

## SPORTING & TECHNICAL REGULATIONS 2024 – MORGAN CHALLENGE

### 1. SPORTING REGULATIONS - GENERAL

#### 1.1 TITLE & JURISDICTION:

The Morgan Challenge Championship is organised and administered by the Classic Sports Car Club, in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. [CH2024/R094]

Race Status: [Race Club]

Motorsport UK Championship Grade: [C]

#### 1.2 OFFICIALS:

Championship Co-ordinator: Chris Thompson: +44(0)7854575133

Licensed Eligibility Scrutineer: Ian Patton: +44(0)7896528302

Championship Stewards: Chas Windridge, Simon Scott, Chris Williams (contacted via Championship Co-ordinator)

#### **Championship Stewards**

**(G)2.7.** *Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.*

**(G)2.7.1.** *Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).*

**(W) 2.2.1.** *The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.*

#### 1.3 COMPETITOR ELIGIBILITY:

##### 1.3.1 Entrants must:

- a) be fully paid up valid membership card holding members of the Classic Sports Car Club and
- b) be Registered for the Championship and
- c) be in possession of a valid Motorsport UK Entrants Licences.

##### 1.3.2 Drivers and Entrant/Drivers must:

- a) Be current Members of the Classic Sports Car Club and
- b) be Registered for the Championship and
- c) be in possession of valid Competition (Racing) Race Club status Licence, *as a minimum*
- d) \*Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
- e) \*If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

##### 1.3.3 Deleted

## PUBLISHED COPY

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

### 1.4 REGISTRATION:

1.4.1 All competitors must register for the championship by completing the Classic Sports Car Club Registration Form with the Registration and Membership Fee to the Classic Sports Car Club prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £150, Membership Fee is £49 - made payable to:- Classic Sports Car Club

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship. If any competitor wishes to change for a different car from the one originally registered for the Series, a completed registration form must be resubmitted. If the vehicle is in the same class as the one originally registered then, with the approval of the Championship Co-ordinator, challenge points already scored may be transferred. If the new vehicle is of a different class, then points will not be transferable.

### 1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over 11 races at 6 Events as follows:

<b>Date:</b>	<b>Circuit:</b>	<b>Race time</b>	<b>Organising Club/Centre</b>
27th April	Oulton Park International	2x 20minutes	Classic Sports Car Club
22 <sup>nd</sup> June	Silverstone Grand Prix	1x 40minutes	Classic Sports Car Club
21 <sup>st</sup> July	Anglesey Coastal	2x 20minutes	Classic Sports Car Club
10 <sup>th</sup> August	Silverstone National	2x 20minutes	Bentley Drivers Club
26 <sup>th</sup> August	Brands Hatch Indy	2x 20minutes	Classic Sports Car Club
28 <sup>th</sup> September	Snetterton 300	2x 20minutes	Classic Sports Car Club

### 1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

1 <sup>st</sup> in Class: 10 points	5 <sup>th</sup> in Class: 4 points
2 <sup>nd</sup> in Class: 8 points	6 <sup>th</sup> in Class: 3 points
3 <sup>rd</sup> in Class: 6 points	7 <sup>th</sup> in Class: 2 points
4 <sup>th</sup> in Class: 5 points	8 <sup>th</sup> in Class: 1 point
[Fastest lap in Class during race: 1 point]	

In the event of only two cars competing in a Class;

1<sup>st</sup> in Class: 8 points

2<sup>nd</sup> in Class: 6 points

[Fastest lap in Class during race: 1 point]

In the event of only one car competing in a Class;

1<sup>st</sup> in Class: 6 points

[Fastest lap in Class not awarded]

Championship Bonus for every three races started: 1 point

Class 0 Invitation: will score points as above but not count towards the Championship or be eligible for awards.

Double Class points will be awarded for classified finishers in the Final Results of event 22<sup>nd</sup> June Silverstone Grand Prix (Classic Sports Car Club), to count as 1 round the Fastest lap and Championship Bonus remain as singular points.

1.6.2 The totals from all qualifying Events run less three will determine final championship points and positions.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4. in the current Motorsport UK Yearbook.

**PUBLISHED COPY**

- 1.6.4 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:-
- a) be deemed "Guest Competitors"
  - b) not score points and for the purpose of points scoring will be ignored
  - c) qualify for Event awards
  - d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. ~~(a) and~~ (b) and 1.3.2. ~~(a) and~~ (b), as appropriate.

**1.7 AWARDS:**

- 1.7.1 All race awards are to be provided by the Classic Sports Car Club. All end of year awards are to be provided by the Morgan Sports Car Club unless agreed otherwise.
- 1.7.2 Per Event:- presented by Classic Sports Car Club
- Overall Race Winner
  - 1<sup>st</sup> in Class
  - 2<sup>nd</sup> in Class (3 or more starters)
  - 3<sup>rd</sup> in Class (6 or more starters)
- 1.7.3 Championship:- presented by Morgan Sports Car Club
- Peter Collins Tray – Overall Champion
  - AR Motorsport Trophy – Overall highest point scorer
  - Power Torque Roadster Cup – Highest scoring Roadster
  - Morgan CX Trophy – Highest scoring Spec CX
  - Clubsport Trophy – Highest scoring Spec S
  - Historic Trophy – Highest scoring Spec H

Other end of season awards may be provided and will be advised by the issue of a Championship Bulletin.

- 1.7.4 Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
- 1.7.5 Entertainment Tax Liability.

In accordance with current government legislation, the Classic Sports Car Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the Classic Sports Car Club is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488. Fax: 0151 472 6483.

1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

## 2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

### 2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 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 Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

### 2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

### 2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (General Regulations Q12.4).

### 2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.15) (1.6.4. above applies).

### 2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via Standing or Rolling start (issued with SRs or Final Instructions). The minimum Countdown procedures/audible warnings sequence shall be:-
  - 1. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
  - 2. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
  - 3. A five second board will be used to indicate that the grid is complete.
  - 4. The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per General Regulation Q12.11.2. In addition any driver 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

## PUBLISHED COPY

remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

### 2.6 SESSION RED FLAG:

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

### 2.7 PITS, PADDOCK & PITLANE SAFETY:

2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pitlane: 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 respect the pit lane speed limits.

2.7.3 Refuelling: May only be carried out in accordance with the General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit: Pit Lane Speed Limit will be as per the Organising Clubs Final Instructions.

### 2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

### 2.9 RESULTS:

All Practice Timesheets, 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. (General Regulation (D)26.3.)

### 2.10 TIMING MODULES:

To be used in accordance with the requirements of the Organising Club.

### 2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

### 2.12 OPERATION OF SAFETY CAR:

*The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK*

24RACEMASTERFORMAT/SEPT2023

*CRThompson* 08/03/2024

General Regulations.

### 2.13 ONBOARD CAMERAS:

If used must be fitted prior to scrutineering.

## 3. SPECIFIC CHAMPIONSHIP REGULATIONS

**3.1** By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

### 3.2 Reserves:

Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve number order. 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 Area" 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 Course.

### 3.3 Weight Reviews:

Any request to review the weights of any car or cars must be made to the championship organiser who will draw together a sub-committee to review any such request, and take any such decision as seen fit to maintain the performance equation of each class or where it is perceived that competitors have exceeded the spirit of the Morgan challenge in seeking every last advantage over fellow competitors.

### 3.4 Data Loggers:

The Championship reserves the right to require Drivers to fit a specific Championship Data Logger to their car at a race meeting. Any Driver wishing to race in the Championship should ensure that their car has been wired for the Data Logger prior to presenting their car for the first race. Information about the required wiring is available from the Championship Coordinator.

The Driver will be provided with a Data Logger at Scrutineering and will be expected to run through Qualification and Race with the Data Logger installed. The Championship Co-ordinator, Championship Eligibility Scrutineer or a Championship Steward will be present at the fitment and removal of the Data Logger.

All super/turbo charged cars are required to run at all times with a Race Technology DL1 Sport Data Logger. This is to be supplied by the competitor and access must be given to the live data stream to Championship officials. The data to be logged must include Engine RPM and Inlet Plenum Pressure (Boost). Should the logger fail to record for any reason at an event, then the competitor may be ineligible for points at that time.

### 3.5 Sealing of ECUs:

The Championship may require certain cars in certain classes to seal their ECUs. This procedure will be done by the Championship using recognised sealing techniques. Should a Competitor need to replace the ECU they must alert the Championship Eligibility Scrutineer prior to the need to remove the unit or within 3 days of doing so.

### 3.6 Rolling Road:

To ascertain the mean power-to-weight of a car, Championship registered drivers will be notified of the requirement for a Rolling Road test no less than one month before their first event of the season. It is the driver's responsibility to arrange the test, obtain a signed declaration of setup conformance and submit to the Technical Secretary.

In exceptional circumstances the rolling road requirement may be temporarily and briefly waived until a time that the requirement can be reinstated. This will be confirmed in writing by the Championship Coordinator after discussion and approval with the Race Committee.

The Championship has nominated the following MAHA MSR500 rolling roads, graphs and figures from other rolling roads will not be accepted. The dynamometer setup instructions are shown in [Appendix A].

- Harding Auto Services, Robin Hood Works, Robin Hood Rd, Knaphill, Woking, GU21 2LX
- Hybrid Tuning, Renvale Technology Park, Eye Road, Brome, Eye, IP23 8AS
- RE Performance, Scuderia House, Newcombe Dr, Swindon, SN2 1EG
- TI Motorsport, Tegiwa House, Sutherland Road, Stoke-on-Trent, ST3 1HZ

### 3.7 Lap Records:

The Championship Coordinator will maintain and administer the list of lap records held for each circuit by members of the Championship classes and these will be published on the Championship website. The Championship reserves the right to amend the records in-line with changes to the class structure.

### 3.8 Tyres:

Cars must run Yokohama tyres in all instances where a tyre size is available. Only where a size is not available an alternative compound from List 1A, 1B or 1C may be used and must be declared at time of scrutineering.

Tyre sizes must remain as the relevant Technical Specification.

Competitors must ensure that the make and model of the tyre that is used for qualifying is the same that is used for the race (including if Class 1 cars elect to run "wet" tyres).

### 3.9 Weigh procedure:

Cars will be weighed with driver and race equipment (helmet, gloves, boots, overalls, hans device and any other safety device stipulated or raced with). Weights will be accepted from the Championship corner weights or from race circuit scales after qualifying and discrepancies dealt with prior to first race.

### 3.10 Change of Car:

In the event of a mechanical failure a driver may opt to use a different car for the race from that which they used to qualify in, as long as they gain the approval of the Clerk of the Course and are able to fulfil the requirements from the Clerk such as qualification laps or starting from the back of the grid or both. There will be no championship points awarded for the affected race.

## 4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and Morgan Challenge Championship Penalties.

#### **4.1 Infringements of Technical Regulations:**

- 4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of General Regulation: C3.3.
- 4.1.2 Arising from post race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of General Regulations: C3.5.1 (a) and (b).  
For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

#### **4.2 Additional specific championship penalties:**

Morgan Challenge competitors will abide by the Club Discipline rules of Classic Sports Car Club. The Championship takes driving standards seriously and encourages competitors to show due respect to each other when on and off the track. All Morgan Challenge races are strictly non-contact, however, should an on-track incident occur, acknowledging fault and apologising to the other competitor at the circuit and are warned not conduct 'trial by social media'.

In the first instance matters at events will be dealt with by the Clerk of the Course with the right of appeal to Stewards of the Meeting.

In order to maintain standards of conduct and in addition to any penalties that may be imposed at the Event, the Championship Co-ordinator will monitor all reports at Race meetings and if an individual is included in such reports they may write to the driver to advise that their behaviour is being specifically observed at future meetings. Any subsequent adverse reports may result in the matter being passed to the Championship Stewards which may lead to a Championship Stewards Inquiry with possible further penalties being imposed including, but not limited to, deduction of Championship points, suspension and/or disqualification from the Championship.

### **5. TECHNICAL REGULATIONS**

#### **5.1 INTRODUCTION:**

The following Technical Regulations are set out in accordance with the Motorsport UK 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.

#### **5.2 GENERAL DESCRIPTION:**

The Morgan Challenge Championship is for Competitors participating in all road-going four wheeled Morgan Production and Modified sports cars with current MOT (where required) and conforming to UK Construction and Use Regulations.

The Championship is divided into 6 classes by the mean power per tonne of each vehicle/driver combination. To ascertain this, each Championship registered car will be run on the series defined rolling road(s) [section 3.6] prior to the first championship race of the season. The calculated mean power for each vehicle will determine the minimum permissible weight for the vehicle when weighed on a circuit weighbridge (calibrated within a 12 month period) or using the Championship set of corner weights. The weight of the car will include the driver and all safety equipment required to take part in a Motorsport UK competitive race event [Section 3.9].

The definition of Mean Power to Weight for each engine is calculated as follows:-

The power data for each car will be derived from the results of the Rolling Road Test at the series defined rolling road. Mean Power for each engine will be calculated by taking the harmonic mean power from 3 points (P1, P2, P3) in the power curve.

- P1 = Power at ((maximum power RPM + 100RPM) = P1 RPM)
- P2 = Power at (P1 RPM - 1000RPM)
- P3 = Power at (P1 RPM - 2000RPM)



If a car has not been on the rolling road prior to its first championship race it will be placed into Class 0 (the invitation class).

The Championship Classes are defined as follows:-

Championship Class	Mean Power per Tonne (max)	Technical Specifications
Class 1	400 BHP	A,CX6
Class 2	265 BHP	G,H,J,CX4
Class 3	215 BHP	C,D,R
Class 4	195 BHP	C,D,R
Class 5	185 BHP	D,S
Class 6	155 BHP	E
Class 0	Cars with no RR Profile	

Cars will be required to be prepared to a Technical Specification A, C, D, E, G, H, J, R, S or X. These are detailed in the Appendices. The Technical Specifications are designed to allow some development of cars whilst in keeping with the spirit of the Morgan Challenge.

Cars with a lower technical specification may run in a higher-powered class however cars with a higher technical specification will not be allowed to run in a lower-powered class. Within the Technical Specifications allowance is made for car models to develop and thus move up the Technical Specifications and change their Championship Class.

STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & Definitions in the Motorsport UK Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. It applies to the specified component/s from the manufacturer's parts list for the model / engine shown on the entry form or registration form.

Please refer to the spreadsheets for further detail on the following sections. Items are only permitted if there is a ✓. Appendix 3 shows the detail allowed for bumpers.

### **5.3 SAFETY REQUIREMENTS:**

The following Articles of the Motorsport UK Yearbook Appendix K Safety Criteria Regulations will apply:-

For vehicle categories covered reference is drawn to K1.6.1.

Section Q 13.10.1. Be fitted with a safety roll-over bar (ROPS) complying with Motorsport UK requirements as specified in Section K except for vehicles of Periods A - E inclusive. It is strongly recommended that all vehicles be fitted with safety roll-over bars.

### **5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

All vehicles must be of sound construction and mechanical condition and be well maintained. As a minimum, two mirrors must be fitted, each with a minimum surface area of 50cms<sup>2</sup> and giving a clear view to the rear, one on each side of the centreline of the vehicle.

All cars must comply with the requirements of Sections J and Q13 of the current Motorsport UK Yearbook.

Any vehicle may be allowed operational modifications to allow use by a disabled person, proposals to be submitted in writing for approval before registration can be accepted.

For details for the following sections please refer to the Technical Specification Appendices. These provide a clear breakdown of permitted and not permitted modifications by specification group and engine type.

### 5.5 CHASSIS:

Refer to technical specification appendix for detail by Class.

### 5.6 BODYWORK:

Refer to technical specification appendix for detail by Class.

### 5.7 ENGINE:

Refer to technical specification appendix for detail by Class.

### 5.8 SUSPENSIONS:

Refer to technical specification appendix for detail by Class.

### 5.9 TRANSMISSIONS:

Refer to technical specification appendix for detail by Class.

### 5.10 ELECTRICS:

Refer to technical specification appendix for detail by Class.

### 5.11 BRAKES:

Refer to technical specification appendix for detail by Class.

### 5.12 WHEELS/STEERING:

Refer to technical specification appendix for detail by Class.

### 5.13 TYRES:

Refer to technical specification appendix for detail by Class.

### 5.14 WEIGHTS:

Competitors must comply with the minimum target weight schedule (published on [www.morganchallenge.co.uk](http://www.morganchallenge.co.uk)). There are no minimum weights defined within the Technical Specifications as each car, driver and safety equipment is weighed as part of the power to weight calculations. Allowable tolerance accepted -1%. Tickets from public weighbridges will not be accepted as proof of weight.

### 5.15 FUEL TANK/FUEL:

1. Types
2. Locations
3. Fuel

Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel section of the Motorsport UK Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold / promoted as being legal for UK Competition and / or obtainable from 'roadside' pumps. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the Scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

**5.16 SILENCING:**

1. Specification

All vehicles must comply with the relevant maximum noise limits set out in Motorsport UK Blue Book Regulation J Chart 5.18.

**5.17 NUMBERS and CHAMPIONSHIP DECALS**

1. Positions

Race numbers must be displayed on each side of the vehicle alongside the cockpit / driver and as far forward on the front of the vehicle as possible. AR Motorsport decals must be affixed prominently near all number backgrounds. Sponsor's decals (where applicable) must be affixed in or near the positions detailed on any diagram supplied with those decals. AR Motorsport decals take preference to any other decals. Failure to comply with the above renders the vehicle and driver ineligible to race.

2. Suppliers

Sponsors and Club decals will be available at the first race in which the vehicle is entered. Numbers are generally available from Organising Clubs at race meetings.

**6. APPENDICES:**

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

**6.1 RACE ORGANISING CLUBS & CONTACTS:**

**6.1.1 Morgan Race Committee**

Championship Co-ordinator: Chris Thompson  
39 Broxton Avenue, Middlewich, CW10 0SE  
Tel: +44(0)7854575133

Chairman: Philip Tisdall  
Technical Secretary: Simon Baines  
Publicity Officer: Mary Lindsay  
Treasurer: Michele Jarvis

**6.1.2 Technical Committee Members**

Class Representatives:  
Class 1: Keith Ahlers  
Class 2: Greg Parnell  
Class 3: James Sumner  
Class 4: Kelvin Laidlaw  
Class 5: John Richards  
Class 6: Chris Bailey

TMT Co-ordinator: Peter Sargeant

**6.1.3 Preparers**

James Gateson:	Techniques
Brett Syndercombe:	Brands Hatch Morgans
Richard Thorne:	Richard Thorne Classic Cars
Elliot Paterson:	Revolutions
Louis Ruff:	Williams Automobiles
Cain Poulton:	Wolf Performance

**6.1.4 Championship Stewards**

Chas Windridge	Steward
Simon Scott	Steward
Chris Williams	Steward

**COMMERCIAL UNDERTAKINGS:**

Deleted

**TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES.**

Deleted

**PROMOTIONAL ACTIVITIES.**

Deleted

7. REGISTRATION FORM:

# 12 Month Membership and/or Series Registration 2024

**Membership:** Each driver must be a member of the CSCC. Membership is £49 and lasts for 12 months from the date of joining/renewing. (If you are a 2nd driver, you do not need to register the car, but do need to be a CSCC member)  
**Registration:** Cars must be registered for the 2024 season. The registration fee is £99 and covers the car for **all** eligible categories. If you wish to register more than one car, each additional car will be £50.

Date rec. New  
 Ackn. Photo  
 COM.  
 Rev-Up:  
 Race No: Class:  
 M/R email sent:

**MEMBERSHIP and/or 2024 SERIES REGISTRATION - Please select as required**

Membership - £49    
  Category Registration - £99    
  Additional car - £50

**PERSONAL DETAILS (\*We regret, we will be unable to process your application if an email address is not provided)**

Name: DOB (if under 18):

Address: (including Post Code)

Mobile Number: Daytime Number:

Email (\* mandatory):

Please send a copy of the front of your 2024 Race Licence, when returning this form. (If you haven't received your licence, please email us a copy once received.)

**REGISTRATION - Please select all the categories (if eligible), you wish to register this car for: (\*\*These registrations will open in January 2024)**

<input type="checkbox"/> Mintex Classic K	<input type="checkbox"/> MG Trophy**
<input type="checkbox"/> Mike Hawthorn Jaguar Challenge**	<input type="checkbox"/> Co-ordSport Tin Tops
<input type="checkbox"/> Adams & Page Swinging Sixties	<input type="checkbox"/> Puma Cup
<input type="checkbox"/> Lackford Engineering MG Midget & Sprite Challenge**	<input type="checkbox"/> Turbo Tin Tops
<input type="checkbox"/> Advantage Motorsport Future Classics	<input type="checkbox"/> WOSP New Millennium
<input type="checkbox"/> Modern Classics	<input type="checkbox"/> Liqui Moly Slicks
<input type="checkbox"/> JMC Racing Special Saloons & Modsports	<input type="checkbox"/> Ramair BMW Championship**
<input type="checkbox"/> Gold Arts Magnificent Sevens	<input type="checkbox"/> Verum Builders Open
<input type="checkbox"/> Berkshire Jag Components Jaguar Championship**	<input type="checkbox"/> The Morgan Challenge** (Morgan Challenge registration is £150)

**VEHICLE DETAILS - Please fill out a separate form for each car.**

If your car is new to us, or the silhouette has changed, please attach a photo of the car when returning this form.  
 If applicable, may we use this for promotional purposes?

Vehicle Make:	Vehicle Model:	Engine CC:
Engine Make/Type:	Model Year:	BHP: (Note Blue Book Q11.6.2)
Induction Type: <input type="checkbox"/> - Naturally Aspirated / <input type="checkbox"/> - Supercharged / <input type="checkbox"/> - Turbocharged	Colour:	
Transponder No.:	Please list your three preferred Race Numbers: <span style="float: right; font-size: 0.8em;">Drivers registered in 2023, have until 31/01/24 to retain their race number</span>	
Sponsor Name: (To appear on Entry Lists)		

**SIGNATURE - By signing, you are agreeing to the CSCC Club Rules and Regulations and the terms of the CSCC Privacy Policy. These are available for viewing at [www.classicsportscarclub.co.uk/regulations](http://www.classicsportscarclub.co.uk/regulations)**

Signed: Date:

**PAYMENT DETAILS - For your security, if returning this form by email, please phone through your card details to us on 01225 810655**

Please debit my Credit/Debit card: (We regret we are unable to accept AMEX, Cheques or Cash)

Full card number:

Expiry date:  Security code:  Your payment details will be destroyed once payment has been processed

All membership records are computerised for the sole use of the Classic Sports Car Club Ltd and will **NOT** be released to third parties for marketing purposes. **Recognised Club**

Forms to be returned to:  
 Email: [membership@classicsportscarclub.co.uk](mailto:membership@classicsportscarclub.co.uk)  
 Post: CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY  
 Alternatively, this form can be completed online: [www.classicsportscarclub.co.uk/2024](http://www.classicsportscarclub.co.uk/2024)

24RACEMASTERFORMAT/SEPT2023

CRThompson 08/03/2024



8. APPENDIX A: DYNAMOMETER DECLARATION OF PROCEDURE CONFORMANCE



The following instructions are to aid a consistent procedure setting up a car on at nominated MAHA MSR500 dynamometer operators and issue of results. After testing operator and presenter of the car should date and sign.

1. Provide a scanned copy of the operator disclaimer signed and dated by the car owner or presenter. Countersigned by the operator to declare dynamometer calibrated within 12 months of the test.
2. Check and record Tyre pressures (in PSI).
3. Check Coolant and Engine Oil, check that there is nothing hindering intake air or exhaust, check that the car has adequate fuel for the test (fuel grade as [section 5.15]).
4. Mount the car to the dynamometer and secure in the normal way, warm up the car and check for grip (4<sup>th</sup> gear, full throttle against the dynamometer set with a constant speed of 62mph (100Kph)), ballast passenger side if necessary, this will not affect power measurements.
5. Perform three full power tests in 4<sup>th</sup> gear, target acceleration of 1.6 m/s<sup>2</sup>. Please ensure RPM calibration is carried out precisely @ 5000rpm, please ensure full power test is carried out at full throttle to rev limiter in every case, this ensures fair play and organisers/scrutineers can ensure that gear and final drive ratio's are as they should be as well as engine power. Note maximum engine rpm [section 5.7.1].
6. Store results locally and email [themorganchallenge@gmail.com](mailto:themorganchallenge@gmail.com) where they will be uploaded to Google Drive, both in PDF (Print to PDF), and LKD (dynamometer's own measurement file format for MAHA analysis), please use imperial measurement formats mph, BHP, Lbf.

VEHICLE: .....

DATE: .....

OPERATOR NAME: .....

SIGNED: .....

PRESENTER NAME: .....

SIGNED: .....

*CRThompson* 08/03/2024





A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect  
#RaceWithRespect

**The Values**

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.