

Thoroughbred Sportscar Championship

MOTORING  
*Classics*



# 2014 REGULATIONS

[www.thoroughbredsportscars.net](http://www.thoroughbredsportscars.net)

**Peter Barnard**  
Class B Winner 2013 and Overall Champion



**Martyn Clews 2013 Class A Winner**



**Phillip Lambe 2013 Class C Winner**



**Rob Spencer 2013 Class D Winner**



# MGCC THOROUGHBRED SPORTSCAR CHAMPIONSHIP REGULATIONS 2013

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# **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
2012	Rob Spencer	MGBGT V8
2013	Peter Barnard	Elva Courier

## 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: **CH2014/R086** Race Status: **National B**

MSA Championship Grade: **C**

### 1.2 Officials

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

Licensed Eligibility Scrutineer: Mr. John Wardle  
83 Leeming Lane North,  
Mansfield Woodhouse,  
Mansfield, Notts, NG19 9HP  
Tel: 01623 432480

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

### 1.3 Competitor Eligibility

1.3.1 Entrants must in possession of a valid 2014 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 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 1<sup>st</sup> January 2014 until 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. A Championship Registration form must be submitted to the Coordinator but MG Car Club and Thoroughbred Registration fees will be waived. 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 **10** rounds as follows:

Date	Circuit	Organising Club
30.03.14	DONINGTON GP	750MC
30.03.14	DONINGTON GP	750MC
03.05.14	BRANDS HATCH	MGCC
04.05.14	BRANDS HATCH	MGCC
25.05.14	SNETTERTON 300	750MC
21.06.14	SILVERSTONE GP	MGCC
12.07.14	CASTLE COMBE	CCRC
2/3.08.14	ANGLESEY	CSCC
06.09.14	OULTON PARK INT	MGCC
04.10.14	SNETTERTON	MGCC

## 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 Scrutineered/Qualifying 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 paid 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. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> in each class when there are 1, 3 and 5 competitors entering. The 2014 Championship Awards will be presented at the Annual Dinner Dance on the 1st November 2014 at the Hilton Hotel, Watford.

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 Organising Club.

#### 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.

**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".

- 1.7.5. Awards listed above in 1.7.4 will be presented at the End of Season dinner / dance.  
Awards shown in bold above in 1.7.4. remain the property of the Championship
- 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.

## **2. SPORTING REGULATIONS - JUDICIAL PROCEDURES**

- 2.1. **Rounds:** In accordance with Section C of the current MSA Yearbook and the rules and regulations of the Championship.
- 2.2. **Championship:** In accordance with Section C of the current 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 start line 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. Race 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 start line 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 **For Standing Starts, 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. For Rolling Starts the Pace Car will pull off and as cars approach the start line, the red lights will be switched on. In both cases, the race will start when the red lights are switched off.**

In the event of any starting lights failure the Starter will revert of 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 Start line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

3.7.2 Case A – Less than two laps completed by Race leader.

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3 Case B – More than two laps completed by Race Leader but less than 75%.

The Race will restart from a grid set out by the finishing order of part one (as per Q5.4.2). 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 pit lanes.
- 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** 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 (a) and (b).  
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 (c).
- 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 current MSA Judicial Procedure Regulations

## 5. TECHNICAL REGULATIONS

### 5.1 INTRODUCTION:

- 5.1.1 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.
- 5.1.2 Everything that is not explicitly authorised and anything that is not specified:  
(i) in these Regulations,  
(ii) in any official Technical Bulletin that may be published, is strictly forbidden.  
The technical modifications specified in these Regulations relate to the use of the vehicle as a race car
- 5.1.3 The Championship Stewards will encourage vigorous policing of these Regulations. Competitors have the right to protest to the Clerk of the Course. The Eligibility Scrutineer will adjudicate on any dispute
- 5.1.4 Cars may be modified as agreed by the MSA, for use by MSA Approved Disabled Drivers, who will be the ONLY drivers entitled to drive them.
- 5.1.5 The following technology is banned: ABS Braking, Traction Control, Active Suspension, Electronic and Sequential gearboxes.
- 5.1.6 Regulations that have changed in substance from the 2013 Thoroughbred Sportscar Championship Technical Regulations are normally indicated by being underlined or highlighted.
- 5.1.7 All Competitors are reminded that it is their responsibility to ensure that their vehicle and equipment complies with the entirety of the Technical Regulations at all times during free practice, qualifying sessions and races and that they have taken account of all the safety requirements of these Regulations and of the Regulations of the Championship and Event in which they are participating.
- 5.1.8 In interpreting any Regulation the word 'his' is deemed to include 'her' and persons referred to in the singular includes, where the context so admits, the plural.
- 5.1.9 The Championship Organisers reserve the right to issue additional statements concerning the rules and Regulations from time to time (Sporting and Technical Bulletins). These numbered statements will be issued to all registered Entrants/Drivers via the Championship website or by formal communication at the Event. Changes must have the approval of the MSA. Where clarification or amendments to the Sporting or Technical Regulations are detailed against the appropriate section number in this publication, the clarification or amendment takes place immediately.
- 5.1.10 Within these Technical Regulations the word "standard" used as a description of components is to be interpreted as: "The specified component from the factory or the manufacturer's parts list for the model or engine shown on the entry form or registration form. No modifications are permitted beyond the repair or adjustment processes specified by the factory or the manufacturer". Eligibility checking will be by comparison to spare parts supplied by the manufacturer's official agent.
- 5.1.11 "Free" as referred to in these Technical Regulations shall be interpreted as "within the limitations imposed by the MSA Yearbook 2014 Regulations".
- 5.1.12 **Technical Queries**  
Any matter affecting Technical Regulations must be put in writing to the Series Eligibility/Safety Scrutineer, as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such rulings.
- 5.1.13 **Technical Checking:**  
a. The Championship Eligibility Scrutineer / Championship Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Championship either personally or through a nominated representative.  
b. The costs of such checking shall be borne by the Championship Organisers but the Championship Organisers shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. This will be the sole responsibility of the Entrant. Exceptions to this may include appeal / protest according to the MSA Yearbook 2014  
c. Any breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations will be the subject of a report to the Championship Clerk of the Course.  
d. In the case of a breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations, any costs associated with scrutineering and/or eligibility inspections (including, but not limited to transportation, checks, inspections, rebuilds, etc.) will be the sole responsibility of the Entrant.  
e. Any component sealed by an MSA Official must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken for repair or replacement, prior to doing so the Championship Eligibility Scrutineer must be informed in writing and approve the seal being broken. Re-sealing will take place after technical checks have been made at the next race meeting.

### 5.1.14 Technical Passport

- a. All Entrants/Drivers is issued with a Technical Passport and wallet. The Passport is used to record information relating to the car during the season.
- b. The Entrant/Driver is responsible for the safe keeping of the passport, which shall be carried in the car at all times.
- c. No car is permitted to take part in an Event unless the Technical Passport is available for inspection and is a true reflection of the vehicle details.
- d. The only person authorised to make changes to the details of the Technical Passport is the Series Eligibility/Safety Scrutineer or his appointed representative. Missing Technical Passports will be the subject of a report to the Championship Organisers which may lead to a fine or points loss.

## 5.2 GENERAL DESCRIPTION

The 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 British Sportscars of the 1950/60/70s.

### 5.2.1 Eligible Cars-

All MG Models Produced at Abingdon (including the MGB GT V8 to which special rules apply).  
Costello V8 conversions with appropriate Costello paperwork are accepted.  
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 Reprs to E type  
Daimler Dart  
Sunbeam Alpine & Tiger  
Lotus Elite (Climax Engine)  
Lotus Élan 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

### 5.2.2 CLASSES

Cars will run in four classes based on the actual engine capacity, including the permitted overbore.

Class A Standard Cars up to 2.4  
Class B Standard Cars over 2.4 Litres and Road Modified Cars up to 2 Litres  
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.  
Class X Invitation

### 5.2.3 Invitation Class

- a) Cars not complying with these regulations may be allowed to run in the invitation class subject to TSCC Committee approval.
- b) The invitation class is designed to allow cars that, whilst not strictly adhering to the regulations have been prepared sympathetically to the spirit of the championship and with committee approval may race under observation.
- c) Entrants wishing to run in the invitation class must submit a written specification of the car detailing all areas where the car does not comply with these regulations. This specification will be made available to the eligibility scrutineers for pre and post event checks. Cars will be approved each season on an individual vehicle basis by the TSCC Committee and the car must not deviate from the specification submitted, unless such changes are approved by the TSCC committee. Any approval may be withdrawn at any time by the TSCC committee.
- d) Invitation class cars are not eligible for overall championship points or awards.

There is an overall capacity limit of 5 litres in any class.

### 5.2.4 Regulations applying to all Competitors:

- 1 The following regulations are effective from the 1st January 2014 and may be updated from time to time.
- 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.
- 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.
- 4 Modifications not specifically covered by these regulations should be referred to the Committee for clarification before they are put into effect.
- 5 All components and panels used must be to original model pattern, material and specifications unless otherwise stated.
- 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.
- 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)
- 8 Telemetry systems are **not** permitted.

## 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 Yearbook Section J5 – Q19 – Section K are read.

### 5.3.2 Safety Roll-Over Structures: - (K 1 to K1.8) applies

- a. All vehicles shall be fitted with a safety roll-over structure as defined in the MSA Yearbook 2014 - Section K.
- b. Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety over structure roll- roll cage and any door bars.

### 5.3.3 Seat, Seat Belts and Seat Mounting: (K 2.1 to K2.3 applies)

- a. The Driver's seat must comply with the current requirements of MSA Yearbook 2014 section **(K) 2.2** applies.
- b. It is recommended that the Driver's seat is a racing seat with a current FIA homologation.
- c. The seat mountings appropriate to the seat fitted must be used.
- d. Mandatory use of seat belts, except for Vehicles constructed in Periods A to E. MSA Yearbook 2014 regulation Q 19.14.2 applies.
- e. Where Vehicles constructed in Periods A to E have seat belts fitted, the seat belts must comply with Championship Regulation 5.3.3 d. and 5.3.7 e.
- d. Where seat belts are fitted a minimum 'four point' configuration must be worn: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle). MSA Yearbook 2014 regulation K 2.1.2 applies
- e. Seat belts must be correctly adjusted at all times during events.

- f. It is permitted to use a FIA approved Frontal Head Restraint (FHR). If a HANS device is used the seat belts and helmet must be appropriate to the 'HANS' device in use and Competitors are responsible for this complying with the MSA Yearbook 2014 regulation (K) 10.4.

**5.3.4 Fire Extinguishers.**

- a) Mandatory minimum requirement is MSA Yearbook 2014 Regulation K.3.1.2.(a)  
b) Technical Regulation 5.3.4 a) is not applicable to cars of pre 01/01/66 construction.  
c) The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.

**5.3.5 External Circuit Breaker.**

- a) An external circuit breaker is mandatory, MSA Yearbook 2014 Regulation K 8.1 to K8.5 applies.  
b) Technical Regulation 5(3).5 a) is not applicable to cars of pre 01/01/66 construction

**5.3.6 Race Clothing: MSA Yearbook 2014 Regulation K9.1 and K9.3 applies.**

- a) Competitors are strongly advised to wear flame resistant, socks, underwear and balaclava.  
b) Flame resistant gloves and shoes are mandatory. MSA Yearbook 2014 Regulation Q10.1.(c) applies.

**5.3.7 Crash Helmet.**

- a) Competitors are responsible for their own crash helmet complying with the requirements of MSA Yearbook 2014 (K 10.1 to K10.4 applies).  
b) If a FIA approved HANS device is used, the helmet must be appropriate to the 'HANS' device in use and Competitors are responsible for this complying with the MSA Yearbook 2014 (K 10.4)

**5.3.8 Head Restraint.**

- a) The use of a head restraint is. MSA Yearbook 2014 Regulation K 13 applies.  
b) Technical Regulation 5(3).8 a) is not applicable to cars in Class A if a roll bar is not fitted. (See 5(3).2.)

**5.3.9** It is strongly recommended that a propeller shaft restraint be fitted together with a clutch / bell housing shield. MSA Yearbook 2014 K 14.1.8 applies.

## CLASS A STANDARD SPECIFICATION THOROUGHBRED SPORTSCAR

### Standard Cars up to 2.4 Litres

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#### 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 within these Technical Regulations.
- 5(4).2 Cars should be in road-going condition and must be able to obtain a Ministry of Transport Test Certificate.(MoT) All equipment required to obtain a Ministry of Transport Test Certificate. (MoT) must be fitted and operational.
- 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 2013 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. Mandatory use of Dunlop L section tyres 204 compound or Avon ZZ tyres.
- 5(4).9 'T' Type Register class A and B, and D are eligible for the Road Going "Standard" Class.
- 5(4).10 Entrants wishing to run a T type Register as detailed in 5(4).9 must apply in writing to the Championship Organisers for approval each season and on an individual vehicle basis.
- 5(4).11 Cars complying with Morgan Challenge Regulations Class E four cylinder can run in Class A "Standard Class"

#### 5(5). CHASSIS:

- 5(5).1 The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour.
- 5(5).2 Lightening or reducing of chassis, or chassis member strength, is prohibited.
- 5(5).3 Seam welding is permitted.
- 5(5).4 Towing eyes / straps must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of MSA Yearbook 2014 Regulation (Q19.1.3).

#### 5(6). BODYWORK

##### 5(6).1. Modifications Permitted

##### 5(6).1.1 General

- i) Bodywork must be complete and standard in shape, on all exterior surfaces
- ii). No modifications are allowed, except where specified in these regulations.

##### 5(6).1.2 Interior

- i) Carpets and items of trim may be removed.
- ii) Driver's and front passenger seat may be replaced by a racing type seat. Technical Regulation 5(3).4 applies
- iii) Passenger seat may be removed.

##### 5(6).1.3 Exterior

- i) Bumpers may be removed providing that Championship Regulation 5(6)1.3 ii) is respected.
- ii) When bumpers are removed all supporting devices and brackets as would otherwise protrude beyond the bodywork must also be removed
- ii) Front wings may be replaced with fibreglass replicas.

##### 5(6).1.4 Silhouette

Bodywork must be complete and standard in shape and silhouette

## CLASS A STANDARD SPECIFICATION THOROUGHBRED SPORTSCAR

### Standard Cars up to 2.4 Litres

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#### 5(6).1.5 Ground Clearance

- i) Ground clearance should be the manufacturers' standard height for the vehicle in question.
- ii) Will be measured without the Driver on board.
- iii) It is not permitted to intentionally lower the ride height. Any attempt to circumvent these intentions may be the subject of a report to the Championship Organisers which may lead to a fine or points loss.
- iv) Ride height will be measured on any reasonably flat surface as deemed by the Championship Eligibility Scrutineer or his nominated representative. In the event of any discrepancy the circuit designated flat patch will be used to make any final judgment

#### 5(7). ENGINE

##### 5(7).1 Permitted Modifications

- i) Engines are original, but the requirements of Technical Regulations 5(7).1i i) to 5(7).1 vi) inclusive and 5(7).2 must be respected.
- ii) Engine may be re-bored to + 0.060" maximum overbore.
- iii) Stroke must be standard.
- iv) The mean combustion chamber pressure must not exceed original specification or 180 psi, whichever is the greater.
- v) Aston Martin 3.7 Litre blocks may be replaced with 4 Litre Blocks.
- vi) MGA 1500, 1600 or 1622 blocks may be replaced with 1800 Blocks.
- vii) Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.

##### 5(7).2 Prohibited Modifications

- i) Nonstandard crankshafts are prohibited.
- ii) Non standard connecting rods are prohibited.
- ii) Dry sump systems are prohibited.

##### 5(7).3 Location

- i) The engine location, its mounting position and locating points, must remain as specified and supplied by the manufacturer for the particular model entered in the championship.

##### 5(7).4 Oil / Water Cooling

- i) Oil cooler radiators are permitted provided they are located within the periphery of the bodywork.
- ii) It is permitted to modify the oil system to allow for the installation of an oil cooler. See 5(7).4.i).
- ii) It is permitted to replace the thermostat with a blanking sleeve.

##### 5(7).5 Induction Systems

- i) Mandatory use of the manufacturers' standard' carburettors must be retained but
- ii) Air filters may be replaced by an alternative type or by ram pipes.
- ii) Fuel injection is prohibited, unless originally fitted by the manufacturer.

##### 5(7).6 Exhaust Systems

- i) All cars must conform to the current MSA requirements as detailed in the MSA Yearbook 2014 J5.16
- ii) Tubular manifolds are allowed.
- iii) The exhaust system must exit at the original place.

##### 5(7).7 Ignition Systems

- i) It is permitted to use a 'Sports' coil.
- ii) Electronic ignition systems of any type are **NOT** permitted.

##### 5(7).8 Fuel Delivery Systems

- i) The Fuel pump Type & position is free subject to compliance with MSA Yearbook 2014 requirements.
- ii) It is permitted to modify the fuel system to allow for the installation of an alternative fuel pump. See 5(7).8.i).

##### 5(7).9 To allow for Scrutineers wire seals, every installed engine must have 1.6mm (1/16") holes drilled in readily accessible locations as follows:-

- i) Sump: - Cross drilled through two adjacent retaining screws or studs.
- ii) Rocker/cam cover or cylinder head bolts: - Cross drilled through two adjacent retaining screws or studs.

##### 5(7).10 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the TSCC Committee or a Licensed Eligibility Scrutineer may seals be broken.

# CLASS A STANDARD SPECIFICATION THOROUGHBRED SPORTSCAR

## Standard Cars up to 2.4 Litres

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### 5(8) SUSPENSIONS

#### 5(8).1 Permitted Modifications

- i) Original type shock absorbers as fitted by the manufacturer must be retained.
- ii) Shock absorber valving may be updated.

#### 5(8).2 Wheelbase / Track

The suspension geometry must remain within the standard originally specified dimensions for the particular vehicle in question.

### 5(9) TRANSMISSIONS

#### 5(9).1 Permitted Modifications

Limited slip differentials are not permitted.

#### 5(9).2 Prohibited Modifications

All apart from 5(9).1.

#### 5(9).3 Transmission & Drive Ratios

Ratios are free

### 5(10) ELECTRICS

#### 5(10).1 Exterior Lighting

- i) Standard to original Specification.
- ii) All lights should be fitted in accordance with motor vehicle lighting regulations and be able to satisfy the requirements of a current MoT.

#### 5(10).2 All cars must be fitted with the following:-

- i) A minimum of two forward facing main headlights.
- ii) A minimum of two rear facing red tail lights.
- iii) A minimum of two rear facing red brake lights.

#### 5(10).3 All lights detailed in Championship Regulation 5.(10) must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.

#### 5(10).4 Rear Fog Light

A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) MSA Yearbook 2014, Section K 5.applies.

#### 5(10).5 Batteries

- i) Where two 6 volt batteries are "standard" equipment , they may be replaced by a single 12 volt battery.
- ii) The battery must remain in the original location.
- iii) Lightweight batteries are prohibited.

#### 5(10).6 Generators

- i) Dynamo may be replaced with an alternator.
- ii) The Charging Circuit must be connected and operational all times whilst the Engine is running.

### 5(11) BRAKES

#### 5(11).1 Permitted Modifications

- i) Front pad and rear lining materials are free.
- ii) 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.

#### 5(11).2 Prohibited Modifications

Ventilated Discs are prohibited.

### 5(12) WHEELS / STEERING

#### 5(12).1 Permitted Options

Only Original or approved pattern wheels are permitted.

#### 5(12).2 Construction & Materials

Standard to original Specification or as approved pattern.

#### 5(12).3 Dimensions

The maximum permitted rim width is 6"



## CLASS A STANDARD SPECIFICATION THOROUGHbred SPORTSCAR

### Standard Cars up to 2.4 Litres

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#### 5(13) TYRES

##### 5(13).1 Specifications

- i) It is permitted to use any Road Tyre from MSA Yearbook 2014 Regulation (L)4 List 1A.and 1B
- ii) No modification to tread pattern or tread depth by cutting is permitted
- iii). All road tyres must carry an EEC 30 or EEC 108 'E' mark
- iv) It is permitted for any car to use Dunlop Racing ( L or M section only).

##### 5(13).2 Nominated Manufacturers

There is no designated supplier of tyres for 2014

#### 5(14) WEIGHTS

- i) The minimum Car weight (without driver) at the completion of every qualifying session and race must be in accordance with Regulation 5(14).ii).to 5(14).v). inclusive.
- ii) Minimum weight of any car shall be, not be less than 90% of the maker's specified kerb weigh.
- iii) Class A cars:- Minimum weight to be specified.
- iv) MGA Cars:- Minimum weight 16.5Cwt/840Kgs.
- v) MGA cars fitted with an MGB engine:- 17.5Cwt/889.8 Kgs
- vi) Compliance with minimum weight requirements will be checked without the driver.
- vii) The minimum weight is 'in the condition in which the car crosses the Finish Line or at any other time during an Event and without the addition or removal of any solid or fluid matter including fuel.' For the purpose of the Regulation, an Event is deemed to include any transfer to a place of post-qualifying or post-race scrutiny as directed by an official.
- viii) It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during, qualifying session or race.

##### 5(14).1 Ballast

- i) It is permitted to use ballast plates to achieve the minimum weight.
- ii). Ballast required to achieve the minimum weight must only be added inside the car on the front and/or rear passenger foot well.
- iii) It is the competitor's responsibility to provide and fit their own ballast if it is required, and to ensure that ballast is fitted in a safe manner.
- iv) Ballast must be attached to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400 sq mm surface area and 3mm thickness. Ballast mountings must include provision for the fitting of scrutineers wire seals.

#### 5(15) FUEL TANK / FUEL

##### 5(15).1 Types

- i) Standard fuel tank "as supplied" conforming to original Specification size, material and construction
- ii) Racing type safety fuel cell. MSA Yearbook 2014 Regulation (K) 4 applies

##### 5(15).2 Locations

- i) Standard fuel tank "to be located in original position.
- ii) Racing type safety fuel cell to be located within a suitably sealed boot space.

##### 5(15).3 Fuel.

Fuel used must be Pump Fuel as defined in Section B, Nomenclature & Definitions of MSA Yearbook 2014.

#### 5(16) SILENCING

- i) Standard to original Specification
- ii) All cars must conform to the current MSA noise requirements as detailed in the MSA Yearbook 2014 J5.17 & J5.18.

#### 5(17) NUMBERS & CHAMPIONSHIP DECALS

##### 5(17).1 Positions

- i) 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.
- ii) Cars without full height windscreen to display windscreen decals on front shroud or front wings

##### 5(17).2 Suppliers

Available from the Registrar on Registration

## CLASS B ROAD MODIFIED SPECIFICATION THOROUGHbred SPORTSCAR

### Standard Cars over 2.4 Litres and Road Modified Cars up to 2 Litres

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#### 5(4). GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5(4).1. Cars must comply with CLASS A STANDARD SPECIFICATION regulations except where explicit exceptions are detailed within the CLASS B ROAD MODIFIED SPECIFICATION regulations .
- 5(4).2 **Eligible Cars**
- i) Cars complying with the MGCC MGA Register modified class.
  - ii) MGCC BCV8 Championship Road Modified Class and Standard MGBGTV8 3.5cc (excluding MGC GT Sebring type copies)
  - iii) MGCC Sprite Midget Challenge
  - iv) 'T' Type Register cars class C and D as appropriate.
  - v) Elan, Morgan and Jaguar Championships running on MSA Yearbook 2014 Regulation (I)4 List 1 tyres or tyres as listed in 1a or 1b in earlier years are eligible for the Class B Road Modified class.
- 5(4).3 Cars relying on Technical Regulation 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 for these vehicles.
- 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 are eligible for Class B Road modified
- 5(4).9 Entrants wishing to run a Morgan as detailed in Technical Regulation 5(4).8 must apply in writing to the Championship Organisers for approval each season and on an individual vehicle basis.

#### 5(5). CHASSIS:

- 5(5).1 The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour.
- 5(5).2 Lightening or reducing of chassis, or chassis member strength, is prohibited.
- 5(5).3 Seam welding is permitted.
- 5(5).4 Towing eyes / straps must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of MSA Yearbook 2014 Regulation (Q19.1.3).

#### 5(6). BODYWORK

##### 5(6).1. Modifications Permitted

##### 5(6).1.1 General

- i) Certain non-structural panels may be lightened or replaced with panels of a non-standard material, subject to the Organisers' approval.
- ii) Aeroscreens are permitted only if the model was raced with an aeroscreen by the works.
- iii) Heaters and controls may be removed.
- iv) The anchorage of bonnet and boot is free.
- v) It is permitted to Replace Rear Screen glass and side window glass with Perspex, subject to prevailing MSA regulations.

##### 5(6).1.2 Interior

- i) Carpets and items of trim may be removed.
- ii) Driver's and front passenger seat may be replaced by a racing type seat. Technical Regulation 5(3).4 applies
- iii) Passenger seat may be removed.

## CLASS B ROAD MODIFIED SPECIFICATION THOROUGHBRED SPORTSCAR

### Standard Cars over 2.4 Litres and Road Modified Cars up to 2 Litres

---

#### 5(6).1.3 Exterior

- i) Bumpers may be removed providing that Championship Regulation 5(6)1.3 ii) is respected.
- ii) When bumpers are removed all supporting devices and brackets as would otherwise protrude beyond the bodywork must also be removed

#### 5(6).1.4 Silhouette

- i) The Main bodywork must be complete and standard in shape.
- ii) The original silhouette, profile and plan view of car must be retained.
- iii) It is permitted to fit a Leyland ST pattern front and rear valance as supplied by the factory competition parts department providing **5(6).1.4** i) & ii) are respected.

#### 5(6).1.5 Ground Clearance

- i) Free but must comply with MSA Q19
- ii) Excessive lowering of ride height may be the subject of a report to the Championship Organisers

### 5(7). ENGINE

#### 5(7).1 Permitted Modifications

- i) Aston Martin Standard 3.7 Litre blocks may be replaced with Standard 4 Litre Blocks.
- ii) Engine may be re-bored to + 0.060" maximum overbore.
- iii) Stroke must be standard.
- iv) MGA 1500, 1600 or 1622 blocks may be replaced with 1800 Blocks
- v) Engine components are free subject to compliance with Technical Regulation **5(7)**.
- vi) Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.
- v) It is permitted for MGA twin cam engines have a wet sump system with an external oil pump.

#### 5(7).2 Prohibited Modifications

- i) Turbo Charging is prohibited.
- ii) Dry sump systems are prohibited.
- iii) It is not permitted to replace the standard production engine block, head, sump or oil pump by any alternative.

#### 5(7).3 Location

- i) The engine location, its mounting position and locating points, must remain as specified and supplied by the manufacturer for the particular model entered in the championship.

#### 5(7).4 Oil / Water Cooling

Free

#### 5(7).5 Induction Systems

- i) 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.
- ii) It is permitted to fit modified air filters.
- iii) Air ducting/trunking to air filters is free provided it does not extend beyond the periphery of the bodywork and does not produce a "Ram Effect"...

#### 5(7).6 Exhaust Systems

- i) Exhaust systems are free subject to compliance with 5(7).6 ii) and 5(7).6 iii)
- ii) All cars must conform to the current MSA requirements as detailed in the MSA Yearbook 2014 (J)5.16

#### 5(7).7 Ignition Systems

- i) Electronic ignition systems are permitted.
- ii) Computer controlled ignition is prohibited.

#### 5(7).8 Fuel Delivery Systems

Free subject to compliance with MSA Yearbook 2014 requirements.

**5(8) SUSPENSIONS**

**5(8).1 Permitted Modifications**

- i) 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.
- ii) It is permitted to fit anti-roll bars. Their fixings are free.

**5(8).2 Wheelbase / Track**

The suspension geometry must remain within the standard originally specified dimensions for the particular vehicle in question.

**5(9) TRANSMISSIONS**

**5(9).1 Permitted Modifications**

- i) The original gear box must be retained ~~except~~
- ii) An MGB gearbox may be used in an MGA
- iii) Limited slip differential are permitted.
- iv) Gear box must remain in its original position.
- v) Clutch is free.

**5(9).2 Transmission & Drive Ratios**

- i) Ratios are free subject to compliance with 5(9).1

**5(10) ELECTRICS**

**5(10).1 Exterior Lighting**

- i) Standard to original Specification.

**5(10).2 All cars must be fitted with the following:-**

- i) A minimum of two forward facing main headlights.
- ii) A minimum of two rear facing red tail lights.
- iii) A minimum of two rear facing red brake lights.

**5(10).3 All lights detailed in Championship Regulation 5(10) must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.**

**5(10).4. Rear Fog Light**

A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) MSA Yearbook 2014, Section K 5.applies.

**5(10).5. Batteries**

- i) Location and type free

**5(10).6. Generators**

- i) Dynamo may be replaced with an alternator.
- ii) The Charging Circuit must be connected and operational all times whilst the Engine is running.

**5(11) BRAKES**

**5(11).1 Permitted Modifications**

- i) Front brakes are free providing Technical Regulation 5(11).2 is respected.
- ii) An operational handbrake is optional.
- iii) 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.

**5(11).2 Prohibited Modifications**

Ventilated Discs are Prohibited.

**5(12) WHEELS / STEERING**

**5(12).1 Permitted Options**

Only Original or approved pattern wheels are permitted.

**5(12).2 Prohibited Options**

All apart from 5(12).1.

**5(12).3 Construction & Materials**

Standard to original Specification or as approved pattern.

## CLASS B ROAD MODIFIED SPECIFICATION THOROUGHbred SPORTSCAR

### Standard Cars over 2.4 Litres and Road Modified Cars up to 2 Litres

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#### 5(12).4 Dimensions

The maximum permitted rim width is 6"

#### 5(13) TYRES

##### 5(13).1 Specifications

- i) It is permitted to use any Road Tyre from MSA Yearbook 2014 Regulation (L)4 List 1A. or 1B
- ii) No modification to tread pattern or tread depth by cutting is permitted
- iii). All Road tyres must carry an EEC 30 or EEC 108 'E' mark
- iv) Cars complying with 5(4).5 must use Dunlop Racing ( L or M section only).

##### 5(13).2 Nominated Manufacturers

There is no designated supplier of tyres for 2014

#### 5(14) WEIGHTS

- i) The minimum Car weight at the completion of every qualifying session and race must be in accordance with Regulation 5(14).ii. to 5(14).v. inclusive.
- ii) Minimum weight of any car shall be, not be less than 80% of the maker's specified kerb weigh.
- iii) Class B cars:- Minimum weight to be specified.
- iv) MGA Cars:- Minimum weight 14.25Cwt/725Kgs.
- v) MGA cars fitted with an MGB engine:- 16.5Cwt/839 Kgs
- vi) Compliance with minimum weight requirements will be checked without the driver.
- Vii) The minimum weight is 'in the condition in which the car crosses the Finish Line or at any other time during an Event and without the addition or removal of any solid or fluid matter including fuel.' For the purpose of the Regulation, an Event is deemed to include any transfer to a place of post-qualifying or post-race scrutiny as directed by an official.
- viii) It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during, qualifying session or race.

##### 5(14).1 Ballast

- i) It is permitted to use ballast plates to achieve the minimum weight.
- ii) Ballast required to achieve the minimum weight must only be added inside the car on the front and/or rear passenger foot well.
- iii) It is the competitor's responsibility to provide and fit their own ballast if it is required, and to ensure that ballast is fitted in a safe manner.
- iv) Ballast must be attached to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400 sq mm surface area and 3mm thickness. Ballast mountings must include provision for the fitting of scrutineers wire seals.

#### 5(15) FUEL TANK / FUEL

##### 5(15).1 Types

Free

##### 5(15).2 Locations

Free

##### 5(15).3 Fuel.

Fuel used must be Pump Fuel as defined in Section B, Nomenclature & Definitions of MSA Yearbook 2014.

#### 5(16) SILENCING

##### 5(16).1 Specification

- i) All cars must conform to the current MSA noise requirements as detailed in the MSA Yearbook 2014 J5.17 & J5.18.
- ii) Silencers are free subject to compliance with 5(16).1 i)

#### 5(17) NUMBERS & CHAMPIONSHIP DECALS

##### 5(17).1 Positions

- i) 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.
- ii) Cars without full height windscreen to display windscreen decals on front shroud or front wings

##### 5(17).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

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#### 5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5(4).1. Cars must comply with Class A STANDARD SPECIFICATION regulations except where explicit exceptions are detailed within the Class C ROAD MODIFIED regulations.
- 5(4).2. **Eligible Cars**
- i) MGBGTV8 complying with Technical Regulation 5(7).1 ii) listed below
  - ii) MGCC BCV8 Championship current year's Class C Soft Tuned 3.9 V8
  - iii) MGCC Sprite Midget Challenge
  - iv) 'T' Type Register cars class C and D as appropriate.
  - v) Elan, TVR, Morgan TR'S Healey and Jaguar Championships running on MSA Yearbook 2014 Regulation (I)4 List 1 tyres or tyres as listed in 1a or 1b in earlier years are eligible for the Class C 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 are eligible for Class C Road Modified.
- 5(4).9. Entrants wishing to run a Morgan as detailed in Technical Regulation 5(4).8 must apply in writing to the Championship Organisers for approval each season and on an individual vehicle basis.

#### 5(5). CHASSIS:

- 5(5).1. The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour.
- 5(5).2. Lightening or reducing of chassis, or chassis member strength, is prohibited.
- 5(5).3. Seam welding is permitted.
- 5(5).4. Towing eyes / straps must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of MSA Yearbook 2014 Regulation (Q19.1.3).

#### 5(6). BODYWORK

##### 5(6).1. Modifications Permitted

##### 5(6).1.1 General

- i) Certain non-structural panels may be lightened or replaced with panels of a non-standard material, subject to the Organisers' approval.
- ii) Aeroscreens are permitted only if the model was raced with an aeroscreen by the works.
- iii) Heaters and controls may be removed.
- iv) The anchorage of bonnet and boot is free.
- v) It is permitted to Replace Rear Screen glass and side window glass with Perspex, subject to prevailing MSA regulations.

##### 5(6).1.2 Interior

- i) Carpets and items of trim may be removed.
- ii) Driver's and front passenger seat may be replaced by a racing type seat. Technical Regulation 5(3).4 applies
- iii) Passenger seat may be removed.
- iii) Heaters and controls may be removed.

##### 5(6).1.3 Exterior

- i) Bumpers may be removed providing that Championship Regulation 5(6)1.3 ii) is respected.
- ii) When bumpers are removed all supporting devices and brackets as would otherwise protrude beyond the bodywork must also be removed

##### 5(6).1.4 Silhouette

- i) Bodywork must be complete and standard in shape.
- ii) The original silhouette, profile and plan view of car must be retained.

## CLASS C ROAD MODIFIED SPECIFICATION THOROUGHbred SPORTSCAR

### Road Modified Cars over 2 Litres and up to 4½ Litres

---

#### 5(6).1.5 Ground Clearance

- i) Free but must comply with MSA Q19
- ii) Excessive lowering of ride height may be the subject of a report to the Championship Organisers

#### 5(7). ENGINE

##### 5(7).1 Permitted Modifications – applies to all engines except MGBGT V8 Controlled 3.9 Engine

- i) Aston Martin 3.7 Litre blocks may be replaced with 4 Litre Blocks.
- ii) MGBGT V8 May use a 3.9 Litre block non-overbored as detailed in Class C current year BC V8 Regulations
- iii) Original stroke must be retained.
- iv) Engine components are free subject to compliance with Technical Regulation 5(7).
- v) Engine may be re-bored to + 0.060" maximum overbore.
- vi) Triumph TR4 (4 cylinder engine) may have a maximum bore diameter of 89mm.
- vii) Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.

##### 5(7).2 Prohibited Modifications

- i) Turbo Charging is prohibited.
- ii) Dry sump-systems are prohibited.
- iii) Solid lifters on MGBGT V8 engines are not permitted.
- iv) It is not permitted to replace the standard production engine block, head, sump or oil pump by any alternative.

##### 5(7).3 Location

- i) The engine location, its mounting position and locating points, must remain as specified and supplied by the manufacturer for the particular model entered in the championship.

##### 5(7).4 Oil / Water Cooling

Free

##### 5(7).5 Induction Systems

- ii) 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.
- ii) It is permitted to fit modified air filters.
- iii) Air ducting/trunking to air filters is free provided it does not extend beyond the periphery of the bodywork and does not produce a "Ram Effect"...

##### 5(7).6 Exhaust Systems

- i) Exhaust systems are free subject to compliance with 5(7).6 ii) and 5(7).6 iii)
- ii) All cars must conform to the current MSA requirements as detailed in the MSA Yearbook 2014 (J)5.16

##### 5(7).7 Ignition Systems

- i) Electronic ignition systems are permitted.
- ii) Computer controlled ignition is prohibited.

##### 5(7).8 Fuel Delivery Systems

- i) Free subject to compliance with MSA Yearbook 2014 requirements.

#### 5(8) SUSPENSIONS

##### 5(8).1 Permitted Modifications

- i) 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.
- ii) Anti-roll bars are permitted.

##### 5(8).2 Wheelbase / Track

The suspension geometry must remain within the standard originally specified dimensions for the particular vehicle in question.

## CLASS C ROAD MODIFIED SPECIFICATION THOROUGHbred SPORTSCAR

### Road Modified Cars over 2 Litres and up to 4½ Litres

---

#### 5(9) TRANSMISSIONS

##### 5(9).1 Permitted Modifications

- i) Original gear box must be retained - ratios free.
- ii) It is permitted to use a T5 gearbox (no straight cut gears) in an MGBGTV8
- iii) Original axle must be retained - ratios free except for MGBGTV8 which can only use 3.07 ratio differential.
- iv) Limited slip differential permitted.
- v) Gear box must remain in original position.
- vi) Clutch - free.

##### 5(9).2 Transmission & Drive Ratios

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

#### 5(10) ELECTRICS

##### 5(10).1 Exterior Lighting

- i) Standard to original Specification.

##### 5(10).2 All cars must be fitted with the following:-

- i) A minimum of two forward facing main headlights.
- ii) A minimum of two rear facing red tail lights.
- iii) A minimum of two rear facing red brake lights.

##### 5(10).3 All lights detailed in Championship Regulation 5.(10) must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.

##### 5(10).4. Rear Fog Light

A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) MSA Yearbook 2014, Section K 5.applies.

##### 5(10).5. Batteries

- i) Location and type free

##### 5(10).6. Generators

- i) Dynamo may be replaced with an alternator.
- ii) The Charging Circuit must be connected and operational all times whilst the Engine is running.

#### 5(11) BRAKES

##### 5(11).1 Permitted Modifications

- i) Front pad and rear lining materials are free.
- ii) Cars that were fitted with drum brakes at the front can have them replaced with discs from a later model of the same marque.
- iii) Ventilated steel Discs are allowed

##### 5(11).2 Prohibited Modifications

All other than 5(11)1

#### 5(12) WHEELS / STEERING

##### 5(12).1 Permitted Options

- i) Original style or period appearance.
- ii) Must be original diameter.

##### 5(12).2 Prohibited Options

All apart from 5(12).1.

##### 5(12).3 Construction & Materials

- i) Standard to original Specification.
- ii) Of period construction & materials.

##### 5(12).4 Dimensions

The maximum permitted rim width is 7" refer to 5(6)1 4 i) and ii)

#### 5(13) TYRES

##### 5(13).1 Specifications

- i) It is permitted to use any Road Tyre from MSA Yearbook 2014 Regulation (L)4 List 1A. or List 1B
- ii) No modification to tread pattern or tread depth by cutting is permitted
- iii). All Road tyres must carry an EEC 30 or EEC 108 'E' mark
- iv) Cars complying with 5(4).5 must use Dunlop Racing (L or M section only).



## CLASS C ROAD MODIFIED SPECIFICATION THOROUGHbred SPORTSCAR

### Road Modified Cars over 2 Litres and up to 4½ Litres

---

#### 5(13).2 Nominated Manufacturers

There is no designated supplier of tyres for 2014

#### 5(14) WEIGHTS

- i) The minimum Car weight at the completion of every qualifying session and race must be in accordance with Regulation 5(14).ii) to 5(14).iv). inclusive.
- ii) Minimum weight of any car shall be, not be less than 80% of the maker's specified kerb weigh.
- ii) Class C cars: - Minimum weight to be specified.
- iv) Compliance with minimum weight requirements will be checked without the driver.
- v) The minimum weight is 'in the condition in which the car crosses the Finish Line or at any other time during an Event and without the addition or removal of any solid or fluid matter including fuel.' For the purpose of the Regulation, an Event is deemed to include any transfer to a place of post-qualifying or post-race scrutiny as directed by an official.
- vi) It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during, qualifying session or race.

#### 5(14).1 BALLAST

- i) It is permitted to use ballast plates to achieve the minimum weight.
- ii) Ballast required to achieve the minimum weight must only be added inside the car on the front and/or rear passenger foot well.
- iii) It is the competitor's responsibility to provide and fit their own ballast if it is required, and to ensure that ballast is fitted in a safe manner.
- iv) Ballast must be attached to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400 sq mm surface area and 3mm thickness. Ballast mountings must include provision for the fitting of scrutineers wire seals.

#### 5(15) FUEL TANK / FUEL

##### 5(15).1 Types

Free

##### 5(15).2 Locations

Free

##### 5(15).3 Fuel.

Fuel used must be Pump Fuel as defined in Section B, Nomenclature & Definitions of MSA Yearbook 2014.

#### 5(16) SILENCING

##### 5(16).1 Specification

- i) All cars must conform to the current MSA noise requirements as detailed in the MSA Yearbook 2014 J5.17 & J5.18.
- ii) Silencers are free subject to compliance with 5(16).i)

#### 5(17) NUMBERS & CHAMPIONSHIP DECALS

##### 5(17).1 Positions

- i) 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.
- ii) Cars without full height windscreen to display windscreen decals on front shroud or front wings

##### 5(17).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.

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#### 5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5(4).1 Cars must comply with **CLASS C Road Modified** regulations except where explicit exceptions are detailed within the **CLASS D Race Modified** regulations.
- 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 for this vehicle.
- 5(4).3 Cars complying with Morgan Challenge Regulations Class A, B, C, F and R are eligible for Class D Race Modified.
- 5(4).4 Entrants wishing to run a Morgan as detailed in Technical Regulation 5(4).3 must apply in writing to the Championship Organisers for approval each season and on an individual vehicle basis.

#### 5(5). CHASSIS:

- 5(5).1 The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour except for 5(5).3
- 5(5).2 Lightening or reducing of chassis, or chassis member strength, is prohibited.
- 5(5).3 Seam welding is permitted.
- 5(5).4 Towing eyes / straps must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of MSA Yearbook 2014 Regulation (Q19.1.3).

#### 5(6). BODYWORK

##### 5(6).1. Modifications Permitted

##### 5(6).1.1 General

##### 5(6).1.2 Interior

- i) Passenger seats may be removed.
- ii) The dash may be removed.
- iii) Carpets and items of trim may be removed.
- iv) It is permitted to remove heaters and their controls.

##### 5(6).1.3 Exterior

- i) Wheel arches may be flared to give clearance to the tyres but without adding or subtracting material.
- ii) Bonnet may be stretched to encase carburettor intakes but no material can be added.
- iii) The anchorage of bonnet and boot is free.
- iv) It is permitted to Replace Rear Screen glass and side window glass with Perspex, subject to prevailing MSA regulations.

##### 5(6).1.4 Silhouette

Bodywork must be complete and standard in shape and silhouette, except where modifications are allowed by Technical Regulations 5(6).1.3 i) & 5(6).1.3 ii)

##### 5(6).1.5 Ground Clearance

- ii) Free but must comply with MSA Q19
- ii) Excessive lowering of ride height may be the subject of a report to the Championship Organisers

#### 5(7). ENGINE

##### 5(7).1 Permitted Modifications

- i) The bore is free.
- ii) The original stroke must be retained.
- iii) The engine from a later model of the same car may be fitted but the Committee should be consulted before any modifications are commenced.
- iv) The engine may be mounted back from its original position by no more than 2"
- v) Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.

##### 5(7).2 Oil / Water Cooling

Free

##### 5(7).3 Induction Systems

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

##### 5(7).4 Exhaust Systems

- i) All cars must conform to the current MSA requirements as detailed in the MSA Yearbook 2014 J5.16
- ii) Exhaust systems are free subject to compliance with 5(7).4 i)

## CLASS D RACE MODIFIED SPECIFICATION THOROUGHBRED SPORTSCAR

### Road Modified Cars over 4½ Litres and all Race Modified Cars.

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#### 5(7).5 Ignition Systems

- i) Electronic ignition systems are permitted.
- ii) Computer controlled ignition is prohibited.

#### 5(7).6 Fuel Delivery Systems

Free subject to compliance with MSA Yearbook 2014 requirements.

### 5(8) SUSPENSIONS

#### 5(8).1 Permitted Modifications

- i) Original chassis pick up points must be used, otherwise free.
- ii) Anti-roll bars are permitted. Their fixings are free.

#### 5(8).3 Wheelbase / Track

The suspension geometry must remain within the standard originally specified dimensions for the particular vehicle in question.

### 5(9) TRANSMISSIONS

#### 5(10).1 Permitted Modifications

Free

#### 5(10).2 Prohibited Modifications

- i) Gearbox must remain in original position and use original casing.
- ii) Sequential gearboxes are prohibited.
- iii) Rear axle case must be of original design and material specification.

#### 5(10).3 Transmission & Drive Ratios

Free

### 5(10) ELECTRICS

#### 5(10).1 Exterior Lighting

- i) Standard to original Specification.

#### 5(10).2 All cars must be fitted with the following:-

- i) A minimum of two forward facing main headlights.
- ii) A minimum of two rear facing red tail lights.
- iii) A minimum of two rear facing red brake lights.

5(10).3 All lights detailed in Championship Regulation 5.(10) must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.

#### 5(10).4 Rear Fog Light

A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) MSA Yearbook 2014, Section K 5.applies.

#### 5(10).5 Batteries

- i) Location and type free

#### 5(10).6 Generators

- i) Dynamo may be replaced with an alternator.
- ii) The Charging Circuit must be connected and operational all times whilst the Engine is running.

### 5(11) BRAKES

#### 5(11).1 Permitted Modifications

- i) Free.
- ii) Vented discs are allowed.

### 5(12) WHEELS / STEERING

#### 5(12).1 Permitted Options

Original style must be retained or one of period appearance..

#### 5(12).2 Construction & Materials

As 5(12).1

#### 5(12).3 Dimensions

The maximum permitted rim width is 7"

## CLASS D RACE MODIFIED SPECIFICATION THOROUGHBRED SPORTSCAR

### Road Modified Cars over 4½ Litres and all Race Modified Cars.

---

#### 5(13) TYRES

##### 5(13).1 Specifications

- i) It is permitted to use any Road Tyre from MSA Yearbook 2014 Regulation (L)4 List 1A. or List 1B
- ii) No modification to tread pattern or tread depth by cutting is permitted
- iii) All Road tyres must carry an EEC 30 or EEC 108 'E' mark
- iv) Dunlop racing L or M section only for cars complying with technical Regulation 5(4).2

##### 5(13).2 Nominated Manufacturers

There is no designated supplier of tyres for 2014

#### 5(14) WEIGHTS

- i) The minimum Car weight at the completion of every qualifying session and race must be in accordance with Regulation 5(14).ii).to 5(14).v). inclusive.
- ii) Minimum weight of any car shall be, not be less than 70% of the maker's specified kerb weigh.
- iii) Cars over 4 litres:- Minimum weight 1000 Kgs
- iv) Class D cars:- Minimum weight to be specified.
- v) MGA Cars:- Minimum weight 14.25Cwt/725Kgs.
- vi) Compliance with minimum weight requirements will be checked without the driver.
- vii) The minimum weight is 'in the condition in which the car crosses the Finish Line or at any other time during an Event and without the addition or removal of any solid or fluid matter including fuel.' For the purpose of the Regulation, an Event is deemed to include any transfer to a place of post-qualifying or post-race scrutiny as directed by an official.
- viii) It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during, qualifying session or race.

##### 5(14).1 BALLAST

- i) It is permitted to use ballast plates to achieve the minimum weight.
- ii) Ballast required to achieve the minimum weight must only be added inside the car on the front and/or rear passenger foot well.
- iii) It is the competitor's responsibility to provide and fit their own ballast if it is required, and to ensure that ballast is fitted in a safe manner.
- iv) Ballast must be attached to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400 sq mm surface area and 3mm thickness. Ballast mountings must include provision for the fitting of scrutineers wire seals.

#### 5(15) FUEL TANK / FUEL

##### 5(15).1 Types

Free

##### 5(15).2 Locations

Free

##### 5(15).3 Fuel.

Fuel used must be Pump Fuel as defined in Section B, Nomenclature & Definitions of MSA Yearbook 2014.

#### 5(16) SILENCING

##### 5(16).1 Specification

- i) All cars must conform to the current MSA noise requirements as detailed in the MSA Yearbook 2014 J5.17 & J5.18.
- ii) Silencers are free subject to compliance with 5(16).i)

#### 5(17) NUMBERS & CHAMPIONSHIP DECALS

##### 5(17).1 Positions

- i) 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.
- ii) Cars without full height windscreen to display windscreen decals on front shroud or front wings

##### 5(17).2 Suppliers

Available from the Registrar 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  
Tuesnood Lane  
Off Pluckley Road  
Bethersden  
Kent TN26 3EQ

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

#### Co-ordinator:

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

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

##### Jaguar

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

##### TR

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

##### TVR

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

##### MORGAN

Andy Green  
Brook House,  
The Green  
Kingston Blount,  
Oxon, OX39 4SE  
Phone: 01844 353819  
Email: andy@thoroughbredssportscars.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 MSA 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](mailto:stevecarr@mgcc.co.uk)

### **Classic Sports Car Club**

1 Masons Wharf,  
Corsham,  
Wiltshire  
SN13 9FY  
Contact Hugo Holder

Tel: 0844 884 3260 | Fax 01225 811 337

Email: [hugo@classicsportscarclub.co.uk](mailto:hugo@classicsportscarclub.co.uk)

### **750 MC**

The Conservatory Suite  
Donington Park  
Castle Donington,  
Derby,  
DE74 2RP  
Contact: Giles Groombridge

Tel: 01332 814548

Email: [racing@750mc.co.uk](mailto:racing@750mc.co.uk)

## 6.2 Commercial Undertakings – Not applicable

## NOTES

**THOROUGHBRED SPORTSCAR CHAMPIONSHIP  
DRIVERS REGISTRATION FORM 2014**

**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

<b>PERSONAL DETAILS:</b>	
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)	
<b>COMMUNICATIONS:</b>	
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			
Or At the Committee's approval				
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	
<b><i>FIA PAPERS SHOULD BE ENCLOSED WHERE APPLICABLE</i></b>				

I apply for Championship Registration and understand that at all times my Registration remains at the discretion of the Committee. I accept that my e mail address can be provided to the Championship Sponsor.  
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.

2013 Race number..... Class.....

SIGNED: ..... DATE: .....

Please return to Championship Coordinator together with your cheque for £35 Registration fee payable to Thoroughbred Sportscar Championship OR Bacs payment to Sort code 30 90 44 Account 00774492 (do not Bacs before January 2014)

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



**Professional Preparers Information**

Company:  
Address:  
Tel No.  
Contact:

**Detailed Vehicle Specification**

Make .....Model ..... 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 calipers 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 .....