

Nottingham Sports Car Club



NSCC 2018 SPEED CHAMPIONSHIP

Championship Regulations

NSCC 2018 SPEED CHAMPIONSHIP

We would like to welcome you to the NSCC Speed Championship.

The cost of membership to NSCC is only £12 plus championship registration of £20 making a total cost of entry of £32. (This will allow NSCC members who do not wish to enter the championship to compete in NSCC and NSCC invited events during 2018).

The championship will comprise of 20 events (12 sprints and 8 hill climbs) at circuits Rockingham, Silverstone, Anglesey and Blyton with the hills of Harewood, Shelsley Walsh, Loton Park, Scammonden, Barbon and Olivers Mount plus the classics of Curborough and MIRA.

NSCC will promote 4 events over two weekends at Curborough in June/July and Blyton in September. These 4 events will carry a bonus point system of 1 point for each event entered.

The website and prompt email service will keep you up informed of championship standings as the season progresses.

Awards will be presented to the top ten scorers (best 8 scores to count) plus novice, best improver, female and classic car trophies.

Come and join us for a great season of motor sport in 2018, remembering the bonus points available from NSCC events.

Richard Abraham and John Clarke
Joint Chairmen

NSCC 2018 Speed Championship

Date	Organising Club	Venue
25-Mar-18	BARC Midlands	Rockingham International
15-Apr-18	BARC Yorkshire	Harewood Hillclimb
28-Apr-18	Liverpool Motor Club	Aintree Circuit
05-May-18	Bentley Drivers Club	MIRA Sprint
20-May-18	Midland Automobile Club	Curborough Figure 8
03-Jun-18	MG Car Club North West	Silverstone Stowe
09-Jun-18	Liverpool Motor Club	Barbon Hillclimb
17-Jun-18	Midland Automobile Club	Shelsley Walsh
30-Jun-18	Nottingham Sports Car Club	Curborough (1 lap)
01-Jul-18	Nottingham Sports Car Club	Curborough (2 lap)
07-Jul-18	BARC Yorkshire	Harewood Hillclimb
14-Jul-18	Westfield Sports Car Club	Blyton Park Outer
15-Jul-18	Westfield Sports Car Club	Blyton Park Eastern
04-Aug-18	Hagley & District Light Car Club	Loton Park Hillclimb
05-Aug-18	Hagley & District Light Car Club	Loton Park Hillclimb
11-Aug-18	BARC Midlands	Curborough Figure 8
19-Aug-18	Auto 66 Club	Olivers Mount
08-Sep-18	Nottingham Sports Car Club	Blyton Park Eastern
09-Sep-18	Nottingham Sports Car Club	Blyton Park Outer
15-Sep-18	BARC Yorkshire	Harewood Hillclimb

Bold font indicates NSCC run rounds qualifying for an additional point

Championship Awards

First Place	1½ Litre Trophy + 3 free entries
Second Place	Keith Douglas Trophy + 2 free entries
Third Place	Mitchell Trophy + 1 free entry
4th to 10th Place	An award
Des Richardson Trophy	Highest placed competitor in NSCC-run events
Harry Driver Trophy	Fastest NSCC Competitor
Ladies Trophy	Highest place lady competitor
Miller Trophy	Winner of Classic Car Class
Gail Thomas Trophy	Highest placed Novice
Vi Selby Trophy	Best Improver over last season
Andy Offer Trophy	Marshals Award for the Driver Of The Day at the Curborough July Event
Bruce Widdowson Trophy	Marshal of the Year at NSCC run events
The Wonky Trophy	Awarded for the 'best' 'incident'!

All the above 12 perpetual trophies come with an award to keep. All free entries relate to NSCC run 2018 events and recipient must attend the awards dinner to collect. No cash equivalent.

NSCC 2018 SPEED CHAMPIONSHIP

1. The NSCC 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. CH2018/TBA
Status : National 'B' Championship Grade : C
2. The Championship Officials are :
Championship coordinator : Stephen Miles : smiles@moleracing.com
3 Abbey Drive, Beeston, Nottingham, NG92QG Tel: 07539 322600

Eligibility Scrutineer:
Gerry Walton. MSA Licence no 52959 Car National scrutineer.
Wayside Farm, Stanways Lane, Biddulph Moor, Staffs, ST8 7LD
email gerald.walton@mypostoffice.co.uk tel 01782 522708

Championship Stewards: Mike Simpson, Brian Allen, Vi Selby
3. Throughout the period of the Championship, a driver must be :
 - a) A fully paid-up member of Nottingham Sports Car Club, holding a valid membership card.
 - b) Registered for the Championship,
 - c) In possession of a valid Non-Race National B Licence or greater
 - d) 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.
4. To qualify for the Championship, a competitor must:
 - a) Complete the official 2018 Championship Registration Form, available from the Club web-site www.gosprinting.co.uk and enter online.
Registration must be received before the first round in which he/she wishes to compete. Registration and membership is a total of £32.
 - b) 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 and will be posted to you on registration.
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 2018 MSA regulation D11.1.3
6. The system of Championship points is defined in these Regulations. The table of Target times will be published on the Club website, www.gosprinting.co.uk , before the first event. Points will be gained according to classification in an eligible class against the appropriate
Target time at each venue, as follows:
 - a) Equalling the Target time will gain 20 points.
 - b) 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.
 - c) A faster time than the Target time will increase this by 0.01 point for each 0.01-second difference up to a maximum of score of 21 points.
 - d) All timed runs that count for awards at a meeting will be eligible to score Championship points.
 - e) A competitor must be classified as a finisher to gain Championship points.
 - f) 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. It is recognised that changes in climatic conditions such as rain, cool temperatures etc and subtle changes to course layout caused by the temporary nature of some venues can affect a competitor's ability to challenge meaningfully for Target times in some instances. In the event that these changes make a significant difference to the competitor's ability to meaningfully challenge any target times, as defined below, the following scoring system will apply.
 - I. If 51% or more of the total entry achieve a time that is 113%, or more, slower than the NSCC target times, then regulation 7(a) will apply.
 - II. If 51% or more of the total entry achieve a time that is faster than the NSCC target time, then regulation 7(a) will apply.
 - III. 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 7(a) will apply.

7(a) Where regulation 7 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.

8. 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. After this period all target times will be deemed final. Target times are reviewed annually by the Technical Sub-Committee.
9. The Classic Car Class operates on a separate set of calculated Target Times based on the Target Time for the appropriate Championship class, with an allowance for the age of the vehicle and the engine size in cubic centimetres. Points for the Classic Car Award will be calculated as follows:
 - (a) Competitors must compete for the main Championship but only cars from SA-SB and 1A-1C are eligible for the Classic Car Class,
 - (b) Vehicle Age must be over 25 years from Jan 1 2018.
 - (c) Points calculation is based on factors for age and engine size compared to the entered class, as follows:
 - (i) Age Factor (AF) = $1 - (1 / \text{age}) + 0.195$
 - (ii) Engine Age Factor (EAF) = $0.1 + (0.005 \times (\text{Age} - 25))$
 - (iii) Engine Size Factor (ESF) = $1 - (\text{engine actual size} / \text{engine max size for class})$
(For classes without an upper limit a notional limit of 5000cc will be used.)
 Then the Overall Engine Factor (OEF) = EAF x ESF
 Finally the New Target Time = Standard Target Time x (AF + OEF)
 There will be no upper limit for points scored at each round for this Class.
10. 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 NSCC 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.
11. a) The best 8 scores of each competitor will count towards the Overall Championship subject to there being 10 or more Championship rounds. In the event of a reduction in the number of Championship rounds to 9 rounds then the best 7 scores will count, in the event of a reduction round to 8 rounds then the best 6 scores will count. In the event of a reduction to less than 8 rounds then all events will count.
 b) The scores from the 4 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 or more rounds are cancelled then all remaining rounds will count. Competitors in the first three places of the Overall Championship will not be eligible for this award.
 c) 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 Championship Scorer must do so in writing/email during this period.

12. An award will be made based upon the fastest times achieved by NSCC championship registered 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.

13. An award will be made to the highest placed female competitor who qualifies for the Championship.
An award will be made to the highest placed competitor in the Classic Car Class who qualifies for the Championship.
An award will be made to the highest placed novice who qualifies for the Championship. A novice is defined as a registered competitor competing in their first or second consecutive season of speed events whom 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. The average points scored by each competitor in the two seasons will be compared. To qualify for this award a competitor must have a minimum of 4 scores in each season and must not have finished in the top three of the NSCC championship in the previous 3 years.

14. 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.

15. Appeals regarding Championship Points awarded must be in accordance with 2018 MSA Yearbook Section C.

16. Awards will be presented as specified in these Regulations. Perpetual trophies and discount awards will only be issued where the competitor attends the NSCC Awards Dinner.

17. Judicial procedures for both the rounds and the Championship will be in accordance with MSA 2018 Yearbook section C.

18. Except as defined below, all vehicles must comply with the general, technical and safety requirements in the MSA 2018 Yearbook, appropriate to the class. If a competitor is in doubt about the eligibility of his vehicle the Eligibility Scrutineer should be consulted.

19. Championship classes are defined in these Regulations

20. Temporary Car Substitution - Competitors may change car and / or class on a maximum of two occasions during the course of the Championship provided they notify the co-ordinator in writing/SMS/email on or immediately after the event. Points will be awarded against the relevant class.

21. **A single bonus point will be awarded for each NSCC run event entered. This is in addition to any points scored and not subject to the maximum 21 points per round rule above.**

NSCC 2018 SPEED CHAMPIONSHIP CLASSES GENERAL REGULATIONS FOR ALL CLASSES

Vehicles competing in **ROADGOING SERIES PRODUCTION CLASSES S, 1, 2A, 2B & 2E** must comply with the following:

1. 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. Proof of vehicle taxation should be presented and the onus is on the competitor to present this. Vehicle registration plates must be displayed at both front and rear;
2. 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.
3. The only permitted tyres within these classes are those defined in the 2018 MSA Yearbook Section L.4. **For cars in Class S, ONLY** tyres in List 1A are permitted. For other classes, tyres in List 1A and 1B are permitted. It is prohibited to re-groove tyres in the list.
4. Tyres fitted at scrutineering for an event must not be changed without being re scrutineered.
5. Some of the venues used by the Championship have more stringent silencing requirements than those specified by 2018 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.
6. All vehicles must comply with Technical Regulations and with the specific regulations for each category/class as specified in the 2018 MSA Yearbook Section S.10 Technical Regulations.
7. Forced induction equivalence factors are as per 2018 MSA Yearbook Section S.10.3.1 and S.10.3.2 with the addition of diesel engines at x 0.714.
8. Competing cars must comply with 2018 MSA regulation section S. Please note the 2018 MSA regulations 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.
9. 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 Cars.

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

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

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

10. 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 SB inclusive must conform to the regulations for Road- Going Series Production Cars defined in the 2018 MSA Technical Regulations Section S.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 2018 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. Up-rated 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 and SB. 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 and SB.

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 and including 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 2018 MSA Technical Regulations Section S.11. Tyres must be from 2018 MSA Yearbook Section L.4 List 1A or L.5 List 1B 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 but must NOT be within drivers reach/adjustable when vehicle is driven. MSA reg section S 10.7.2. 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 up-rated 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 2018 MSA Yearbook Technical Regulations Section S.11. Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place.

Exhaust: Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

General: 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.

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 three 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 and including 1700cc. **Sequential gearbox cars not permitted in 2A.**

Class 2B: Road Modified Kit, Replica, Space-framed and non-ferrous chassis construction cars with single engines over 1700cc **and cars of any capacity with sequential gearbox or motorbike derived engine.**

Cars running in Road Modified classes 2A and 2B must conform to the regulations for Road-Going Specialist Production Cars defined in the 2018 MSA Technical Regulations Section S.11.

Tyres: The only permitted tyres within these classes are radial-ply tyres defined in the 2018 MSA Yearbook Section L.4 List 1A or L.5 List 1B. Tyres must be in a road legal condition.

Exhaust: Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

Body: Windscreens are free for open vehicles. 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.

Engine and Gearbox: All cars must have operable reverse gear at all times as per 2018 MSA Bluebook S.10.8.1 Technical Regulations.

Safety: 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 2018 MSA Bluebook Section S.

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 2018 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.

Tyres: For all cars in classes in 2C, 2D & 2E the only permitted tyres are those defined in the 2018 MSA Bluebook Section L.4 List 1A or L.5 List 1B.

In the event of an unresolved eligibility problem the driver of the car concerned may be asked to produce a manufacturer's catalogue within three weeks of the event in question to

substantiate any queried modifications / specifications and allow the championship points to stand.

Modified Production Cars

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

Class 3B: Modified Production Cars excluding Kit, Replica and Space-framed cars over 1400cc up to and including 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 and including 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 2018 MSA Bluebook Section S.12 Technical Regulations.

Class 4A: Sports Libre Cars up to and including 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 2018 MSA Bluebook Technical Regulations Section S.13 & S.14.

Racing Cars

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 and including 1600cc.

Class 5D: Racing Cars over 1600cc up to and including 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 2018 MSA Bluebook Technical Regulations Section S.15

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.

CLASSIC CARS

Class 6: Classic Cars registered 25 years prior to 1st January 2018. Only cars from SA-SB and 1A-1C are eligible for the Classic Car Class,

See General Regulations for All Classes.

An entry in this Class will also be entered in an appropriate Championship class. The organisers decision on a suitable class will be final. The car must have been registered 25 years prior to 1st January 2018. The vehicle logbook must be available to verify this.

Electric/Hybrid Vehicles

Due to recent MSA guidance and requirements regarding inclusion of electric vehicles at events or championships, NSCC will not be able to accept entries for any electric or hybrid vehicles.