 5(12).1
4. **Dimensions**
Maximum Rim width 7"

5(13) TYRES

1. **Specifications**
Tyres must be of the moulded treaded type with a moulded pattern covering at least 75% of their width. They must be, or have been, readily available. Removal of sidewall markings is not permitted.
2. **Nominated Manufacturers**
None

5(14) WEIGHTS

Post race minimum weight should not be less than 70% of maker's kerb weight, except all cars over 4 litres to have post race minimum weight of 1000 Kgs. Post race weight for all Class D cars to be specified. MGA minimum weight to be 14.25 cwt / 725 Kgs. using ballast as J5.15. All weights must be without driver

5(15) FUEL TANK / FUEL

1. **Types**
Free
2. **Locations**
Free
3. **Fuel.**
Fuel used must be Pump Fuel as defined in Section B, Nomenclature & Definitions of MSA Blue Book

5(16) SILENCING

1. **Specification**
Free

5(17) NUMBERS & CHAMPIONSHIP DECALS

1. Positions

Decals, if required and supplied must be positioned on both sides of the car in a prominent position and if a windscreen decal is supplied it must be positioned in a central position. In cars with low windscreens the decal may be on the roof immediately above the windscreen. No other decal is permitted on the windscreen.

Cars without full height windscreen to display windscreen decals on front shroud or front wings

2. Suppliers

Available from the Coordinator on Registration

--- End of Section---

6. APPENDICES:

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

6.1.1 Championship Contacts

1) Thoroughbred Sportscar Championship Committee

Chairman:

Colin Jones
Monkery Farm
Tuesnoad Lane
Off Pluckley Road
Bethersden
Kent TN26 3EQ

Phone/Fax: 01233 822470 Home
Mob: 07585 114484
Email: colin@thoroughbred sportscars.net

Co-ordinator:

Pam McCarthy
"Woodlands,"
26 Wellesford Close,
Banstead,
Surrey
SM7 2HL

Phone/Fax: 01737 356730 Home
Mob: 07714 302420
Email: pam@thoroughbred sportscars.net

2) Thoroughbred Sportscar Championship

Technical Officers:

MG

Tony Barnard
Fieldcot
Hurst Lane
Seddlescombe
E. Sussex TN33 0PE
Phone: 01424 870395 (Home)
01580 830833 (Work)
Email: tony@thoroughbred sportscars.net

Jaguar

Jerry Knight
2 Park Farm Close
Shadoxhurst
Kent,
TN26 1LD
Phone: 01233 731221 (Home)
Email: jerry@thoroughbred sportscars.net

Lotus Elan

Steve Watton
Rosemary Cottage
Church Lane
Little Witley
Worcs WR6 6LP
Phone: 01886 888435 (Home)
03332 400424 (Work)
07800 889798 (Mob)
Email: steve@thoroughbred sportscars.net

TR

Keith Files
Woodruff
Penmans Hill, Chipperfield,
Kings Langley,
Herts, WD4 9DJ
Phone: 01923 262017 (Home)
07718 537900 (Mob)
Email: keith@thoroughbred sportscars.net

TVR

Roger Connel
Hazliebrae Farm
Lockmaben,
Lockerbie
DG11 1LZ
Phone: 01387 810139 (Home)
Email: roger@thoroughbred sportscars.net

MORGAN

Andy Green
Brook House,
The Green
Kingston Blount,
Oxon, OX39 4SE
Phone: 01844 353819
Email: andy@thoroughbred sportscars.net

Please Note:

- 1) If a written reply is requested from any Member of the Championship Committee, then a stamped addressed envelope would be appreciated.
- 2) If telephoning a home number, it would be appreciated if calls are made in reasonable hours, i.e. after 8.30 a.m. and before 9.00 p.m

6.1.2 Organising Clubs

The RAC Motor Sports Association Limited

Motorsports House
Riverside Park
Colnbrook
Slough SL3 OGH

Tel: 01753 765000

Fax: 01753 682938

MG Car Club

Kimber House
P.O. Box 251
Abingdon, Oxon
OX14 1FF

Contacts: Steve Carr

Tel: 01235 555552

Fax: 01235 533755

Email: stevecarr@mgcc.co.uk

Castle Combe Racing Club

Castle Combe Circuit
Castle Combe
Chippingham, Wilts,
SN14 7EY

Contact Jo Lewkowicz

Tel: 01249 782417

Direct: 01249 784153

Email: jol@castlecombecircuit.co.uk

Morgan Sports Car Club

East Moor,
Trimdon Station,
Co Durham TS29 6DU
Contact: Tony Oliver

Tel/Fax: 01429 880340

Email: comp.sec@mscc.uk.com

6.2 Commercial Undertakings – Not applicable

NOTES

**THOROUGHBRED SPORTSCAR CHAMPIONSHIP
DRIVERS REGISTRATION FORM 2012**

Please complete all sections. Personal Details, Class Details and Vehicle Details, plus Professional Preparer if applicable. If you are applying under the Appendix K regulation please enclose a copy of the homologation papers as well as completing all the vehicle details below

PERSONAL DETAILS:	If you didn't register in 2011 and didn't send one PLEASE ENCLOSE A PHOTO OF YOURSELF AND A PHOTO OF YOUR CAR
FULL NAME:	
FULL ADDRESS:	
.....	POST CODE:
Tel No. Home:	BUSINESS
	MOBILE:
MGCC Memb. No:	Expiry Date:
	E.Mail Address:
DOB:	BUSINESS/OCCUPATION:.....
MSA Comp Licence No:.....	MSA Licence Grade:.....
	Transponder No.....
PERSONAL RACING HISTORY: (Please give a detailed history in order that we can give an up to date set of information for the commentators, continue overleaf if required)	
COMMUNICATIONS:	
NEWSLETTERS AND ALL RACE ENTRY FORMS WILL BE SENT TO THE E MAIL ADDRESS PROVIDED AND ENTRIES WILL ALSO BE PUT ONTO THE WEB SITE	
OR, I HAVE NO E MAIL ADDRESS AND REQUIRE NEWSLETTERS AND FORMS SENT BY POST	
	YES

CLASS ENTERED	A	B	C	D
I AM RUNNING UNDER THOROUGHBRED REGULATIONS	YES	/	NO	
I WISH TO RUN UNDER ANOTHER CHAMPIONSHIP REGULATIONS	YES	/	NO	
I WISH TO RUN UNDER.....REGULATIONS AS PER 5.4X CHAMPIONSHIP CLASS.....				
I CONFIRM MY MGA COMPLIES WITH MGA REGISTER RACING REGULATIONS	STANDARD		MODIFIED	
<i>FIA PAPERS SHOULD BE ENCLOSED WHERE APPLICABLE</i>				

I apply for Championship Registration and understand that at all times my Registration remains at the discretion of the Committee.

I have read the Current Regulations and agree to comply with them.

I understand and accept that my name, car and championship number may be included within the championship website, either as general information or specifically in relation to a race meeting/report in text and/or photographic format.

I confirm that the vehicle details which I have supplied are correct and that the vehicle complies with the Class entered.

2011 Race number..... Class.....

SIGNED: DATE:

Please return to Championship Coordinator together with your cheque for £35 Registration fee payable to Thoroughbred Sportscar Championship.

**Pam McCarthy, 'Woodlands', 26 Wellesford Close, Banstead, Surrey, SM7 2HL Tel: 01737 356730
E mail: pam@thoroughbredsportscars.net**

Professional Preparers Information

Company:
Address:
Tel No.
Contact:

Detailed Vehicle Specification

MakeModel Colour.....
Year of Manufacturer Registration No: Chassis No.
Manufacturers Kerb Weight Post Race Weight
Please attach weighbridge Ticket

Chassis / Body
Please list all modifications made from Manufacturers Standard Specification

Engine
Make
Bore Stroke Capacity
Is this original Capacity for Vehicle? YES / NO
Has the position of the engine been moved from Standard? YES / NO If yes please give details below
Please provide full details of Carbs / Injection system used
Please provide full details of Ignition system used
Is there an Engine Management System? YES / NO

Transmission

Is the original gearbox used? YES / NO if not please give details below

Is the original rear axle used? YES / NO If not please give details below

Is there a Limited slip Differential? YES / NO

Suspension

Does the suspension use Manufacturers original pick up points? YES / NO If not please give details below

Have any additional links or parts been added? YES / NO If yes please give details below

Brakes

Are the discs solid or ventilated?

Are the callipers iron or aluminium?

Are the brakes to Manufacturers Original Specification ? Front..... Rear If not please give details below

Wheels

Type.....

Front Dia.....Rim Width..... Rear Dia Rim Width

Tyres

Make Type.....

Size Front Rear