

2024 CSCC Lackford Engineering Midget & Sprite Challenge Regulations



PUBLISHED COPY updated 1.2.1 17/07/24

47 years of Midget & Sprite Racing 1977 -2024

These are the good old days

CSCC LACKFORD ENGINEERING MIDGET & SPRITE CHALLENGE 2024

SPORTING & TECHNICAL REGULATIONS

The following are the formal technical regulations of the championship. This formal system is essential but not sufficient; no set of regulations can cover all contingencies, and no system of policing can detect all violations. The championship depends more on the conscience of the individual than on the strictness of the regulations or the efficiency of its policing. If championship vehicle control is ever conducted on the principal that anything goes that is not explicitly forbidden, the purpose of the regulations will be frustrated and the championships reputation seriously damaged. Each driver or entrant must make a conscientious effort to conduct himself at all times in accordance with the spirit as well as the letter of the regulations

<https://www.classicsportscarclub.co.uk/midget-sprites>

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Midget & Sprite Challenge is organised and administered by the Classic Sports Car Club (CSCC) in accordance with the General Regulations of Motorsport UK Association Ltd (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

The CSCC reserve the right to issue additional Newsletters clarifying or amending items in these Regulations, due to "force majeure" or for safety reasons. These will then form part of these Regulations, notwithstanding D.11.2 (MOTORSPORT UK Yearbook) All such Newsletters will be issued to all registered Competitors.

MOTORSPORT UK Championship Permit Number: CH2024/R088 (C)

RACE STATUS: Interclub Race.

MOTORSPORT UK Championship Grade: Grade C

1.2 Officials: amended 17/07/24 Championship bulletin 1

1.2.1 Co-ordinator: Mike Parker, 78 Baker Road, Abingdon, Oxon, OX14 5LJ

Co-ordinator: Gil Duffy, Mallins Croft, Batchcombe Lane, Storridge, Malvern, Worcs. WR13 5ER. Telephone 01886 880882 or 07977 554087.

1.2.2 Licenced Eligibility Scrutineer: M Mattison

1.2.3 Championship Stewards: Colin Stancombe
Peter Hall
Geoff Clark

(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:

- Be fully paid-up (£49 for 12 months) valid membership card holding members of the Classic Sports Car Club (CSCC) and
- Be registered for the Championship
- Be in possession of a valid MOTORSPORT UK Entrants licence.

V1 14/02/24

Motorsport UK Certificate No: CH2024/R0888 (C)



Recognised Club

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1.3.2 Drivers must:

- (a) Be current members of the CSCC
- (b) Be registered for the Championship (£99 for the 2024 season) and
- (c) Be in possession of a valid Competition (Racing) Interclub minimum licence,
- (d) 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 his/her 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 educational establishment.

1.3.3 All necessary documentation must be presented digitally for checking at all rounds when signing-on. In case required by an official, competitors are also required to have their physical, valid race licence with them at race meetings.

1.3.4 The official Championship decals are mandatory and must be carried in the pre- designated or otherwise agreed areas to entitle entry to the race start grid and score Championship points. These are not required if entering the invitation class.

1.4 Registration:

1.4.1 All competitors must register for the championship with the CSCC, either online or by returning the registration form with the registration fee prior to the Final Closing date for the first round being entered.

1.4.2 The full registration fee is £99.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship. Numbers may need to be changed on a temporary basis, if grids are shared with another category at any rounds.

1.5 Championship Events:

1.5.1 The CSCC Lackford Engineering Midget & Sprite Challenge will be contested over 12 rounds for the named classes. The best 10 rounds to count.

R1/R2	March 23rd/24th	DONINGTON (NATIONAL)
R3/R4	April 27th	OULTON PARK (INTERNATIONAL)
R5/R6	June 1st	SILVERSTONE (NATIONAL)
R7/R8	July 20 th /21st	ANGLESEY (COASTAL)
R9/R10	August 25 th /26th	BRANDS HATCH (INDY)
R11/R12	September 28th/29 th	SNETTERTON (300)

1.6 Scoring:

1.6.1 Points will be awarded to Competitors listed as classified finishers in each class within the Final Results as follows: Points per Round/Class -

If 3 starters or more: - 1st 10 points, 2nd 8 points, 3rd 7 points, 4th 6 points, 5th 5 points, 6th 4 points, 7th 3 points, 8th 2 points, 9th 1 point

If 2 starters 1st 9 points, 2nd 7 points.

If 1 starter 1st 7 points.

1 point will be awarded to the driver(s) setting the fastest lap in each class. If more than one driver sets the same fastest lap then each shall receive the additional point irrespective of classification in the results.

Competitors in the Invitation Class will not score points and for the purposes of points scoring will be ignored.

1.6.2 The totals from the net number of qualifying events set out in the Calendar will determine final championship points and positions.

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

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:

- (a) will be deemed "Guest Competitors" and race in the invitation class.
- (b) will not score points and for the purpose of points scoring will be ignored
- (c) will not qualify for Event awards
- (d) must 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), as appropriate.



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1.7 Awards

- 1.7.1 All awards are to be provided by the Organising Club unless otherwise stated.
- 1.7.2 Per Round: All classes (excluding invitation class) – Trophies for 1st, 2nd & 3rd places in each class subject to 3, 5 & 7 runners.
- 1.7.3 Championship:
End of season trophies for all Classes (excluding invitation class) will be provided by the CSCC.
- 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 any provisional 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 round 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 the Final Instructions, event programme 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 meeting. Competitors must attend all specified 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).
- 2.3.3 Where it is planned to hold two Championship races at the same meeting, only one Qualifying session will be scheduled. The fastest time set in Qualifying will set the grid for the first race and the second fastest time will set the grid for the second race.

2.4 Races:

- 2.4.1 Should any race be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the race (Q12.15) (1.6.4. above applies)

2.5 Starts:

- 2.5.1 Starting procedures will be listed within the meeting supplementary instructions.
- 2.5.2 Starts may be a mixture of rolling and standing, as specified in the meeting regulations.
- 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 later to take the start from the grid. but must not prevent a reserve (from any category taking place as part of this grid) already waiting in the pitlane from starting.



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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 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 start line and at all Marshals Signalling Points around the Circuit.

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

During the race, cars may not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.

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. Refuelling is not permitted during qualifying or race sessions unless specified in the meeting regulations.

2.7.4 Speed Limit: Pit Lane Speed Limit will be as specified in the meeting regulations.

2.8 Race Finishes:

2.8.1 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 Times, 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:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Q12.8.1.

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 General Regulations.

2.13 On Board Cameras:

Are highly recommended. The Clerk of the Course, Stewards and Championship organisers may make use of any such footage in reaching their decisions on any judicial matters. Footage may be retained and used by the circuit and club.

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. All members agree to comply with CSCC member regulations and disciplinary policy, they are reminded that the conduct of their team could also incur penalty.



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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 by selecting Policies and Guidelines.

4. CHAMPIONSHIP RACE PENALTIES:

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these regulations.

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 may invoke the provisions of Regulation C3.5.1 (c).

4.2 Additional Specific Championship Penalties:

Any Competitor disqualified from the results of an Event will not be allowed to count the score as part of any dropped scores.

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 principle that you cannot.

5.1.2 The Championship Eligibility Scrutineer / Championship Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Championship either personally or through a nominated representative. In the case of the road modified and historic class, the distributor shall be kept clear of obstructions to allow temporary removal to check the crankshaft type. It is therefore highly recommended that timing position marks be provided by the entrant/driver to enable re-fitting to the same position. The costs of such checking shall be borne by the CSCC but the CSCC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the Motorsport UK Yearbook. Any breach of the Technical Regulations, or a breach of the procedure surrounding the Technical Regulations will be the subject of a report to the Clerk of the Course. If a car is found to be ineligible for the Championship it must race only in the invitation class and no points will be scored until the vehicle conforms to the regulations.

5.1.3 Any part of the car may be inspected in accordance with J3.1.5 and J3.1.6

- Any cost of stripping or rebuilding for inspection where an engine or gearbox has been sealed at the specific request of the Eligibility Scrutineer or their representative will be the responsibility of the competitor.
- It must be understood that the responsibility for ensuring the car complies with the regulations lies entirely with the competitor, and if they have any doubt at all a written request for confirmation must be made to the Championship Co-ordinator.

5.1.4 The term OEM (Original Equipment Manufacture) as used throughout these Regulations relates to the Motorsport UK definition of "Standard Parts" and "Standard Pattern Parts" and stated in Section B of the current MSUK Yearbook as noted in Clause 3.2.

STANDARD PART: Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.

STANDARD PATTERN PART: A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. a standard part, manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

5.1.5 No modifications are permitted from the OEM specification other than those specified hereafter or listed in official Technical Bulletins as issued. It must be clearly understood that if the following texts do not clearly state that you can do the works you should work on the principle that you cannot.

5.1.6 Where items are listed in the following texts under the headings "Prohibited Modifications", it must be understood that this is not an exhaustive list and the references made above must be understood and acknowledged.

5.1.7 The term "standard" applies to components shown in the exploded diagrams in the workshop manual AKD 4021

5.1.8 Presentation of a vehicle for scrutineering is a declaration by the Competitor that the vehicle is eligible for that event.

5.2 General Description

5.2.1 The Midget & Sprite Challenge is for Competitors participating in -

MG Midget/Austin Healey Sprite vehicles. For Historic, Race Modified and Road Modified classes this may include historic bodied versions of these



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cars including:

Ashley, Lenham, Sebring, Speedwell, WSM and Arkley to which Midget & Sprite Challenge regulations prevail overall.

Historic cars must have a bodyshell as used pre-1966. Later manufactured shells are permitted provided they are to the same body style (for example, the same wheel arch profile) as used in a pre-1966 car. In cases of doubt as to the eligibility of a body style that is not a standard Midget or Sprite type then the onus for proof that those body styles have been used in period lies with the entrant/driver. MOT certificates, Insurance and Road Fund licences are not required.

5.3 Safety Requirements:

5.3.1 Motorsport UK Section K Safety Criteria Regulations will apply.

5.3.2 Cars must comply with MOTORSPORT UK General Technical Requirements as detailed in current Yearbook sections Section J & Section Q

5.4 Class Structure:

Class A Fully Modified Cars

Class E Race Modified Cars

Class D Road Modified Cars

Class H Historic Cars

Class C Midgets and Sprites fully complying with the CSCC Swinging Sixties Series and its specific Sprites and Midgets regulations, as defined and to the rules set out in those regulations.

Invitation class. Cars invited at the discretion of the coordinator.

5.5 Chassis:

5.5.1 **Class C** – As per Swinging Sixties regulations.

All other Classes - The chassis or unitary construction of the car must remain to the Manufacturers Specifications in construction and material between wheel centres, except as defined below. To be clear – space framing of this area is not permitted – strengthening, such as seam welding, is. Note The transmission tunnel is a fundamental part of the chassis and as it lies within the wheelbase should not be replaced or substantially modified. It should remain constructed in steel and welded to the chassis floor etc. Note: "Isle of Wight" Frogeye Sprites (manufactured by The Frogeye Car Company) are permitted, provided they comply otherwise with all other technical requirements.

5.5.2 For **fully modified and race modified classes** it is acceptable to modify the gear change opening to allow the fitting of and access to permitted gear boxes. To be more specific, this means that from the heel board (measured along the top of the tunnel) the tunnel must remain in the original profile and in steel welded to the floor for a distance of 18 inches. In front of that the profile may be changed to enable the fitting of any permitted gearbox with the engine moved back as far as is required. However, the changed profile in front of the 18 inch point referred to above must be in steel and welded to the floor, The top of the re-profiled tunnel around the gear change opening may have a removable section in any material.

5.5.3 **Fully Modified** The boot floor, rear outriggers, outer part of rear wheel arch and inner rear wheel arch behind wheel centre may be removed. The battery & heater tray, front outriggers, and front wheel arches may be removed. Front suspension top turrets may be cut back to original mountings and must still use original pick-up points.

5.5.4 **Race and Road Modified** Without compromising safety or structural integrity, material may be removed from panels which will be hidden from view when car is in use.

5.6 Bodywork

5.6.1 Permitted Modifications

5.6.1.1. GENERAL:

Class C – As per Swinging Sixties regulations.

All other Classes - Front & rear bumpers may be removed.

5.6.1.2. INTERIOR:

Class C – As per Swinging Sixties regulations.

Road Modified and Historic - Original pattern dashboard must be used - material free.

Fully and race modified - free

All other Classes: Original seats, carpet, trim may be removed, alternative drivers seat may be fitted.

5.6.1.3 EXTERIOR:

Class C – As per Swinging Sixties regulations.

All other Classes - Front wings/valance/bonnet may be replaced in alternative material. Any replacement front ends must retain the lighting pods. Panel material free, except for historic where carbon fibre and Kevlar is not permitted.

Fully Modified - Doors, rear wings, boot lid and rear valance may be replaced in alternative material. May remove bottom of rear panel up to 2 inches below bottom of the rear lamp fixed plinth. No protrusions allowed beyond bodywork under boot area, except for exhaust pipe.

Road modified and Historic - All body panels to be located as original. A one piece front may be fitted. Original or alternative grille surround to be retained

5.6.1.4 SILHOUETTE:



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Class C – As per Swinging Sixties regulations.

All other Classes - Must retain standard door apertures.

Fully Modified - Control dimensions for forward protrusion of air dams/splitters - Not further than headlamp glass front tip. Arch extensions / flares free.

Frogeye bonnet (when fitted as appropriate OE) - Not further than front edge of bodywork (not flasher)

Undertrays may be fitted.

Rear aerodynamic aids to be limited to the confines of the original panels. The aids will not be supported/devoid from the original panel in any way but will be attached to the original panel. Height above upper tip of the rear lamp cluster will be limited to 5 inches.

e.g. Width of spoiler limited to the centre line of the rear wing top line. Depth to be limited to the original boot lid.

Road Modified and Historic - To be as original; no flared arches.

Race Modified - Wheel arches may be flared to a Maximum of 2 inches either side (external measurement) from original line of bodywork.

Historic – Windscreens and hardtops/hoods must be retained.

5.6.1.5. GROUND CLEARANCE:

Class C – As per Swinging Sixties (MSUK) regulations.

All other Classes - minimum 40mm

5.6.2 Prohibited Modifications:

5.6.2.1 GENERAL:

Class C – As per Swinging Sixties regulations.

All other Classes - Headlamp cowls not permitted, except for historic class where part of a period front end, E.g. Ashley. Sills may not be modified to introduce aerodynamic aids.

Road Race Modified and Historic- Aerodynamic aids including under-trays prohibited.

5.7 Engine:

5.7.1 Class C – As per Swinging Sixties regulations.

All other Classes – OE cast iron BMC "A" Series (or Triumph 1500 type) engine blocks & cylinder heads must be used. Marina/Ital blocks permitted. Maximum engine capacity 1500cc unless otherwise stated.

Road Race Modified: 82mm maximum stroke.

Fully Modified- Stroke free.

5.7.2 Permitted Modifications:

Class C – As per Swinging Sixties regulations.

Fully modified, Race modified and Road modified - 948/1098/1275/1500 engines may be fitted to alternate chassis However the vehicle must otherwise conform to a 1275 Midget in all other respects.

Cylinder heads may be gas flowed and have ports/chambers re-shaped, modified and polished. Valve size, springs and ratio free. Reboring of cylinders permitted within proscribed limits. Camshaft free. Camshaft drive free, driven from crankshaft. Lightening of engine components permitted. Steel Main caps permitted. Modifications to sump pan permitted. Inlet manifolds free. Back plates free. Non OEM bolts, studs and fixings may be used. Forged or cast pistons may be used.

Later 1500 type engines may be used in all classes but must retain standard stroke. 60 thou. maximum overbore.

Fully and race modified - Steel Cranks and Rods permitted. For clarification, "multi-web" crankshafts are permitted.

Road Modified- A-series engines - Max capacity 1380cc.

Race modified - A-series engines - Cubic capacity free, subject to stroke 82mm maximum.

Historic - - 948/1098/1275 engines may be fitted to alternate chassis. Max capacity 1293cc.

Cylinder heads may be gas flowed and have ports/chambers re-shaped, modified and polished. Valve size, springs and ratio free, but no roller rockers. Reboring of cylinders permitted within proscribed limits. Camshaft free. Camshaft drive to be chain driven only (no belts), driven from crankshaft. Lightening of engine components permitted. Steel Main caps permitted. Modifications to sump pan permitted. Inlet manifolds free. Back plates free. Non OEM bolts, studs and fixings may be used. Forged or cast pistons may be used.

5.7.3 Prohibited Modifications:

Class C – As per Swinging Sixties regulations.

All other Classes - Supercharging, turbocharging, fuel injection, use of anything other than OE blocks and OE 5-port heads.

Electronic ignition systems triggered by Flywheel/Crankshaft or systems which process intelligent information from engine and/or ambient conditions.

Road modified– Only OEM Midget crankshafts and Marina or Ital may be used. For clarification, the use of "multi-web" or aftermarket steel crankshafts is prohibited.

Historic – Original pattern steel cranks are permitted. For clarification, the use of "multi-web" crankshafts is prohibited.

Road modified and Historic - Conrods of longer centre to centre distance than std 1275.

5.7.4 Engine Location:

Class C – As per Swinging Sixties regulations.

Fully Modified only - Free

Race Modified- Maximum displacement to rear of original position as measured from the centre of front wheels 8 inches.



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Road Modified and historic - Standard OE location

5.7.5 Oil/Water Cooling:

Class C – As per Swinging Sixties regulations.

All other Classes - Original type wet sump system to be retained. Oil cooler may be fitted. Radiator and position free, other than historic where original pattern radiator (material free) in standard location must be used. Thermostat, by-pass hose & Heater may be removed. Type and location of cooling hoses free. Electric water pumps prohibited in Historic.

5.7.6 Induction Systems:

Class C – As per Swinging Sixties regulations.

All other Classes - See Yearbook J5.4.2.

Race and Fully Modified: Carburettors & Manifolds free.

Road Modified and historic - Twin SU, size free for road modified, max 1.5" for historic, or single Weber up to 45DCOE

5.7.7 Exhaust Systems:

Road Race and Fully Modified: Free.

Road Modified and historic: Must run below the floor of bodyshell. Exhaust systems are free beyond the manifold but must exit at the rear of the car. For historic, exhaust may exit from the side of the car.

Class C – As per Swinging Sixties regulations.

5.7.8 Ignition System:

All Classes other than C – Electronic Engine management systems of any type are not permitted. Mechanical Distributors must be retained and be the sole means of ignition advance and retard and distribute HT spark and trigger LT circuit. OE Lucas distributor bodies in the standard location must be used but may be modified. Electronic ignition permitted. Distributor caps, leads and plugs free. No distributors are to be used with electronic control of the ignition advance

5.7.9 Fuel Delivery System:

All Classes – Free.

5.8 Suspension:

5.8.1 Permitted Modifications:

Class C – As per Swinging Sixties regulations.

All other Classes: Coil spring rates and length free. Pivot bush material and top trunnion free. Wheel camber angles are free. Rear spring rates free. Rear dampers free. Bush material free. Panhard rod free. Rose jointing permitted except for historic.

Road Modified and Historic: Front - Must use standard steering rack, arms, stub-axles, suspension pick up points. Must retain OE Armstrong bodies and arms on front, but may otherwise be modified. Must retain original front wishbones. Original pattern anti-roll bars only using standard pick up points – diameter thickness free. Other period patterns of anti roll bar may be used for historic if period documentary evidence can be provided (such as fia homologation papers)

Fully modified: Must use original front suspension pickup points, other than that front suspension is free. No restrictions to further modifications. Triumph uprights/ hubs can be used. Must use original type axle casing.

Historic: Must use original OE axle casing and original pattern drop links; no rose joints.

Race Modified: Front - Must use standard steering rack, arms, stub-axles, suspension pick up points. Must retain OE Armstrong bodies and arms on front, but may otherwise be modified. Must retain original front wishbones. Anti-roll bars and drop links free. Second rose jointed top link may be added. Second link, if added, must pivot along the axis of the original lever arm and no further than 16.5cm rearwards from the front edge of the original lever arm. Camber/Castor – Lever arm top link may be modified by addition of rose joints and fabricated trunnions to provide adjustment. Springs - Original location, rate free; Additional dampers permitted. Additional locating members free. Anti-roll bar free.

5.8.2 Prohibited Modifications:

Road Modified and Historic – No front telescopic shock absorbers. A Second rose jointed top link may be added. Second link, if added, must pivot along the axis of the original lever arm and no further than 16.5cm rearwards from the front edge of the original lever arm.

Road and Race modified – Fabricated front top wishbone replacing lever arm shock absorber. Independent rear suspension.

5.8.3 Wheelbase/Track:

Class C – As per Swinging Sixties regulations.

Wheelbase: All other Classes - To be as original. i.e. 80 inches.

Track: Free.

5.9 Transmission:

5.9.1 Permitted Modifications:

Class C – As per Swinging Sixties regulations.

All other Classes - Gearbox ratios, clutch and operation free. Rear axle ratios free/Competition half-shafts allowed.



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Fully and Race modified and Historic - Locked/ limited slip differentials

5.9.2 Prohibited Modifications:

Class C – As per Swinging Sixties regulations.

Road Modified - Limited slip and locked differentials. Maximum 4 forward gears.

Historic – Dog engagement gearboxes. Maximum 4 forward gears.

All other Classes - Sequential Gearchanges.

5.9.3 Transmission & Drive Ratios

Road modified: Rear Axle - Original OE casing, ratio free. Rear axle locations - 1 extra point permitted. Half shafts free. Gearbox - Austin A Series or Triumph type only, (i.e. 'Dog boxes' not permitted) Maximum number of forward gearbox ratios 4. Straight cut gears are permitted.

Race modified - Axle casings free. A40 non OE casing may be used subject to 5.6.1.4 wheel arches. Additional location members free. LSD or locked differentials permitted.

Fully modified - Ford Gearbox allowed, Maximum number of forward gearbox ratios 4

Race modified - Gearbox free. Maximum number of forward gearbox ratios 5

Historic - Rear Axle - Original OE casing, ratio free. Rear axle locations Panhard rod only, no additional anti-tramp bars or additional location points permitted. Half shafts free. Gearbox - Austin A Series only, (i.e. 'Dog boxes' not permitted) Maximum number of forward gearbox ratios 4. Straight cut gears are permitted.

Class C – As per Swinging Sixties regulations.

5.10 Electrics:

5.10.1 Exterior Lighting:

Class C – As per Swinging Sixties regulations.

All other Classes - Must be fitted with operable 7 inch headlamps, standard tail lamp lens.

5.10.2 Rear Rain Light:

All Classes - Mandatory as per current MOTORSPORT UK Yearbook

5.10.3 Batteries:

All Classes - Position & Type free

5.10.4 Generators:

Class C – As per Swinging Sixties regulations.

Road Modified and Historic - As per MOTORSPORT UK yearbook J5.14.3 The dynamo/alternator must remain fully operational at all times. Pulley diameters are unrestricted.

Fully and Race Modified - As per MOTORSPORT UK yearbook J5.14.3 (racing cars)

5.10.5 Generally:

All Classes - Non OEM starter motors are permitted. Data logging systems are permitted.

5.11 Brakes:

5.11.1 Permitted Modifications:

All Classes - Servos allowed. Dual circuit conversions, competition pads / shoes, Aeroquip hoses permitted.

Fully and Race Modified- Free

Road Modified - Standard diameter Discs, OE calipers and standard OE diameter rear drums. Brake cooling ducts using only existing panel apertures permitted. e.g. side lamp holes. Additional cooling holes may be made in backplates and cooling ducts may be fitted into front valance or under the car.

Historic - Period correct vehicle can use Sebring set up with Girling calipers and Wolseley 1500 rear brakes (or alternatives as per FIA homologation). Otherwise, standard diameter Discs, OE calipers and standard OE diameter rear drums. Bias pedal box permitted. Must not be adjustable from the cockpit.

5.11.2 Prohibited Modifications:

Road Modified and Historic - Larger Disc/calliper/drums or aluminium drums. Brake Bias adjustable from the driving seat .

5.12 Wheels/Steering:

5.12.1 Permitted Modifications:

All Classes - Collapsible type steering columns may be used

5.12.2 Prohibited Options:

All Classes - original steel wheels.

5.12.3 Road Wheel Construction & Materials:

Class C – As per Swinging Sixties regulations.

All other Classes- Alloy or Steel wire spoked, Weller type steel racing wheels permitted in Historic. 13" diameter. Historic period wheels pre-1966. It is advised that original alloy wheels are replaced with modern copies due to fatigue issues with older wheels.



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5.12.4 Road Wheel Dimensions:

Fully Modified - Any width.

Race Modified - 6.0" Max width

Road Modified - 5.5" Max width

Historic - 5.0" Max width

Class C - As per Swinging Sixties regulations.

5.13 Tyres:

5.13.1 Specification and Nominated Manufacturer:

Fully Modified - Free

Race Modified- Any tyre from list 1A,1B or 1C plus ACB10. Yokohama AO48 and AO50.

Road Modified- Avon ZZS, CR500, CR28, Yokohama AO48R, A050 plus any other list 1A

Historic - Historic Period treaded crossplys to max width 5.00. Dunlop CR65 L section preferred. (Dunlop M section and Avon ACB 9 alternatives)

Class C - As per Swinging Sixties regulations.

5.14 Weights:

5.14.1 General:

The principle is to equalise the performance of the car and driver combination. The minimum car/driver weights at the completion of every qualifying session and race must be in accordance with this regulation regardless of laps completed. It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during qualifying session or race. If a Car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation, the Championship Eligibility Scrutineer will determine whether any lost part should be taken into account.

The minimum weight is "in the condition in which the vehicle and the Competitor (wearing their complete racing apparel, scrutineered Race Suit, boots, gloves and helmet) including any weight ballast where applicable, crosses the finish line or at any other time during qualifying or race and without the addition or removal of any solid or fluid matter". For the purpose of the Regulation, qualifying or race is deemed to include any transfer to a place of post event scrutiny as directed by an official.

5.14.2 Minimum Weights:

Fully Modified	590kg
Race Modified and Historic	650kg
Road Modified	700kg
Class C	No minimum weight

5.15 Fuel Tank/Fuel:

5.15.1 Types:

All Classes - Free. The fuel pump construction and positioning is "free" subject to compliance with Motorsport UK Yearbook requirements.

5.15.2 Tank Location:

Fully and Race Modified - free.

Road Modified and Historic - Under or within boot.

Class C - As per Swinging Sixties regulations.

5.15.3 Fuel:

All Classes - Pump Fuel -As defined in section B (Nomenclature & Definitions) current MOTORSPORT UK Yearbook. A Motorsport UK approved additive is permitted. Refuelling is not permitted during qualifying, on the starting grid or during a race.

5.16 Silencing:

5.16.1 Specification:

All Classes - Free subject to MOTORSPORT UK Yearbook regulations.

5.17 Numbers and Championship Decals:

5.17.1 Numbers: - Black on white/Both sides and bonnet.

3 x CSCC logo stickers to be in the same areas as the numbers.

2 x small Championship Logo Decals - location on bodywork is free. 2 x Lackford Engineering Decals -

Both sides behind rear wheel arch. Decals are available from the co-ordinator prior to race meetings and may be available at the meetings; this can not be guaranteed, however. It is the drivers responsibility to ensure decals are arranged prior to the first meeting the driver is competing in.

Championship decals are mandatory. Any car not displaying Championship decals will not be awarded championship points and will be placed in the invitation class.

5.17.2 Suppliers: - (Decals). Subject to the co-ordinator's approval, within the spirit of the class & championship.

5.18 Presentation, Conduct and Driving Standards:

At the start of each free practice, qualifying session or race, the cars must be presented to a high standard and must be clean and in good order. The



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Championship Organisers reserve the right to forbid cars not meeting this requirement from taking part.

6 APPENDICES:

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

6.1 Race Organising Clubs and Contracts:

6.2 Commercial Undertakings:

6.3 Trade Support Vehicle Decals & Overall Patches:

6.4 Promotional activities:

7 REGISTRATION:

Please join the CSCC and register for the championship at <https://www.classicsportscarclub.co.uk/join-the-csc>

CONTACT DETAILS

Please feel free to contact any of the people below if you have any questions or need any further information. The chair will be able to give specific advice of a technical nature if you are unsure of any of the regulations.

New drivers are encouraged to speak with us, and we will be happy to give as much advice as is needed, including set-up for new cars.

Co-ordinator – Mike Parker mikeparker78@btinternet.com

[Co-ordinator: Gil Duffy, Mallins Croft, Batchcombe Lane, Storrige, Malvern, Worcs. WR13 5ER. Telephone 01886 880882 or 07977 554087.](mailto:gil.duffy@btinternet.com)

Technical – Mark Turner sebring115@gmail.com 07980 620081

Sponsor – Robin Lackford robin.lackford@btconnect.com 01403 864600

Classic Sports Car Club - <https://www.classicsportscarclub.co.uk/> click 'contact us'.



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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](https://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.



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