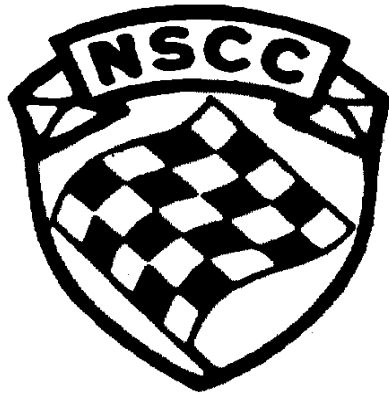


NOTTINGHAM SPORTS CAR CLUB



2012

NSCC RIVERSIDE SPEED CHAMPIONSHIP REGULATIONS

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At all times the published hard-copy is the final and complete version.

The Nottingham Sports Car Club Riverside Speed Championship for 2012 will comprise twenty-one events, which are designed to offer you a wide variety of venues within reasonable travelling distance. Seventeen of the events are sprints and four are hill-climbs, located at eleven different locations around the country. The Club will promote five events, with two at Curborough, one at MIRA and two at Thoresby Park, the conclusion to our competitive season.

The best eight scores will decide the final Championship positions; the scoring system is 'based' upon the national records for each class at each circuit, eliminating discrepancies between classes and the anomalies of class entry numbers, ensuring a closely fought Championship.

In addition to the awards presented to the top ten Championship positions, the Des Richardson Trophy will be presented to the highest aggregate scorer from four of the five NSCC run events, the Harry Driver trophy for the fastest NSCC competitor, the Ladies award for the highest placed lady in the Championship. Further awards include the Novice award for the highest placed driver competing in their first two seasons, the Vi Selby award for the driver with the most improved score over the previous season and the Classic Car class for vehicles over 25yrs old - there are plenty of awards for all to challenge for! The tongue in cheek 'Wonky Trophy' is presented for the best 'incident' of the year from votes received by club members.

All technical regulations are contained in this booklet, with a comprehensive format designed to make life easy for you whatever class you decide to enter. Registration for the Championship is free with NSCC membership so remember to fill in and return the registration form at the back of these regulations, or that attached to our monthly publication, *Spin Off*.

The web site and the e-mail results service will help keep you informed of progress as the championship evolves through the season, I wish you well for 2012,

Andrew Rollason

Secretary

2012 NSCC RIVERSIDE SPEED CHAMPIONSHIP

CHAMPIONSHIP AWARDS

| | |
|-------------------------|--------------------------------------|
| 1st Overall | 1½ litre Trophy, £250 and award |
| 2nd Overall | Keith Douglas Trophy, £150 and award |
| 3rd Overall | Mitchell Trophy, £100 and award |
| 4th Overall | £50 and award |
| 5th Overall | £50 and award |
| 6th Overall | £50 and award |
| 7th Overall | £50 and award |
| 8th Overall | £50 and award |
| 9th Overall | £50 and award |
| 10th Overall | £50 and award |
| Fastest NSCC competitor | Harry Driver Trophy and award |
| Highest Placed Lady | The Ladies Cup and award |
| 1st in NSCC rounds | Des Richardson Trophy and award |
| Classic Car Award | The Miller Trophy and award |
| Highest Placed Novice | The Gail Thomas Trophy and award |
| Best Improver | Vi Selby Trophy and award |

2012 NSCC RIVERSIDE SPEED CHAMPIONSHIP

CHAMPIONSHIP ROUNDS

| | <u>Date</u> | <u>Venue</u> | <u>Organising Club</u> |
|----|---------------|--------------------------|----------------------------|
| 1 | 11-Mar | Mallory Park | BARC (Midlands) |
| 2 | 15-Apr | Harewood | BARC (Yorks) |
| 3 | 15-Apr | 3 Sisters | Longton & District MC |
| 4 | 22-Apr | Curborough | NSCC |
| 5 | 28-Apr | Aintree | Liverpool Motor Club |
| 6 | 05-May | MIRA | Bentley OC |
| 7 | 09-Jun | Anglesey | Chester MC |
| 8 | 10-Jun | Anglesey | Chester MC |
| 9 | 17-Jun | Curborough | Westfield Sports Car Club |
| 10 | 30-Jun | Aintree | Liverpool Motor Club |
| 11 | 08-Jul | Curborough (long) | NSCC |
| 12 | 21-Jul | Blyton | WSCC |
| 13 | 22-Jul | Blyton | WSCC |
| 14 | 11-Aug | MIRA | NSCC |
| 15 | 19-Aug | Olivers Mount | Auto 66 |
| 16 | 26-Aug | Harewood | BARC (Yorks) |
| 17 | 01-Sep | Aintree | Liverpool Motor Club |
| 18 | 09-Sep | Loton Park | Hagley & District Light CC |
| 19 | 09-Sep | 3 Sisters | Longton & District MC |
| 20 | 15-Sep | Thoresby Park | NSCC |
| 21 | 16-Sep | Thoresby Park | NSCC |

2012 NSCC RIVERSIDE SPEED CHAMPIONSHIP

- 1 The NSCC RIVERSIDE SPEED CHAMPIONSHIP is organised and administered by Nottingham Sports Car Club [NSCC] 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/SO40

Status : National 'B'

Championship Grade : C

- 2 The Championship Officials are :
- Championship Co-ordinator : Steve Brown, 16 Beech Avenue, Groby, Leics LE6 0EJ.
Tel:0116 2991135 e mail: steven.brown23@ntlworld.com
Eligibility Scrutineer: Steve Gregory, 11 Carisbrooke Road, Bushbury, Wolverhampton.
WV10 8AB. Tel: 01902 562668 e-mail: s.j.gregory@blueyonder.co.uk
Championship Stewards: Mike Simpson, Lee Griffiths, Gordon Peters
- 3 Throughout the period of the Championship, a driver must be :
- A fully paid-up member of Nottingham Sports Car Club, holding a valid membership card.
 - Registered for the Championship,
 - In possession of a valid Speed National B Licence (minimum).
- 4 To qualify for the Championship, a competitor must:
- Complete the official Championship Registration form in these Regulations and return it to the Membership Secretary, Mrs Kim Marvin, 4 Marriott Drive, Kibworth Harcourt, Leics., LE8 0JX, to be received *before* the first round in which he/she wishes to compete. Registration is free with Annual Competitor Membership.
 - Compete in a minimum of three rounds organised by NSCC.**
 - In addition to the requirements of other competitions, display two NSCC Speed Championship decals, one on the outside of each side of the vehicle, in a clear and prominent position during each qualifying round. Decals are available from the Membership Secretary.
- 5 The date, location and organising Club for each of the Championship qualifying rounds are defined in these Regulations. Should any event be cancelled the Organisers reserve the right to, either, reduce the number of rounds accordingly, or, to substitute another event on a suitable date. See 2012 MSA regulation D11.1.3
- 6 The system of Championship points is defined in these Regulations. The table of Target times will be sent to each registered competitor not later than four weeks prior to the first event. Points will be gained according to classification in an eligible class against the appropriate Target time at each venue, as follows:
- Equalling the Target time will gain 20 points.
 - A slower time than the Target time will reduce this by 0.01 point for each 0.01-second difference, with a minimum score of zero.
 - A faster time than the Target time will increase this by 0.01 point for each 0.01-second difference, with no limit.

- If 51% or more of the total entry achieve a time that is 113%, or more, slower than the NSCC target times, then regulation 6(e) will apply.
 - Where no target time exists for a 'new' venue (i.e. where no speed event records exist for the classes defined in these regulations) or if an existing venue has been revised, then rule 6(e) will apply.
 - If 51% or more of the total entry achieve a time that is 103%, or more, faster than the NSCC target time, then regulation 6(e) will apply.
- e) Where regulation 6d) i), ii), or iii) is applied, 20 points will be gained in each class by the fastest competitor complying with these regulations, whether registered for the Championship or not. Points will then be gained by a reduction of 0.01 point for each 0.01-second difference to the time of that competitor.
- f) All timed runs that count for awards at a meeting will be eligible to score Championship points.
- g) A competitor must be classified as a finisher to gain Championship points.
- h) Where classes are merged by the organisers of an event, or where the class structure is not run in accordance with these Regulations, it is the responsibility of the competitor to inform the Championship Scorer of any ineligibility within his or her Class.
- 7 A competitor may register a vehicle for one class, that being the most appropriate class for the vehicle. A competitor changing the registered vehicle must, prior to the start of the event at which the change is effective, record the change with the Championship Co-ordinator. A competitor entering more than one class at a qualifying event must record with the Championship Co-ordinator in writing, prior to the start of the event, which class shall count for Championship points.
- 8 In each qualifying round, a competitor will compete in the appropriate class for the awards offered for the meeting. Championship points will be gained according to the appropriate Championship class at the time of the meeting. The Championship Organisers reserve the right to re-classify any vehicle to a more appropriate Championship class.
- 9
- The best 8 scores of each competitor will count towards the Overall Championship, except that only the best four scores as defined in 6e) will be eligible to be included.
 - The best three scores from the four NSCC organised events will qualify for a separate award, with the points being gained in the same way as for the Overall Championship. For this award, if one round is cancelled then the best four scores will still count; if more than one round is cancelled then all remaining rounds will count. Competitors in the first three places of the Overall Championship will not be eligible for this award.
 - Championship scores will be declared final 21 days after the championship results for each round are issued. Competitors who wish to query a score with the Scorer must do so during this period.
- 10 An award will be made based upon the fastest times achieved by NSCC competitors at each round, with points gained as follows:
Fastest NSCC time of the day : 10 points, 2nd fastest : 8 points, 3rd : 6 points, 4th : 4 points, 5th : 3 points, 6th : 2 points, 7th : 1 point. The best 8 scores from all entered rounds will count.

In the event of a tie on the day for any position, the points will be determined in favour of the competitor with the best second run time. In the event of a tie for the FTD award after completion of all rounds, the position will be determined in favour of the competitor who achieved the scores at the greatest number of different venues. If a tie remains, the position will then be determined in favour of the competitor with the highest placing in the main Championship.

2012 NSCC RIVERSIDE SPEED CHAMPIONSHIP CLASSES GENERAL REGULATIONS FOR ALL CLASSES

- 11 An award will be made to the highest placed lady competitor who qualifies for the Championship. An award will be made to the winner of the Classic Car Class who qualifies for the Championship. Target times for this Class will be calculated as defined in these Regulations. Points will be scored in the same way as for the Championship (see 6). An award will be made to the highest placed novice who qualifies for the Championship, is competing in their first or second consecutive season of speed events, has not previously held an MSA licence prior to that and who has not won a first-in-class award before the first round. An award will be made to the competitor who shows the greatest improvement over the previous season's performance. To qualify for this award a competitor must not have finished in the top three of the NSCC championship of the previous season, must not have won any other award listed above, including being placed in the top-ten of the Championship, and must have competed in a minimum of five Championship rounds, not including any round scored under regulation 6(e).
- 12 In the event of a tie for a Championship place or other award, except the FTD award, the placing will be determined in favour of the competitor whose total score was achieved at the earliest round of all the rounds in which they competed, including any discarded rounds. If the tie remains, it will then be determined in favour of the competitor with the highest individual score at all rounds. If the tie still remains, the award will then be shared.
- 13 Appeals regarding Championship Points awarded must be in accordance with 2012 MSA Yearbook Section C.
14. Awards will be presented as specified in these Regulations.
15. Judicial procedures for both the rounds and the Championship will be in accordance with MSA 2012 Yearbook section C.
16. Except as defined below, all vehicles must comply with the general, technical and safety requirements in the MSA 2012 Yearbook, appropriate to the class. If a competitor is in doubt about the eligibility of his vehicle the Eligibility Scrutineer should be consulted.
17. Championship classes are defined in these Regulations. Target times for each class at each course are considered as part of these Regulations and will be made available to each registered competitor at least two weeks prior to the first round. Target times for all venues may be challenged for a period of 21 days after the publication on the Club web site of the scores for the first event of the championship. After this period all target times will be deemed final. Target times are reviewed annually by the Technical Sub-Committee.

1. Vehicles competing in ROADGOING SERIES PRODUCTION CLASSES S, 1, 2A, 2B & 2E must comply with the following:
2. A valid tax disc must be displayed and cars must compete in a totally road legal form at all times; a current MOT certificate (if appropriate) and a valid certificate of insurance must be available for inspection. Registration identification must be displayed at both front and rear; trade plates are not permitted.
3. 4-wheel drive vehicles will compete in a Class according to cubic capacity (including equivalence calculations) and the target time will be reduced to 0.95 of the target time for the Class.
4. **With the exception of cars in Class 2**, the only permitted tyres within these classes are those defined in the 2012 MSA Yearbook Section L.4 List 1A. It is prohibited to re-groove tyres in the list.
5. Tyres fitted at scrutineering for an event must not be changed without being re scrutineered.
6. Some of the venues used by the Championship have more stringent silencing requirements than those specified by 2012 MSA Yearbook Section J.5.18. Cars competing at any event must meet the silencing requirements as specified in the Supplementary Regulations for that event.
7. All vehicles must comply with Technical Regulations and with the specific regulations for each category/class as specified in the 2012 MSA Yearbook Section S.10 Technical Regulations.
8. Equivalence factors are as per 2012 MSA Yearbook Section S.10.3.1, S.10.3.2 with the addition of diesel engines x 0.714 and forced induction engines x 1.4.
9. Competing cars must comply with 2012 MSA regulation section S. Please note the 2012 MSA regulations contains new regulations regarding suspension at (S)11.7.6. which states that " for Road-going Series Production Cars bushes may be changed for similar polymer materials but not to spherical or similar metal joints." (S)11.7.2. states that "shock absorbers may be of any make and may be uprated from standard." The MSA Technical Dept wishes to clarify that if an uprated shock absorber had a metal top bush as part of the shock absorber assembly, it would be permitted because this bush would be considered part of the shock absorber assembly, which may be uprated.
10. Trade plates and traders or company group insurance policies will not be accepted.

Competitors found to be not complying with the above will be re-classified accordingly.

Standard Production car classes.

Class SA: Standard Saloon and Sports Cars up to 1400cc.

Class SB: Standard Saloon and Sports Cars over 1400cc up to 2000cc.

Class SC: Standard Saloon and Sports Cars over 2000cc.

These classes are intended for near-standard cars with very few modifications (as listed), to encourage low-cost entry into the sport.

All cars must have current VED & insurance in the name of the main driver, with a current MOT if age requires it.

Note. Trade plates and traders or company group insurance policies will not be accepted.

Cars running in Standard classes SA to SC inclusive must conform to the regulations for Road-Going Series Production Cars defined in the 2012 MSA Technical Regulations Section 5.11.

NO modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions:

Wheels & Tyres; The standard wheel rim width may be increased by a maximum of one inch and fitted with tyres to suit. Tyres must be from 2012 MSA Yearbook Section L.4 List 1A and be Road Legal.

Engine & Exhaust; The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted. Electronic ignition may be fitted.

Suspension & Steering; The steering wheel may be replaced by a non-standard item. Uprated dampers may be fitted.

Body; In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not a bare shell. Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. Original equipment seatbelts may be removed if a competition harness is fitted.

General; No other modifications, except the fitting of a roll cage, are allowed in classes SA, SB and SC. The local removal of interior trim is permitted only to allow the fixing of a roll cage as directed by the manufacturers' instructions. No other trim may be removed. Excessive removal of trim, as judged by the eligibility scrutineer, will not be permitted. Where trim has been cut, modified or removed, the remainder must not compromise the integrity or structure of remaining trim items.

Kit cars, limited production cars, space framed or non-ferrous chassis construction road cars and one-off road-going cars are not permitted in Classes SA, SB and SC.

In the event of an unresolved eligibility issue, the driver of the car concerned may be required to produce within four weeks of the event in question, a manufacturer's catalogue to substantiate any queried modifications / specifications and allow championship points to stand.

Any modifications not specifically permitted are, by definition, not allowed.

Roadgoing Series Saloons

Class 1A: Road Modified Saloon and Sports Cars up to 1400cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.

Class 1B: Road Modified Saloon and Sports Cars over 1400cc up to 2000cc, excluding Kit, Replica, Space-framed and nonferrous chassis construction cars.

Class 1C: Road Modified Saloon and Sports Cars over 2000cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.

Cars running in Road Modified classes 1A to 1C inclusive must conform to the regulations for Road-Going Series Production Cars defined in the 2012 MSA Technical Regulations Section 5.11. Tyres must be from 2012 MSA Yearbook Section L.4 List 1A and must be in a road legal condition. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999

Engine & Gearbox; The engine block &/or cylinder head must remain as original type and material. Internal modifications are allowed but the cubic capacity must remain within the same capacity class as the original car. Gearbox and differential casing must be of the original type and material and remain in the original position. Internal modifications are allowed.

Brakes; Brake calipers, discs, master cylinder & pads can be modified. Carbon discs are not permitted. Modification of the brake pedal is permitted. Brake bias adjustment is allowed. The fitting of pedal assemblies is not permitted. Anti-Lock braking systems can be removed but cannot be added to a vehicle that does not have one as a manufacturer specified option.

Suspension; The suspension type and mountings must remain the same as that fitted by the vehicle manufacturer. The shock absorbers may be of any make and may be uprated from standard. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the vehicle manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials, but rose-joints or similar metal joints are prohibited unless fitted as the vehicle manufacturer's specified option. The fitting of spherical type joints is not permitted, except as the top mounting of a suspension strut.

Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. Otherwise as specified in 2012 MSA Yearbook Technical Regulations Section 5.11. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place.

Kit, Replica, Space-framed and non-ferrous chassis construction cars are not permitted in Classes 1A, 1B and 1C.

The requirements of the current MSA regulations with regards to safety provisions for Sprint and Hillclimb cars and requirements of Classes 1 A-C must be adhered to.

NOTE :

The limited modifications listed above are **all** that are permitted. The onus is on the competitor to prove eligibility. In the event of any unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications and to allow the Championship points to stand. Homologation specials, limited-production cars, Group B cars, Kit cars, Replica cars, space-framed or non-ferrous chassis construction cars and any other cars which, in the opinion of the Eligibility Scrutineer, are not standard production cars are not permitted in this class.

Class 2A: Road Modified Kit, Replica, Space-framed and non-ferrous chassis construction cars with single engines up to 1700cc.

Class 2B: Road Modified Kit, Replica, Space-framed and non-ferrous chassis construction cars with single engines over 1700cc.

Cars running in Road Modified classes 2A and 2B must conform to the regulations for Road-Going Specialist Production Cars defined in the 2012 MSA Technical Regulations Section S.11.

The only permitted tyres within these classes are radial-ply tyres defined in the 2012 MSA Yearbook Section L.4 List 1A or List 1B. Tyres must be in a road legal condition. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

All cars in 2A & 2B must have a full windscreen fitted with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen.

With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified. The air intake filter may protrude above the silhouette of the car to a maximum of 75mm. When the filter is removed, the silhouette must remain as standard. Exhaust systems are not considered to be part of the silhouette of the car. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999

Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item. Original equipment seatbelts may be removed if a competition harness is fitted, otherwise as specified in 2012 MSA Bluebook Section S.

All cars must have operable reverse gear at all times as per 2012 MSA Bluebook S.10.8.1 Technical Regulations.

Class 2C: Road-going TVR Cars of 4 and 6 cylinders manufactured before January 1st 1992.

Class 2D: Road-going TVR Cars not eligible for class 2C.

Class 2E: Road-going Lotus Elise and Elise derived Cars

Cars competing in these classes must conform to Road Going Production and Road and Road-Going Specialist Production Cars defined in the 2012 MSA Bluebook Section S.11. Cars eligible for class

2E include but are not limited to the following: Lotus Elise, Lotus Exige, Lotus 340R, Lotus 2-Eleven, Vauxhall VX220 and Opel Speedster.

Cars competing in Class 2E must be totally based upon a standard production car. Modifications to enhance the performance are permitted but the cars must remain in totally road legal form at all times. They must be taxed, MOT'd (if applicable) and insured with documents available for inspection.

For all cars in classes in 2C and 2D the only permitted tyres are those defined in the 2012 MSA Bluebook Section L.4 List 1A or List 1B. Cars running in class 2E may use any road legal tyre.

In the event of an unresolved eligibility problem the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specifications and allow the championship points to stand.

Modified Production Car classes

Class 3A: Modified Production Cars excluding Kit, Replica and Space-framed cars up to 1400cc.

Class 3B: Modified Production Cars excluding Kit, Replica and Space-framed cars over 1400cc up to 2000cc.

Class 3C: Modified Production Cars excluding Kit, Replica and Space-framed cars over 2000cc.

Class 3F: Modified Production Kit, Replica and Space-framed cars up to 1800cc.

Class 3G: Modified Production Kit, Replica and Space-framed cars over 1800cc.

Cars running in classes 3A to 3G inclusive must conform to the regulations for Modified Limited Production Cars and Modified Specialist Production Cars defined in the 2012 MSA Bluebook Section S.12 Technical Regulations.

Class 4A: Sports Libre Cars up to 1700cc and Hillclimb Supersports Cars.

Class 4B: Sports Libre Cars over 1700cc.

Cars running in classes 4A and 4B must conform to the regulations for Sports Libre cars defined in the 2012 MSA Bluebook Technical Regulations Section S.13 & S.14.

- Class 5A: Racing Cars up to 1100cc.
- Class 5B: Formula Ford 1600 Racing Cars manufactured before January 1st 1994.
- Class 5C: Racing Cars over 1100cc up to 1600cc.
- Class 5D: Racing Cars over 1600cc up to 2000cc.
- Class 5E: Racing Cars over 2000cc.

Cars running in classes 5A to 5E inclusive must conform to the regulations for Racing Cars defined in the 2012 MSA Bluebook Technical Regulations Section S.15

NOTE : Cars in Class 5E: Racing Cars and Class 4B: Sports Libre over 2000cc only, are not allowed to compete at Thoresby Park. This is a stipulation in the MSA Track Licence issued for that event.

For all cars running in class 5B the permitted tyres are as follows: Avon ACB10 - Front tyres marked "Formula Ford" with the code 7317, rear tyres marked "Formula Ford" with the code 7319. Avon ACB9 - Front tyres marked "FF" with the code 7267, rear tyres marked "FF" with the code 7290.

Safety Requirements

Drivers must comply with 2012 MSA Bluebook Technical Regulations Section S 9.2.1

CLASS 6 : CLASSIC CARS

See General Regulations for All Classes.

To qualify for this Class :

1. An entry in this Class will also be entered in an appropriate Championship class. The Organisers decision on a suitable class will be final.
2. The car must have been registered 25 years prior to 1st January 2012. The vehicle log-book must be available to verify this.

In addition to the Championship, points will be scored in this Class according to performance against a separate set of target times and in the same way as previously defined, namely based around 20 points for equalling the target. The best 8 scores of each competitor from all rounds will decide the winner.

Classic Car Class target times will be calculated based on the record for the appropriate Championship class, with an allowance for the age of the vehicle and the engine size in cubic-centimetres.

2012 NSCC RIVERSIDE SPEED CHAMPIONSHIP REGISTRATION FORM

FREE WITH ANNUAL COMPETITION MEMBERSHIP

| | |
|---------|--|
| Name | |
| Address | |
| | |

PLEASE REGISTER ME FOR THE NSCC 2012 CHAMPIONSHIP

First name as you wish it to appear in results: _____

Competition Vehicle: _____

Registration Mark of road-going vehicle if registering for Class S, 1, 2 or 6

| | | |
|---------------------|----------------|------------|
| Make: | Model: | Engine cc: |
| Turbo/supercharged? | Class entered: | 4wd / 2wd? |

Registration date of vehicle for Classic Cars only (Class 6) _____

I qualify for the Novice Award and declare that I am in my first or second consecutive season of speed events, have not previously held an MSA licence prior to that and have not won a first-in-class award before the first round:

YES / NO

If you wish to be contacted by email please write very clearly in bold type CAPITALS in the boxes below.

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For additional information, please contact;

Lee Griffiths

Championship Scorer.

lee.griffiths30@gmail.com

1 The Glade, Beverley Parklands, Beverley, HU17 0RG

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| Date Received |
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