



2026 MORGAN CHALLENGE CHAMPIONSHIP

1. SPORTING REGULATIONS – GENERAL PROVISIONS

1.1 TITLE & JURISDICTION:

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

Championship Permit No. CH2026/R079

Championship Grade: C

Race Status: Interclub

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

1.2 CHAMPIONSHIP OFFICIALS:

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

1.2.2 Championship Eligibility Scrutineer: Ian Patton +44(0)7896528302

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

NCR 4.1.1.2. The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants

All Entrants must be -

- a) fully paid up valid membership card holding members of the Organising Club and
- b) Registered for the Championship and
- c) In possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers.

All Drivers and Entrant/Drivers must be -

- a) Current Members of the Organising Club and
- b) Registered for the Championship and
- c) In possession of valid Competition Race Club Licence, *as a minimum*.

Or

Be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (FIA ISC Article 2.3.7 applies).

- 1.3.2.1** Additionally, if participation in the Championship requires absence from education, a driver in full time education is required to have the approval of their head teacher by way of a letter stating such approval 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** All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials.

- 1.3.4** 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 will be ignored for the purpose of points scoring
- (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. (b) and 1.3.2. (b).

1.4 REGISTRATION:

- 1.4.1** All competitors must register for the championship by completing the Registration Form and submitting it together with the Registration Fee to CSCC prior to the Final Closing date for the first round being entered.

- 1.4.2** The Championship Registration form is available from <https://www.classicsportscarclub.co.uk/join-the-csc>

- 1.4.3** The Membership Fee is £49 and the Registration Fee is £150 and should be made payable to Classic Sports Car Club Limited.

- 1.4.4** Registration numbers will be the permanent Competition numbers for the Championship. Numbers may need to be changed on a temporary basis, if/when grids are shared with another category at

any rounds.

1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over 12 Rounds across 6 Events as follows (subject to valid track licence):

| Round | Date | Circuit | Organising Club |
|-------|--------------|----------------------|----------------------|
| 1&2 | 28 March | Donington Park | CSCC |
| 3&4 | 23-26 April | Spa-Francorchamps* | CSCC |
| 5&6 | 28 June | Cadwell Park | CSCC |
| 7&8 | 18 July | Snetterton 300 | CSCC |
| 9&10 | 15 August | Silverstone National | Bentley Drivers Club |
| 11&12 | 26 September | Knockhill | CSCC |

*competitors will need a minimum licence grade of Race National for this event 'Authorisation to take part in National Competitions abroad in accordance with Article 2.3.7 of the FIA ISC'.

1.5.1 Reserve Rounds

In the Event of a round being cancelled for reasons of force majeure, the Organisers may elect to nominate following one of the following replacements (to be notified by Official Championship Bulletin).

1.5.2 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.

1.6 SCORING:

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

| | |
|-------------------------|------------------------|
| 1st in Class: 10 points | 5th in Class: 4 points |
| 2nd in Class: 8 points | 6th in Class: 3 points |
| 3rd in Class: 6 points | 7th in Class: 2 points |
| 4th in Class: 5 points | 8th in Class: 1 point |

[Fastest lap in Class: 1 point]

Where only two cars competing in a Class;

1st in Class: 8 points

2nd in Class: 6 points

[Fastest lap in Class: 1 point]

Where only one car competing in a Class;

1st in Class: 6 points

[Fastest lap in Class not awarded]

Championship Bonus for every two rounds started: 1 point

Class 0 Invitation: will not score points or be eligible for Championship awards.

Double points for classified finishers will be awarded for Rounds 3, 4, 11 and 12.

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- 1.6.2 The totals from all qualifying Events run less 3 will determine final championship points and positions.
- 1.6.3 Ties shall be resolved by considering the best Class scores of all events of the competitors concerned; number of first place class wins, number of second place class wins and so on. If points still remain equal between competitors concerned then a tie will be declared.
- 1.6.4 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round unless these Championship regulations set out a different criteria.
- 1.6.5 Refer to 1.3.5 regarding guest competitors.
- 1.7 AWARDS:**
- 1.7.1 All awards are to be provided by the CSCC and Morgan Sports Car Club (MSCC) unless agreed otherwise.
- 1.7.2 Event Awards: presented by CSCC
1st in Class
2nd in Class (3 or more starters)
3rd in Class (6 or more starters)
- 1.7.3 Championship Awards: presented by MSCC (returned annually, engraved by previous recipient)
Peter Collins Tray – Overall Champion
AR Motorsport Trophy – Overall highest point scorer
Power Torque Roadster Cup – Highest scoring Roadster
Morgan CX Trophy – Highest scoring CX
Clubsport Trophy – Highest scoring Clubsport
Historic Trophy – Highest scoring Historic
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.
No prize money or bonuses will be awarded.
- 1.7.6 Title to all Trophies:
If Provisional Results or Championship Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow them to be reallocated.

2. CHAMPIONSHIP EVENTS & 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 Event 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 Event Organisers in writing. NCR Ch. 3 App. 11 Art. 1.1l 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, event programme or in a Bulletin. Whenever grids are shared with another category, reserves are taken collectively, in date order that entries with payment were taken. No category will have a reserved number of places, nor will they take precedence over another.

2.2 BRIEFINGS:

Organisers must notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings. Any Written briefing is an Official Document.

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 must complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (NCR Ch.12 App.6 Art.3.2).

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9.1) (1.6.4. above applies).

Where it is planned to hold two Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Non-finishers from the first race are entitled to start the second race from the back of the grid, without penalty and in reverse order of retirement. Where two registered competitors share the same car, both must qualify (2.3.2 above applies), the faster of the two shall start the first race, this agreement must be formalised (in writing) by the Championship Co-ordinator.

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, with instructions specified in the Supplementary Regulations or Final Instructions.
The minimum Countdown procedures/audible warnings sequence shall be:-
- I. 1 minute to start of Green Signal/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Signal/Pace Lap.
 - III. After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start
 - IV. A five second board will be used to indicate that the grid is complete.
 - V. The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.
 - VI. After completion of the Pace Lap the red lights will be on and the vehicles must approach the start line in Grid order with the pole driver setting the pace. The red lights will be switched off to indicate that start of the race.
- 2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Signal/Pace lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the start line or pitlane exit, whichever is the later.
- 2.5.4. Any driver unable to start the Green Signal/Pace lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition any driver unable to maintain grid positions on the Green Signal Lap, to the extent that ALL other cars are ahead of them, may complete the Green Signal Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag. A grid involving another category may utilise a split start, in which case the procedure including use of signals will be described in the event supplementary regulations and/or final instructions.
- 2.5.6. The Organisers reserve the right to amend this start procedure via a bulletin issued to all Competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 **SESSION RED SIGNAL:**

Should the need arise to stop any race or practice, red signals will be displayed at the Start line and at all 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. **Marshals** should revert to displaying yellow flags to indicate to **Drivers** the particular location of any incident hence supplementing the Light Panels.

Vehicles 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 NCR, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.
- 2.5.7. Speed Limit: Pit Lane Speed Limit will be 60kph

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. (NCR Ch.3 App.6 Art.1.4)

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-NCR Ch.12 App.8 Art.2.

2.13 ONBOARD CAMERAS:

If used must be fitted prior to scrutineering in accordance with NCR Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

Cameras are highly recommended and may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters. The CSCC and circuit reserve the right to retain and use a copy of video footage.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 CONDUCT OF COMPETITORS:

- 3.1.1 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 2).
- 3.1.2 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.
- 3.1.3 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 to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 ROLLING ROAD:

- 3.2.1 Class 1 – 6: to ascertain the power-to-weight of a car, registered drivers are required to present their car to a Championship approved rolling road every 3 years (or following an engine rebuild). A list of last known test dates will be published on the Championship website, it is the driver's responsibility to arrange the test, obtain a signed declaration of setup conformance and submit to the Technical Secretary no less than one month before their first event entered to be allocated a Class.
- 3.2.2 Class H: exempt from rolling road tests
- 3.2.3 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 Co-ordinator.
- 3.2.4 The Championship Co-ordinator will nominate which MAHA MSR500 are permitted for rolling road testing, these will be published on the Championship website. The Organiser reserves the right to change the nominated operators as required. Graphs and figures from other rolling roads will not be accepted. The dynamometer setup instructions are shown in [Appendix 3].

3.3 LAP RECORDS:

- 3.3.1 The Championship Co-ordinator 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 Organiser reserves the right to amend the records in-line with changes to the class structure.

3.4 CHANGE OF CAR:

- 3.4.1 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

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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 if the car is of a different Class to that originally registered by the driver.

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with NCR Chapter 2 and these Championship Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

4.1.1 Arising from post practice Scrutineering:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.1.21.

4.1.2 Arising from post race Scrutineering:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.2 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2 App.8 Art.2.2 (c).

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

4.2.1 Morgan Challenge competitors will abide by the Club Discipline rules of CSCC. 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 competitors at the circuit and are warned not to conduct 'trial by social media'.

4.2.2 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 Event.

4.2.3 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 Events 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 events. Any subsequent adverse reports may result in the matter being passed to the Championship Stewards and referred to NCR Ch.2 App.2 Art.4 where Disqualification is limited to Disqualification from further participation in the Championship.

4.3 TABLE OF PENALTIES:

| Offence | NCR Reference | Penalty | Licence Penalty Points |
|---|------------------------|--|-----------------------------|
| Abusive language or behaviour | Ch.2 App. Art.1.1. | Session Disqualification | ✓ Ch.2 App.12 Art.1.2.c. |
| Actual Assault or threat of physical assault or particularly aggressive behaviour | Ch.2 App.1 Art.1.1 | Event Disqualification + Consideration of Licence suspension (30 days) | ✓ Ch.2 App.12 Art.1.2.c. |
| Failure to obey the instruction of an official | Ch.6 App.1 Art.2.4 | Qualifying: Fine Race: Grid Penalty | ✓ Ch.2 App.12 Art.1.2.d. |
| Causing a collision, repetition of serious | Ch.12 App.7 Art.1.8 | Qualifying: Grid Penalty Race: Time / Place | ✓ Ch.2 App.12 Art.1.2.a. |

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| mistakes or the appearance of a lack of control of the car | | Penalty | |
| Causing another competitor to leave the circuit, crowding to inside or outside of the track | Ch.12 App.7 Art.1.5 | Qualifying: Grid Penalty Race: Time / Place Penalty | ✓ Ch.2 App.12 Art.1.2.a. |
| Excessive weaving to prevent an overtaking move | Ch.12 App.7 Art.1.5 | Qualifying: Grid Penalty Race: Time / Place Penalty | ✓ Ch.2 App.12 Art.1.2.a. |
| Gaining Unfair Advantage | Ch.2 Ann.A, Art.1.3. | Qualifying: Loss of lap time(s) Race: Time / Place Penalty | x |
| Incompatible with general safety | Ch.2 App.1 Art.1.13 | Disqualification (session or event) | ✓ Ch.2 App.12 Art.1.2.a. |
| Failing to observe the Chequered Flag (taking the flag more than once) | Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14. | Verbal Warning | ✓ Ch.2 App.12 Art.1.2.b. |
| Not obeying the Black Flag | Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14. | Disqualification | ✓ Ch.2 App.12 Art.1.2.b. |
| Not obeying the Black / Orange Flag | Ch.12. App.8 Art.1.7 Ch.2 App.1. Art.1.14. | Qualifying: Loss of lap time(s) Race: Disqualification | ✓ Ch.2 App.12 Art.1.2.b. |
| Overtaking or not slowing down under yellow signals (Between the signal & the incident) | Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14. | Disqualification | ✓ Ch.2 App.12 Art.1.2.b. |
| Overtaking or not slowing down under yellow signals (After incident but before green) | Ch.12 App.8 Art.1.7. Ch.2 App.1. Art.1.14. | Qualifying: Loss of lap time(s) Race: Time / Place Penalty | ✓ Ch.2 App.12 Art.1.2.b. |
| Safety Car: Overtaking or overlapping another competitor | Ch.12 App.8 Art. 2.6 Ch.2 App.1. Art.1.14. | Time Penalty | ✓ Ch.2 App.12 Art.1.2.b. |
| Safety Car: Overtaking of the safety car | Ch.12 App.8 Art.2.6 Ch.2 App.1. Art.1.14. | Lap / Place penalty | ✓ Ch.2 App.12 Art.1.2.b. |
| Exceeding pit lane speed limit | Ch.12 App.11 Art.3.6a) | Qualifying: Fine Race: Drive through penalty | x |
| Failing to attend a drivers' briefing | Ch.6 App.1 Art.2.3 (Ch.5 Part 1 App.5 | Fine | x |

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| | Art.2.3h) & Ch.1 App.2 Art.11.6.i.) | | |
| Making a false start | Ch.12 App.6 Art.7 | Time Penalty: 10 sec | x |
| Reversing in the pit lane or on track | Ch.12 App.7 Art.1.12. | Qualifying: Grid penalty Race: Drive through penalty | ✓ Ch.2 App.12 Art.1.2.a. |
| Running beyond the track limits in qualifying | Ch.12 App.7 Art.1.6 | Loss of lap time(s) [specify the relevant lap time concerned not just the fastest] | x |
| Running beyond the track limits in racing | Ch.12 App.7. Art.1.6. | Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b. | x |

| Safety/Technical Offence | NCR Reference | Minimum Penalty |
|---|--|---|
| Breach of a safety regulation: (Fire extinguisher pin, Fuel sample connector or similar) | Ch.5 App.5 Art.2.3a) | Fine |
| Failing to advise the Clerk of impending eligibility check | Ch.2 App.8 Art.1.7 | Fine |
| Fuel or tyres do not conform to regulations | Ch.8 App.0 Art,1.8 Ch.8 App.2 Art,1.4 | Disqualification from session (plus, any Championship Penalties) |
| Incorrect or unreadable numbers, incorrect missing or misplaced decals | Ch.7 Art.10 Ch.12 App.4 Art.5 | Fine |
| Ineligible or unsafe vehicle at pre-event scrutineering | Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21 | Start refused |
| Ineligible or unsafe vehicle after practice / qualifying | Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21 | Disqualification |
| Ineligible or unsafe vehicle after even | Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.2 | Disqualification (+ Championship Penalty) |
| Scrutineering: False declaration in pre-event paperwork, including those about PPE | Ch.2` App.1 Art.1.11. | Before going on track: Fine (+ must rectify) Been on track: Disqualification |
| Breach of Parc Ferme | | Disqualification |

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

- 5.1.1 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 principal that you cannot.
- 5.1.2 The fact that some modifications are specially mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modifications then clarification from the Eligibility Scrutineer prior to any work being undertaken must be sought.
- 5.1.3 Where a technical issue is disputed (NCR Ch.4 App.1 Art.1.6), the decision of the Organisers shall be final. This includes the acceptance or otherwise allowed participation in the Championship. Should a competitor be concerned that their car, or any part fitted to their car may not fully comply with any specific technical regulation, it is the responsibility of the competitor to contact the Eligibility Scrutineer to discuss these concerns prior to placing a race entry.
- 5.1.4 **STANDARD:** the word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR 1.1.0. 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.

5.2 GENERAL DESCRIPTION:

The Morgan Challenge Championship is for Competitors participating in standard or modified Morgan vehicles in Classes determined by power to weight and Championship Regulations.

5.2.1. Examination of Vehicles:

- 5.2.1.1. The Eligibility Scrutineer (in addition to any other powers held under these Regulations) reserves the right before or after any qualifying session or race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering.
- 5.2.1.2. Competitors must be prepared, with tools and spare parts as necessary, to enable dismantling, removal and inspection of components, or to have any component(s) sealed at the circuit for later inspection by an Eligibility Scrutineer at the competitor's expense.
- 5.2.1.3. A refusal to comply with the request(s) of the Championship Co-ordinator or Eligibility Scrutineer may place the competitor liable to disqualification from any of the following:
- a) a single race,
 - b) all races taking place on the event,
 - c) all races from the point at which a scrutineer's seal had been fitted, or
 - d) the Championship in its entirety for the season in which the refusal takes place.

5.2.2. Class Structure:

- 5.2.2.1. The Championship is divided into 8 classes by the brake horse power per tonne (BHP/Tonne) of each vehicle/driver combination. The calculated BHP/Tonne for each vehicle will determine the minimum permissible weight for that driver / vehicle combination, with the exception of Class H.
- 5.2.2.2. If a car has not been on a MAHA nominated rolling road prior to its first championship race it will be placed into Class 0 (the invitation class).

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5.2.2.3. The Championship Classes are defined as follows:-

| Championship Class | BHP/Tonne (max) |
|--------------------|-----------------|
| Class 1 | 440 |
| Class 2 | 310 |
| Class 3 | 255 |
| Class 4 | 235 |
| Class 5 | 220 |
| Class 6 | 170 |
| Class H | Not specified |
| Class O | Not specified |

5.2.2.4. Cars running forced induction by means of a supercharger/turbo, shall have a reduction of 20 BHP/tonne in that permitted in Class.

5.2.2.5. Class H: open to genuine production road going cars manufactured between 1968 and 1986. Cars must be either original cars, or cars from the period built to exactly the same specification as the model entered. Proof of original road registration is required but this may be from other than UK authorities. It is the intention of the regulations that the appearance of cars should remain as close to original as possible. Only minor modifications to engine and suspension are permitted. Body shells must remain as standard. Cars must remain road legal in all respects.

5.3 SAFETY REQUIREMENTS:

The following Articles of the NCR will apply:-

- For vehicle categories covered reference is drawn to NCR Ch.7 App.3.
- Be fitted with a safety roll-over bar (ROPS) complying with Motorsport UK requirements as specified 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:

5.4.1. All cars must comply with the requirements of NCR Ch.7 and Ch.12.

5.3.1. All vehicles must be of sound construction and mechanical condition and be well maintained.

5.3.2. 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.

5.5 CHASSIS:

5.5.1. The Morgan Challenge Championship encompasses cars of both Standard and Modified traditional steel "ladder" frame and bonded aluminium chassis manufactured by Morgan Motor Company (MMC), conforming to UK Construction and Use Regulations.

5.5.2. Where a chassis is no longer produced by MMC, the use of a chassis, produced by third party that is the same in construction, materials and dimensions **is allowed**.

5.6 BODYWORK:

5.6.1. Permitted Modifications:

1. General

The car must retain a profile and silhouette materially similar to that manufactured by MMC.

2. Interior
3. Exterior
 - Removal of a roof **is allowed**.
 - Full windscreen or aero-screen must be fitted.
 - As a minimum, two mirrors must be fitted giving a clear view to the rear.
 - Fitment of either aluminium, steel or fibreglass front and rear wings **is allowed**.

Class 1:

- Additional air vents/cooling holes may be added in the front face of the front wings and bonnet, **is allowed**.
- The removal of inner wings **is allowed**.

Class 2:

- Additional air vents/cooling holes may be added in the front face of the front wings, **is allowed**.
- Aero 8 can include cooling ducts to the top of the front wing and a diffuser behind the rear axle line. The diffuser must not protrude beyond the rear bodywork.

Class 3 – 4:

- Additional air vents/cooling holes may be added in the front face of the front wings, **is allowed**.

Class H:

- Open cars fitted with a front roll-bar hoop must practice and race with hardtop fitted or with their hood erected. Bumper bars and brackets, if removed, are subject to individual acceptance by the Eligibility Scrutineer. Closed vehicles must have an effective means of ventilation. The silhouette of the car must not be altered, (except for safety equipment or minor amendments subject to individual acceptance by the Eligibility Scrutineer) and brake cooling ducts. Original outer door handles if fitted must be operational.
- Removal of full windscreen, if replaced by aero-screen **is allowed**.

4. Silhouette

- Appendix 4 shows optional aerodynamic frontage permitted;
 - Class 1-2: Drawing 1 - Front “Bumper” Splitter
 - Class 1-6 and H: Drawing 2 - Classic/Historic Spoiler
 - Class 1-2: Drawing 3 - Wing Extension Spoiler

5. Ground Clearance

- The chassis shall have a ground clearance of no less than 100 millimetres measured across the length and width of the chassis.

5.6.2. Prohibited Modifications:

1. General
2. Interior

Class H

- Cars will be expected to retain their original type of trim in so far as it related to fixed portions (e.g. door trim, dashboard trim etc.)
- 3. Exterior
- 4. Silhouette
 - The use of aerodynamic aids such as diffusers, rear spoilers etc. is not allowed. Unless the production version of the car was produced with one by MMC and was homologated.

5.7 ENGINE:

The engine type as fitted to any MMC production Morgan may be used.

5.7.1. Permitted Modifications:

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- Free; cylinder heads, camshafts (retaining standard drive method), valves, pistons, con-rods, crankshafts (retaining standard stroke), fly-wheels.
- Change of engine's RPM either by mechanical or electronic means **is allowed**.
- Change of engine compression ratios **is allowed**.
- The use of any proprietary ECU **is allowed**.
- Means of forced induction by fitment of a Turbo charger or Super charger **is allowed**.

5.7.2. Prohibited Modifications:

- The use of any form of traction control or electronic driver aid for engine or transmissions.
- The use of head configurations not used in production models by the MMC.

Class 2

- CX cars to retain standard MMC ECU software management and map (including boost pressure).

Class H

- Boring to a maximum oversize of 0.060 in. of the manufacturer bore size.

5.7.3. Location:

5.7.4. Oil/Water Cooling:

Class 1 - 3:

- Dry sump system **is allowed**

Class 4 - 6:

- Standard system with modified (shallow) sump **is allowed**

Class H:

- Oil coolers are permitted but with no external ducting. Aluminium water radiators and electric fans are permitted; the fans must not protrude beyond the radiator opening. Radiators must be mounted in the original manufacturer's position.
- Water pump must be fitted and driven by MMC standard method.

5.7.5. Induction Systems:

- Class 1 - 3: Free
- Class 4 - 6: Standard as fitted by MMC.
- Class H: Standard as fitted by MMC, in period SU or Stromberg carburettors mounted directly onto the original inlet manifold which may be polished and ported. Jet, needle sizes and springs are free. Fixed choke dimensions must be as original.

5.7.6. Exhaust Systems:

- All Classes: Free
- Fitting of standard or race catalytic converters of any proprietary make to cars manufactured after 31st December 1999 and to) NCR 7.8.1.8.

5.7.7. Ignition Systems:

- Class 1 – 6: Free
- Class H: Standard as fitted by MMC. It is permissible to fit a basic/simple electronic ignition system solely as a means of replacing contact breaker points. In such systems the distributor must remain the sole means of triggering the spark. Only the original distributor mechanical advance and retard mechanism is allowed. It is permitted to remove vacuum advance/retard systems from the distributor. Engine management or mapping systems are not permitted.

5.7.8. Fuel Delivery Systems:

- All Classes: Free

5.8 SUSPENSIONS:

Suspension configuration must be retained as per MMC standard design.

5.8.1. Permitted Modifications:

- MMC production 5 link rear suspension consisting of trailing arms, live axle, coil overs and panhard rod **is allowed**.
- The use of standard frame front top stays **is allowed**
- The use of kingpins & stub axles from any car produced by MMC **is allowed**. This must match the type of suspension used on the car's chassis type.
- The opening of the bottom lug loop to facilitate camber adjustment **is allowed**.
- Where rear leaf springs are used, a minimum of three leaves must be used.
- The fixing of anti-tramp bars **is allowed**.
- The fitting of single or double action shock absorbers with adjustable damping **is allowed**.
- The fitting of SUPLEX 'Race coils' kit with adjustable platform Rutherford rear damper mounting brackets **is allowed**
- The fitting of SSL kits **is allowed**.

Class 1

- Front frame position is free.
- Front and rear anti roll bars **is allowed**.
- Adjustable coil over dampers on the rear **is allowed**.

Class H

- Front and rear suspension must be as original manufacturer, except it may be strengthened for safety reasons with the approval of the Eligibility Scrutineer.
- Standard manufacturer mounting points must be used for fitting suspension arms and shock absorbers.
- Shock absorbers and springs may be changed. It is not permitted to use alloy bodied shock absorbers or spherical bearings.
- Single tube, steel bodied adjustable shock absorbers are permitted and must be fitted to the original manufacturer's mounting points.

5.8.2. Prohibited Modifications:

- The fitting of push-rod and pull-rod activated suspensions systems **is not allowed**.
- Electronically adjustable suspension systems **is not allowed**.
- The fitting of systems which make it possible for the driver to make any changes to the suspension settings whilst seated in the cockpit **is not allowed**.
- Remote reservoirs **not allowed**.

1. Wheelbase/Track

- The wheelbase and track may be modified. Wheels must remain within the bodywork. Motorsport UK regulations apply.

5.9 TRANSMISSIONS:

5.9.1. Permitted Modifications:

- Any H pattern 4, 5 or 6 speed gearbox, gear sets are free.
- Any MMC production automatic gearbox with or without Tiptronic changing **is allowed**.
- Differential and axle ratios are free.
- The use of a limited slip differential (LSD), either mechanical or electronic, **is allowed**.
 - Class 2 CX cars to retain standard MMC axle and ratios
- The use of a plated or coned LSD or torque bias **is allowed**.
- The use of any proprietary flywheel **is allowed**.
- The use of any proprietary clutch **is allowed**.

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- The use of electronic traction control, where fitted by MMC **is allowed** or can be disabled.

5.9.2. Prohibited Modifications:

- The use of any aftermarket electronic traction control device, where the car was not fitted with such **is not allowed**.
- The fitting of any sequential gearbox **is not allowed**.

Class H

- Gearbox/Clutch: No modifications to original production specifications are permitted except changing steel components to brass/bronze used in gearbox internals with identical dimensions.
- Cars from 1968 to 1972 must run a Moss box gear box, later cars can run a Rover 4 speed or Rover LT77 5 speed box.

1. Transmission & Drive Ratios

- The final drive ratio is free.

5.10 ELECTRICS:

1. Exterior Lighting

- Exterior lighting must meet Motorsport UK NCRs.

Class H

- All electrical equipment and exterior lighting fitted in original manufacture must be retained in the original location, and fully operational; wiring may be changed but electrical equipment must still comply with MOT requirements.

2. Rear Fog Light

- Rear Fog must meet Motorsport UK Regulations.

3. Batteries

- The placement of the Battery to any position within the car is allowed. Subject to Motorsport UK Regulations.

5.11 BRAKES:

5.11.1. Permitted Modifications:

- The fitting (location free) of a mechanical, hydraulic or electronic handbrake **is allowed**.
- ABS where fitted as standard may be disabled or removed.

Class 1

Front Brakes - Maximum 6 pot calipers

Rear Brakes – Maximum 4 pot calipers

- The fitting of front brake discs up to a maximum size of 330mm x32mm **is allowed**.
- The fitting of rear brake discs up to a maximum size of 312mm x 24mm **is allowed**.
- The fitting of vented brake discs (front and rear) **is allowed**.

Class 2

Front Brakes - Maximum 4 pot calipers.

Rear Brakes – Maximum 2 pot calipers.

- The fitting of front brake discs up to a maximum size of 330mm x32mm **is allowed**.
- The fitting of rear brake discs up to a maximum size of 312mm x 24mm **is allowed**.
- The fitting of vented brake discs (front) **is allowed**.

Classes 3-6

Front Brakes - Maximum 4 pot calipers.

Rear Brakes – Drum brakes.

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- The fitting of front brake discs up to a maximum size of 280mm x 12.75mm **is allowed**.
- The fitting of rear brake discs **is not allowed**.

Class H

- It is permitted to fit brake cooling ducts but these must not protrude more than 2cm outside the bodywork and must blend with the surrounding bodywork and no ducting hoses must be visible externally.

5.11.2. Prohibited Modifications:

- Carbon ceramic discs
- Adjustable brake devices are permitted but must not be accessible or adjustable by the driver when the car is in motion.

Class 4, 5, 6, H

- It is not permitted to fit grooved, cross-drilled, ventilated or otherwise modified discs. Discs and drums must be of the material and dimensions originally specified. Brake calipers must be original production items.

5.12 WHEELS/STEERING:

5.12.1. Permitted Modifications:

- The use of Gemma steering box **is allowed**.
- The use of Hi Ratio Steering rack **is allowed**.
- The use of collapsible steering column **is allowed**.
- The fitting of a straight steering column **is allowed**.
- The use of power assisted steering **is allowed**.
- The fitting of a removable or quick release steering of any proprietary make wheel **is allowed**. Motorsport UK NCRs apply.

Class H

- The steering rack/box and column must be standard manufacturer specification.

5.12.2. Prohibited Modifications:

Change of wheel and tyre type/make/compound between practice and race at any event.

1. Construction & Materials

- Wheels may be of steel and/or aluminium (Aero may include Magnesium).
- Wheel nuts must be in accordance with NCR Ch12 App13 6.6.2.

2. Dimensions

Class 1

All cars

- Front Maximum size 9" x 18"
- Rear Maximum size 10" x 18"

Class 2

All cars except Aero 8

- Front / Rear Maximum size 8" x 16"

Aero 8

- Front / Rear Maximum size 9" x 16"

Class 3, Class 4

Plus 8 / V6 Roadsters

- Front / Rear (Alloy, Steel/Wire, Minilite) Maximum size 7" x 16"

4 Cylinders

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- Front / Rear (Alloy, Steel/Wire) Maximum size 6.5" x 15"

Class 5

All cars

- Front / Rear (Alloy, Steel/Wire) Maximum size 6.5" x 15"

Class 6

All cars

- Front / Rear (Alloy, Steel/Wire) Maximum size 6.5" x 15"

Class H

All cars

- Front / Rear (Alloy, Steel/Wire) Maximum size 6" x 15"

5.13 TYRES:

1. Specifications

- If a designated make or size of tyre is not available the Championship Co-ordinator may approve an alternative tyre from the NCR 8.4 in writing to all competitors.
- 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.
- The fitment of slick tyres **is not allowed**.
- The fitment of wet tyres **is not allowed**.

Class 1

Yokohama A052, A048 or alternative treaded tyre from NCR 8.4

Front Maximum size 245 x 16", minimum profile 40% M&H Compound.

Rear Maximum size 255 x 17", minimum profile 40% M&H Compound.

Class 2

All cars except Aero 8

Yokohama A052 or A048. Maximum size 225 x 16" minimum profile 45%

Aero 8

Yokohama A052 or A048. Front Maximum size 225 x 18" minimum profile 40%

Yokohama A052 or A048. Rear Maximum size 245 x 18" minimum profile 40%

Class 3 - 6

Plus 8 / V6 Roadsters

Yokohama A052 or A048. Maximum size 205 x 16" minimum profile 50%

4 Cylinder Cars

Yokohama A052 or A048. Maximum size 195 x 15" minimum profile 50%

Class H

Yokohama A048, A008 AVON and Dunlop with a minimum of 60 profile.

2. Nominated Manufacturers

- All Classes: Yokohama
- Class H: AVON
- Class 1 and H: Dunlop

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

5.14 WEIGHTS:

5.14.1. Any request to review the weights of a car or cars must be made in writing to the Championship Co-ordinator who will consider any such request with the Eligibility Scrutineer.

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- 5.14.2. Competitors must comply with the minimum target weight schedule (published on morganchallenge.co.uk). Allowable tolerance accepted -1%.
- 5.14.3. Tickets from public weighbridges will not be accepted as proof of weight.
- 5.14.4. Cars can be weighed before/after qualifying and/or races using the calibrated Championship digital corner scales. Any discrepancies will be dealt with by the Eligibility Scrutineer and Championship Coordinator and reported to the Chief Scrutineer and Clerk of Course.
- 5.14.5. Class 1 – 6: to include driver and safety equipment (helmet, gloves, boots, overalls, HANS device and any other safety device stipulated or raced with).
- 5.14.6. Class H: to exclude driver and safety equipment (helmet, gloves, boots, overalls, HANS device and any other safety device stipulated or raced with).

5.15 FUEL TANK/FUEL:

1. Types

- The changing of the fuel tank material to any material allowed by NCR 7.4.1 **is allowed**.
- The changing of the fuel tanks capacity to any capacity that will fit within the car's bodywork **is allowed**.

2. Locations

- Free

3. Fuel

- The use of proprietary additives - Lead replacement and or Ethanol Reduction **is allowed**.
- Permitted pump fuels are defined in NCR 8.1.1.7 Pump Fuel section (a) Petrol: Commercially available Motor Gasoline (see Appendix 1) and complying with BS4040, BSEN228 or BS7800 and (b) Petrol in compliance with FIA Appendix J Art 266, specifically Article 3 (Advanced Sustainable Fuels) only, may be used; fuel which exceeds the stated RON (max) levels in NCR 8.1 Specifications Table 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 NCR 7.8.2.

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. Supplier's decals (where applicable) must be affixed in or near the positions detailed on any diagram supplied with those decals. Supplier decals take preference to any other decals. Drivers may be requested to remove decals that are viewed as conflicting with official Suppliers. Failure to comply with the above tenders the vehicle and driver ineligible to race.

2. Suppliers

Supplier and Club decals will be available at the first race in which the vehicle is entered. Competition numbers will be obtained at the competitor's expense.

6. APPENDICES:

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

6.1 RACE ORGANISING CLUBS & CONTACTS:

Race Committee Members

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
TMT Co-ordinator: Peter Sargeant
Social Secretary: Michele Bailey

Technical Committee Members

Class Representatives:

Class 1 Keith Ahlers
Class 2 Louis Ruff
Class 3 James Sumner
Class 4 Kelvin Laidlaw
Class 5 Chris Bailey
Class 6 Chris Bailey
Class H Richard Plant

Preparers:

Techniques
Brands Hatch Morgans
Revolutions
Williams Automobiles
New Elms
Wolf Performance

James Gateson
Brett Syndercombe
Elliot Paterson
Henry Williams
Patrick Carney
Cain Poulton

Championship Stewards

Steward: Chas Windridge
Steward: Simon Scott
Steward: Chris Williams

6.2 COMMERCIAL UNDERTAKINGS:

Deleted

6.3 TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES:

Deleted

6.4 PROMOTIONAL ACTIVITIES:

Deleted

8. APPENDIX 2: RESPECT CODE



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.

9. APPENDIX 3: 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 (4th 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 4th gear, target acceleration of 1.6 m/s². 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 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:

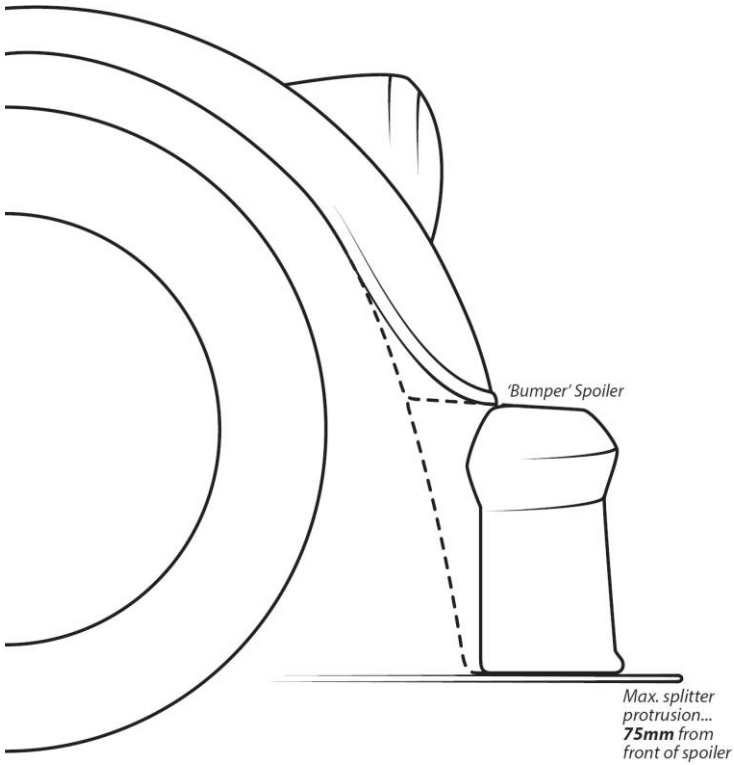
SIGNED:

PRESENTER NAME:

SIGNED:

10. APPENDIX 4: AERODYNAMIC SILLOHETTE DESIGNS

Drawing 1: Front "Bumper" Splitter



Drawing 2: Classic / Historic Spoiler



Drawing 3: Wing Extension Spoiler

