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49 years of Midget & Sprite Racing 1977- 2026



These are the good old days

## CSCC LACKFORD ENGINEERING MIDGET & SPRITE CHALLENGE 2026

### SPORTING & TECHNICAL REGULATIONS

The following are the formal sporting and 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 themselves 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 Motorsport UK National Competition Rules (NCR) incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

The CSCC reserves 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.

MOTORSPORT UK Championship Permit Number: CH2026/R076

RACE STATUS: Interclub Race.

MOTORSPORT UK Championship Grade: Grade C

##### 1.2 **Championship Officials:**

- |       |                                      |   |
|-------|--------------------------------------|---|
| 1.2.1 | Championship Co-ordinator:           | Gil Duffy                                   |
| 1.2.2 | Championship Eligibility Scrutineer: | M Mattison                                  |
| 1.2.  | Championship Stewards:               | Colin Stancombe<br>Peter Hall<br>Lisa Selby |

NCR 2.5.1.5 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

NCR 2.5.1.6 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 NCR 2.2.1 (subject to the rights of appeal provided for in Section C).

NCR 4.1.1.2 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 NCR 2.2.1 subject to the rights of appeal to the National Court provided in NCR.

### 1.3 **Competitor Eligibility:**

#### 1.3.1 Entrants must:

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

#### 1.3.2 Drivers must:

- (a) Be current members of the CSCC
- (b) Be registered for the Championship ( £150 for the 2026 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 their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their educational establishment.

1.3.3 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and as a result receives financial gain where, in respect of Junior Championships, the principal is not also the parent/guardian. This Being considered as being a Team includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the Code, the NCR and these Championship Regulations as may be amended from time to time and shall;

- (a) hold a valid Motorsport UK Entrant licence;
- (b) have at least £5 million Public Liability Insurance;
- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect;
- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid suitability check certificate supplied through Motorsport UK;
- (f) ensure that representative(s) and driver coaches attend training/briefing when required;
- (g) adhere to the NCR in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;

- (h) nominate one member of their Team as the Team Representative at each meeting Event including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities;  
(risk assessment management tool available from Motorsport UK)

1.3.4 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 digital/physical, valid race licence with them at race events.

1.3.5 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 £150.

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: A, C, D, E and H. The best 10 rounds to count.

R1/R2	March 28th/29th	Donington Park (National) *
R3/R4	April 18th	Mallory Park *
R5/R6	May 24th/25th	Brands Hatch (Indy) *
R7/R8	June 27th/28th	Cadwell Park *
R9/R10	July 18th/19th	Snetterton 300 *
R11/R12	August 8th	Oulton Park (International) *

\* subject to valid track licence.

#### **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 shall be resolved using the formula in NCR Ch. 4 App. 3 Art. 4.

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 Guest Competitors may be permitted by contacting Gil Duffy, the Championship Coordinator, 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.

## **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 1, 4 & 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 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 3.11.1.1(I) 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 will notify Competitors of the times and locations for all briefings in the Final Instructions for the event. Competitors must attend all specified 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 (General Regulations NCR 12.6.3.2).
- 2.3.3 Where it is planned to hold two Championship races at the same event, 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 NCR 12.6.9.1 (1.6.4. above applies)

## **2.5 Starts:**

- 2.5.1 Starting procedures will be listed within the event Supplementary Regulations or Final Instructions.
- 2.5.2 Starts may be a mixture of rolling and standing, as specified in the event Supplementary Regulations or Final Instructions.
- 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.
- 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 NCR 12.6.6.11 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 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 Re-fuelling: 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. Re-fuelling is not permitted during qualifying or race sessions unless specified in the event regulations.

2.7.4 Speed Limit: Maximum Pit Lane Speed Limit will be 60 kph or as specified in NCR 12.11.3.6

## **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. NCR 3.6.1.4

## **2.10 Timing Modules:**

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with NCR 12.6.2.2

### **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 12.8.2

### **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.

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

## **4. CHAMPIONSHIP RACE PENALTIES:**

All penalties will be in accordance with NCR Chapter 2.

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

4.1.1 Arising from post practice Scrutineering or Judicial action: Minimum Penalty: The provisions of General Regulation: NCR2.8.1.21

4.1.2 Arising from post-race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of NCR 2.8.2.2a/ 2.8.2.2b

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of NCR 2.8.2.2c

#### 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 NCR. 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.

Any part of the car may be inspected in accordance with NCR 7.12.1.8, NCR 7.12.1.9

- 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 his 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 he has any doubt at all a written request for confirmation must be made to the Championship Co-ordinator.

5.1.3 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 NCR 1.1

**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 CSCC Lackford Engineering Midget & Sprite Challenge is for Competitors participating in - MG Midget/Austin Healey Sprite vehicles and special bodied versions of these cars, as specified in the individual class regulations. MOT certificates, Insurance and Road Fund licences are not required.

## **5.3 SAFETY REQUIREMENTS:**

- 5.3.1 Motorsport UK Safety Criteria Regulations will apply. NCR 7.3.20 /7.7.7/ 7.6.1/ 7.4.2/ 7.5.5./ 9.0.3 / 7.7.4.
- 5.3.2 Cars must comply with MOTORSPORT UK General Technical Requirements as detailed in current NCR sections Chapter 7 and Chapter 12.

MOT certificates, Insurance and Road Fund licences are not required.

### **Numbers and Championship Decals:**

- 5.4.1 **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 events and may be available at the events; this can not be guaranteed, however. It is the drivers responsibility to ensure decals are arranged prior to the first event 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.

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

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

## Specific Class Regulations

### 6 Class A Fully Modified

#### 6.1 Chassis

The structure of the car should be as a std unitary body excluding the following. Isle of Wight Healey sprites are also eligible subject to the coordinators acceptance.

- a) Front inner wing single skin parts may be removed
- b) The battery tray may be removed
- c) The rear understructure of the car rearwards from the axle centre line may be removed. The rear shroud (rear wings etc) can be made so that it is removable
- d) Radiator supports may be removed.
- e) Strengthening, such as seam welding is permissible
- f) 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 heal board forward the tunnel must remain as far as possible in the original profile and in steel welded to the floor. The profile may be changed for the sole purpose of fitting of any permitted gearbox with the engine moved back as far as is required. The propshaft in all cases must be covered by steel in case of a propshaft failure.
- g) Front Suspension top turrets may be cut back to original mounts (for the sole purpose of fitting a coil over damper assembly) however must use the original pickup points

#### 6.2 BODYWORK:

##### 6.2.1 Modifications Permitted

##### 6.2.1.1 General

Front and rear bumpers may be removed.

Ashley, Lenham, Sebring, Speedwell, WSM, Williams and Pritchard and Arkley and any other period pre 1985 bodywork style. The Competitor is responsible for proving the provenance of any such bodywork and given the nature of the historical modifications the committee have the casting authority if a body style may be used.

#### 6.2.1.2.1 Interior

Free.

#### 6.2.1.3. Exterior

Front wings, valence and bonnet, bootlid, doors, rear wings and rear valence may be replaced by alternative material. Cars must maintain lighting pods. A one-piece front may be fitted.

The bottom of the rear panel may be removed up to 2" (50.8mm) below the rear lamp fixed plinth.

A tonneau cover may be fitted and should meet regulation NCR12.13.2.5 However, a flexible cover is preferred to reduce the chance of driver injury in case of accident.

Ventilation holes may be cut in the front end (bonnet, wings, front valence).

#### 6.2.1.4 Silhouette

- a) Must maintain standard door apertures.
- b) Wheel Arches may be flared
- c) Hood may be removed and a hardtop can be run if desired.
- d) Windscreen and side windows may be removed and can be replaced by an Aeroscreen.
- e) Front Air Dams and Splitters. Std Midget shape: not further than the headlamp glass front tip. Frogeye and other body styles: not further than the front edge of the bodywork.
- f) 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" (127mm). e.g. Width of the spoiler limited to the centreline of the wing top line, depth limited to original boot lid.
- g) Undertrays may be fitted.

#### 6.2.1.5 Ground Clearance:- minimum 40mm

#### 6.2.2 Modifications Prohibited

Headlamp cowls not permitted, except where part of a period front end, E.g. Ashley.  
Sills may not be modified to introduce aerodynamic aids.

#### 6.3 ENGINE

##### 6.3.1.1 Permitted Modifications

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. Alternative rockers may be used  
Reboring of cylinders permitted within proscribed limits and Forged or cast pistons may be used.

Camshaft free. Camshaft drive free, driven from crankshaft.  
Lightening of engine components permitted.  
Steel Main caps permitted.  
Crankshafts and conrods are free. Steel crankshafts (both std and Multiweb) are permitted  
A series capacity maximum 1500cc, stroke free.  
Modifications to Steel sump pan permitted.  
Back plates free.  
Non-OEM bolts, studs and fixings may be used.  
Front crankshaft pulley free

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

#### 6.3.2 Prohibited Modifications.

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

#### 6.3.3. Engine Location: Free

#### 6.3.4. Oil/Water Cooling

Original type wet sump system to be retained. Oil cooler may be fitted. Radiator and position free.  
Thermostat, by-pass hose & Heater may be removed. Type and location of cooling hoses free.

#### 6.3.5. Induction Systems

Inlet manifold and carburettor/s free

#### 6.3.6. Exhaust Systems: Free

#### 6.3.7. Ignition Systems

Crank triggered Electronic Engine management systems of any type are not permitted.  
Electronic or Mechanical Distributors (advance curve can be modified) must be retained and be the sole means of ignition advance and retard and distribute HT spark and trigger LT circuit. Electronic ignition permitted. Distributor caps, leads and plugs free. Distributors can be used with electronic control of the ignition advance, but it must be wholly contained within the distributor body. Hall effect or optical triggers within the distributor may be substituted for points. Electronic rev limiters allowed.

#### 6.3.8. Fuel delivery systems :- Free

### 6.4 SUSPENSIONS

#### 6.4.1 Permitted Modifications

Front Suspension Free but must use original suspension pickup points  
Rear suspension free

6.4.2. Prohibited Modifications Independent rear suspension.

6.4.3. Wheelbase/Track

To be as original. i.e. 80 inches, Track free

6.5 TRANSMISSIONS

6.5.1 Permitted Modifications

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

Gearbox free, Maximum number of forward gear ratios 4. Must use H pattern selector. Sequential shift prohibited.

Any Austin A series axle (for example Morris Minor, A40 etc LSD, torque biasing or locked differentials permitted.

6.6 ELECTRICS

6.6.1 Exterior Lighting

Must be fitted with operable 7 inch headlamps, standard tail lamp lens.

6.6.2. Rear Fog Light

Mandatory as per current MOTORSPORT UK NCR

6.6.3. Batteries Position & Type free

6.6.4. Generators

As per MOTORSPORT UK NCR 7.5.1.2(racing cars)

**Generally:** - Non OEM starter motors are permitted. Data logging systems are permitted.

6.7 BRAKES

6.7.1. Permitted Modifications

Free, Servos allowed. Dual circuit conversions, competition pads / shoes, Aeroquip hoses permitted.

6.7.2. Prohibited modifications

ABS systems

6.8 WHEELS/STEERING

6.8.1. Permitted options

Collapsible type steering columns may be used.

6.8.2. Prohibited options Original Steel wheels

6.8.3. Construction & Materials

Alloy or Steel wire spoked, Weller type steel racing wheels permitted

6.8.4. Dimensions

13" Diameter, width free

## 6.9 TYRES

### 6.9.1. Type Free

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

## 6.10 WEIGHT

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.

Minimum weight 590kg

## 6.11 FUEL TANK/FUEL

### 6.11.1. Types

Fuel tank Free. The fuel pump construction and positioning is "free" subject to compliance with Motorsport UK NCR requirements

### 6.11.2. Location Free

### 6.11.3. Fuel

Permitted-Fuel –As defined in NCR 8.1 A Motorsport UK approved additive is permitted. Refuelling is not permitted during qualifying, on the starting grid or during a race.

### 6.12.1. Silencing

Free subject to Motorsport UK NCR 7.8.3.

## **7 Class C Swinging 60s**

For all sprites and Midgets complying with CSCC Swinging 60s regulations.

## **8 Class D Road Modified**

### 8.1 Chassis

The structure of the car should be as a std unitary body excluding the following

- a) Front inner wing single skin parts may be removed
- b) The battery tray may be removed

- c) The rear outer wings, rear shroud may be replaced by a permanently bonded fibreglass rear end.
- d) It is permissible to make a hole in the boot floor to enable a fuel tank collector to protrude though in the case where an in-boot tank is used. Max hole dia (or equivalent if circular) is 200mm in diameter
- e) Radiator supports may be removed.
- f) Strengthening, such as seam welding is permissible but spaceframing is not

## 8.2 BODYWORK:

### 8.2.1 Modifications Permitted

#### 8.2.1.1 General

Front and rear bumpers may be removed

Ashley, Lenham, Sebring, Speedwell, WSM, Williams and Pritchard and Arkley and any other period pre 1980 bodywork style. The Competitor is responsible for proving the provenance of any such bodywork.

#### 8.2.1.2 Interior

Original Pattern dashboard must be used. Material free.

Original seats, carpet, trim may be removed, alternative drivers seat may be fitted.

#### 8.2.1.3. Exterior

a) Front wings, valence and bonnet may be replaced by alternative material. Cars must maintain lighting pods. All body panels to be located as original. A one-piece front may be fitted.

b) Doors may be replaced or skinned in aluminium or fibreglass

c) A small bulge is permissible on the bonnet solely to clear the carburettor linkage. No Holes here are permissible

d) Holes in Bonnet/front end are permissible on the side panels of the front wings and (rear edge) rear edge of the bonnet.

Max area Bonnet rear edge 300cm<sup>2</sup>

Max area Wing side rear edge 200cm<sup>2</sup> per side

e) It is not permissible to add a vent hole for radiator air exit.

f) An oil cooler vent is permissible below the radiator grill opening. Max area 400cm<sup>2</sup>

g) A tonneau cover may be fitted and should meet regulation NCR 12.13.2.5. However, a flexible cover is preferred to reduce the chance of driver injury in case of accident.

#### 8.2.1.4 Silhouette

- a) Must maintain standard door apertures.
- b) No Flared arches
- c) Hood may be removed, and a hardtop can be run if desired.
- d) Windscreen may be removed and replaced by an Aeroscreen.

#### 8.2.1.5 Ground Clearance:- minimum 40mm

## 8.2.2 Modifications Prohibited

Headlamp cowls not permitted, except where part of a period front end, E.g. Ashley. Sills may not be modified to introduce aerodynamic aids.

Aerodynamic aids including under-trays prohibited.

Holes in bodywork excluding those mentioned above.

## 8.3 ENGINE

### 8.3.1 Permitted Modifications

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. Alternative rockers may be used

Reboring of cylinders permitted within proscribed limits and Forged or cast pistons may be used.

Camshaft free. Camshaft drive free, driven from crankshaft.

Lightening of engine components permitted.

Steel Main caps permitted.

A series only OEM Midget crankshafts and Marina or Ital Crankshafts may be used with standard stroke 3.2" (81.28mm)

Aftermarket Steel Conrods may be used but must have std centre to centre distance (5.75" A series engine)

Modifications to Steel sump pan permitted.

Back plates free.

Non-OEM bolts, studs and fixings may be used.

Front crankshaft pulley free

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

A series engines maximum capacity 1380cc

Note of advice:- As engine blocks are now becoming short in supply it may make sense to consider a plus 0.060" overbore which gives 1330cc. This allows for a further overbore or cylinder liner in case of bore damage.

### 8.3.2 Prohibited Modifications.

Supercharging, turbocharging, fuel injection,

Use of anything other than OE blocks and OE 5-port heads.

Aftermarket non BMC/Leyland Crankshafts are prohibited. (forged, Billet, Multiweb)

Conrods of longer centre to centre distance than std 1275.

### 8.3.3. Engine Location As original car.

### 8.3.4. Oil/Water Cooling

Original type wet sump system to be retained. Oil cooler may be fitted. Radiator and position free.

Thermostat, by-pass hose & Heater may be removed. Type and location of cooling hoses free.

#### 8.3.5. Induction Systems

Twin SU, size free or single Weber up to DCOE45/Dellorto up to DHLA45 . Inlet manifold free

#### 8.3.6. Exhaust Systems

Must run below the floor of bodyshell which must be fully visible from the underside of the car. Exhaust systems are free beyond the manifold but must exit at the rear of the car.

#### 8.3.7. Ignition Systems

Crank-triggered Electronic Engine management systems of any type are not permitted. Electronic or Mechanical Distributors (advance curve can be modified) must be retained and be the sole means of ignition advance and retard and distribute HT spark and trigger LT circuit. Electronic ignition permitted. Distributor caps, leads and plugs free. Distributors can be used with electronic control of the ignition advance but it must be wholly contained within the distributor body. Hall effect or optical triggers within the distributor may be substituted for points. Electronic rev limiters allowed.

#### 8.3.8. Fuel delivery systems :- Free

### 8.4 SUSPENSION

#### 8.4.1 Permitted Modifications

##### **Front –**

Coil spring rates and length free. Top trunnion free. Wheel camber angles are free.

Must use standard steering rack, arms, stub-axles, suspension pick up points. Must retain OE Armstrong bodies and arms.

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. Lever arm dampers may use uprated or adjustable valves.

Rose jointing permitted of front damper triangulation and ARB drop links.

Suspension travel may be altered from standard.

Lower A arm inner bushes, top trunnion and antiroll bar chassis mountings may use alternative material instead of original rubber bushes.

Front Damper body may be spaced up to 20mm from the body mounting for the sole purpose of allowing an adjustable plate assembly for camber adjustment.

Must retain original front wishbones. Original pattern anti-roll bars only using standard pick up points – diameter free.

##### **Rear-**

Rear spring rates free. Rear dampers free. Suspension Bush material free. An extra rose jointed rear axle location link is permissible with one body mounting point. Suspension travel may be altered from standard.

8.4.2. Prohibited Modifications No front telescopic dampers. Rose/Spherical joints in other locations to those specified above.

8.4.3. Wheelbase/Track

To be as original. i.e. 80 inches, Track free

## 8.5 TRANSMISSION

### 8.5.1. Permitted Modifications

Gearbox ratios, clutch and operation free. Rear axle ratios free/Competition half-shafts allowed. Must use original gearbox type. Straight cut gears permitted. Must use original axle

8.5.2. Prohibited Modifications Limited slip, torque biasing and locked differentials. Dog engaged gears (dog boxes). Alternative axles.

## 8.6 ELECTRICS

8.6.1 Exterior Lighting Must be fitted with operable 7 inch headlamps, standard tail lamp lens.

8.6.2. Rear Fog Light

Mandatory as per current MOTORSPORT UK NCR

8.6.3. Batteries Position & Type free

8.6.4. Generators

As per NCR 7.5.1.2 The dynamo/alternator must remain fully operational at all times. Pulley diameters are unrestricted.

**Generally:** - Non OEM starter motors are permitted. Data logging systems are permitted.

## 8.7 BRAKES

### 8.7.1. Permitted Modifications

Servos allowed. Dual circuit conversions, competition pads / shoes, Aeroquip hoses permitted. Standard 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.

### 8.7.2. Prohibited modifications

Larger Disc/calliper/drums or aluminium drums. Brake Bias valves adjustable from the driving seat .

## 8.8 WHEELS/STEERING

#### 8.8.1. Permitted options

Collapsible type steering OE columns may be used

#### 8.8.2. Prohibited options Original Steel wheels

#### 8.8.3. Construction & Materials

Alloy or Steel wire spoked, Weller type steel racing wheels permitted

#### 8.8.4. Dimensions

13" Diameter, 5.5" Max width

8.9.1 TYRES 1. Specifications Any List 1a, 1b tyre, Yokohama A048R, A050, Avon ACB9 (5.0/22.0 x13), Dunlop L&M Section 450L13 and 450M13

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

#### 8.10 WEIGHT

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 his 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.

700kg

#### 8.11 FUEL TANK/FUEL

##### 8.11.1. Types

Fuel tank Free. The fuel pump construction and positioning is "free" subject to compliance with Motorsport UK NCR requirements

##### 8.11.2. Locations as original or in the boot area

##### 8.11.3. Fuel

Permitted Fuel –As defined in NCR 8.1 A Motorsport UK approved additive is permitted. Refuelling is not permitted during qualifying, on the starting grid or during a race.

#### SILENCING

##### 8.12

Free subject to MOTORSPORT UK NCR 7.8.3 regulations

## 9 Class E Race Modified

### 9.1 Chassis

The structure of the car should be as a std unitary body excluding the following. Isle of Wight Healey sprites are also eligible subject to the coordinators acceptance.

- a) Front inner wing single skin parts may be removed
- b) The battery tray may be removed
- c) The rear under-structure of the car rearwards from the axle centre line may be removed. The rear shroud (rear wings etc) can be made so that it is removable
- d) Radiator supports may be removed.
- e) Strengthening, such as seam welding is permissible
- f) 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 forward the tunnel must remain as far as possible in the original profile and in steel welded to the floor. The profile may be changed for the sole purpose of fitting of any permitted gearbox with the engine moved back as far as is required. The propshaft in all cases must be covered by steel in case of a propshaft failure.

## 9.2 BODYWORK:

### 9.2.1 Modifications Permitted

#### 9.2.1.1 General

Front and rear bumpers may be removed

Ashley, Lenham, Sebring, Speedwell, WSM, Williams and Pritchard and Arkley and any other period pre 1980 bodywork style. The Competitor is responsible for proving the provenance of any such bodywork.

#### 9.2.1.2 Interior: Free.

#### 9.2.1.3. Exterior

Front wings, valence and bonnet, bootlid, doors, rear wings and rear valence may be replaced by alternative material. Cars must maintain lighting pods. A one piece front may be fitted.

A small bulge is permissible on the bonnet solely to clear the carburettor linkage.

Holes in Bonnet, wings, front valence/front end are permissible

A tonneau cover may be fitted and should meet regulation NCR12.13.2.5 However a flexible cover is preferred to reduce the chance of driver injury in case of accident.

#### 9.2.1.4 Silhouette

- a) Must maintain standard door apertures.
- b) Arches may be flared up to a maximum of 2" either side (external measurement) from original line of bodywork.
- c) Hood may be removed and a hardtop can be run if desired.
- d) Windscreen and side windows may be removed and can be replaced by an Aeroscreen.

9.2.1.5 Ground Clearance:- minimum 40mm

## 9.2.2 Modifications Prohibited

Headlamp cowls not permitted, except where part of a period front end, E.g. Ashley. Sills may not be modified to introduce aerodynamic aids. Aerodynamic aids including under-trays prohibited. Holes in bodywork excluding those mentioned above.

## 9.3 ENGINE

### 9.3.1 Permitted Modifications

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. Alternative rockers may be used.

Reboring of cylinders permitted within proscribed limits and Forged or cast pistons may be used.

Camshaft free. Camshaft drive free, driven from crankshaft.

Lightening of engine components permitted.

Steel Main caps permitted.

Crankshafts and conrods are free. Steel crankshafts (both std and Multiweb) are permitted

A series capacity free with max stroke 82mm.

Modifications to Steel sump pan permitted.

Back plates free.

Non OEM bolts, studs and fixings may be used.

Front crankshaft pulley free

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

A series engines maximum capacity free.

Note of advice:- As engine blocks are now becoming short in supply it may make sense to consider a plus 0.060" overbore as maximum. This allows for a further overbore or cylinder liner in case of bore damage.

### 9.3.2 Prohibited Modifications.

Supercharging, turbocharging, fuel injection,

Use of anything other than OE blocks and OE 5-port heads.

9.3.3 Engine Location:- Maximum displacement to rear of original position as measured from the centre of front wheels 8 inches.

### 9.3.4 Oil/Water Cooling

Original type wet sump system to be retained. Oil cooler may be fitted. Radiator and position free. Thermostat, by-pass hose & Heater may be removed. Type and location of cooling hoses free.

### 9.3.5. Induction Systems

Inlet manifold and carburettor/s free

### 9.3.6. Exhaust Systems

Free

### 9.3.7. Ignition Systems

Crank triggered Electronic Engine management systems of any type are not permitted. Electronic or Mechanical Distributors (advance curve can be modified) must be retained and be the sole means of ignition advance and retard and distribute HT spark and trigger LT circuit. Electronic ignition permitted. Distributor caps, leads and plugs free. distributors can be used with electronic control of the ignition advance but it must be wholly contained within the distributor body. Hall effect or optical triggers within the distributor may be substituted for points. Electronic rev limiters allowed.

### 9.3.8. Fuel delivery systems :- Free

## 9.4 SUSPENSIONS

### 9.4.1 Permitted Modifications

**Front suspension-** Must use standard steering rack, arms, stub-axles, suspension pick up points. Must retain original front wishbones. Anti-roll bars and drop links free. Coil spring rates and length free. Pivot bush material and top trunnion free. Wheel camber angles are free

Must retain OE Armstrong bodies and arms on front, but may otherwise be modified. Lever arm damper body may be spaced off the chassis. 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;

Dampers additional telescopic and/or std, or adjustable lever arm valves

**Rear Suspension ;-** . Rear spring rates and type free. Rear dampers free.. Additional locating members free. Anti-roll bar free.

### 9.4.2. Prohibited Modifications Independent rear suspension.

### 9.4.3. Wheelbase/Track

To be as original. i.e. 80 inches, Track free

## 9.5 TRANSMISSION

### 9.5.1 Permitted Modifications

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

Gearbox free, Maximum number of forward gear ratios 5. Must use H pattern selector, sequential shift gearboxes prohibited.

Any Austin A series axle (for example Morris Minor, A40 etc) non OE casing may be used subject to 5.6.1.4 wheel arches. Additional location members free. LSD or locked differentials permitted.

## 9.6 ELECTRICS

9.6.1 Exterior Lighting must be fitted with operable 7 inch headlamps, standard tail lamp lens.

### 9.6.2. Rear Fog Light

Mandatory as per current MOTORSPORT UK NCR

### 9.6.3. Batteries Position & Type free

### 9.6.4. Generators

As per MOTORSPORT UK NCR 7.5.1.2 (racing cars)

**Generally:** - Non-OEM starter motors are permitted. Data logging systems are permitted.

## 9.7 BRAKES

### 9.7.1. Permitted Modifications

Free, Servos allowed. Dual circuit conversions, competition pads / shoes, Aeroquip hoses permitted.

### 9.7.2. Prohibited modifications

ABS systems

## 9.8 WHEELS/STEERING

### 9.8.1. Permitted options

Collapsible type steering columns may be used.

### 9.8.2. Prohibited options Original Steel wheels

### 9.8.3. Construction & Materials

Alloy or Steel wire spoked, Weller-type steel racing wheels permitted

### 9.8.4. Dimensions

13" Diameter, 6" Max width

## 9.9 TYRES 1.

9.9.1 Specifications Any NCR List 1a, 1b or 1C tyre , Avon ACB9 (5.0/22.0 x13), Avon ACB10, Dunlop L&M Section 450L13 and 450M13 or Continental 450T13.

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

## 9.10 WEIGHTS

The principle is to equalise the performance of the car and driver combination. The minimum car/driver weights at the completion of every qualify ing 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.

Minimum weight 650kg

#### 9.11 FUEL TANK/FUEL

##### 9.11.1. Types

Fuel tank Free. The fuel pump construction and positioning is “free” subject to compliance with Motorsport UK Yearbook requirements

##### 9.11.2. Locations Free.

##### 9.11.3. Fuel

Permitted Fuel –As defined in NCR 8.1 A Motorsport UK approved additive is permitted. Refuelling is not permitted during qualifying, on the starting grid or during a race.

#### 9.12 SILENCING

Free subject to Motorsport UK NCR 7.8.3 regulations

## 10 Class H Historic

### 10.1 Chassis

The structure of the car should be as a std unitary body excluding the following

- a) Front inner wing single skin parts may be removed or replaced with alternative material such as Aluminium
- b) The rear outer wings, rear shroud may be replaced by a permanently bonded fibreglass or aluminium rear end.
- c) It is permissible to make a hole in the boot floor to enable a fuel tank collector to protrude though in the case where an in-boot tank is used. Max hole diameter (or equivalent if circular) is 200mm in diameter. A Sebring Sprite period battery box is also acceptable sunk into the rear floor.
- d) Strengthening, such as seam welding is permissible but spaceframing is not.

### 10.2 BODYWORK:

#### 10.2.1 Modifications Permitted

Front and rear bumpers may be removed

Ashley, Lenham, Sebring, Speedwell, WSM, and Williams and Pritchard and any other period pre 1966 bodywork style. The Competitor is responsible for proving the provenance of any such bodywork. For the avoidance of doubt any original wheel arch style is acceptable, both square(SWA) or round wheel arches (RWA) but

must be together with the correct bodywork, An Ashley hardtop with RWA is ok but not a Lenham Lemans which would have had a SWA.

#### 10.2.1.2 Interior

Original Pattern dashboard must be used. Material free. Period alternatives are also acceptable with documentary evidence (such as those used on Sebring coupes)

Original seats, carpet, trim may be removed, alternative drivers seat may be fitted.

#### 10.2.1.3 Exterior

Front wings, valence and bonnet may be replaced by alternative material (excluding carbon Fibre and Kevlar). Cars must maintain lighting pods. All body panels to be located as original. A one-piece front may be fitted.

Doors may be replaced or skinned in aluminium or fibreglass

No bodywork Holes are allowable unless shown in period (for example the mk2 sprite had a slot for the oil cooler in the front valence)

#### 10.2.1.3 Silhouette

- a) Must maintain standard door apertures.
- b) No Flared arches (unless original for body style such as Lenham GT)
- c) Windscreens and hardtops/hoods must be retained

#### 10.2.1.4 Ground Clearance:- minimum 40mm

#### 10.2.2 Modifications Prohibited

Headlamp cowls not permitted, except where part of a period front end, E.g. Ashley. Sills may not be modified to introduce aerodynamic aids. Aerodynamic aids including under-trays prohibited. Holes in bodywork excluding those mentioned above.

### 10.3 ENGINE

#### 10.3.1 Permitted Modifications

948/1098/1275/ 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. Alternative rockers may be used (but not roller rockers)

All original cast iron cylinder blocks may be used (midget, marina, ital or transverse) and may be lined

Reboring of cylinders permitted within proscribed limits and Forged or cast pistons may be used.

Camshaft free. Camshaft drive chain only, driven from crankshaft.

Lightening of engine components permitted.

Steel Main caps permitted.

Aftermarket Steel Conrods may be used but must have std centre to centre distance (5.75")

OEM Midget crankshafts and Marina or Ital Crankshafts may be used as well as like for like replacement aftermarket forged cranks. Stroke max 3.2"(81.28mm)

Modifications to Steel sump pan permitted.  
Back plates free.  
Non OEM bolts, studs and fixings may be used.  
Front crankshaft pulley free

Maximum capacity 1293cc

#### 10.3.2 Prohibited Modifications.

Supercharging, turbocharging, fuel injection,  
Use of anything other than OE blocks and OE 5-port heads.  
Only original design crankshafts are allowed, Multiweb cranks are not allowed.  
Roller rockers are not allowed.  
Conrods of longer centre to centre distance than std 1275.

#### 10.3.3. Engine Location: As original car.

#### 10.3.4. Oil/Water Cooling

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

#### 10.3.5. Induction Systems

Twin SU, max 1.5" or single Weber up to 45 DCOE /Dellorto upto DHLA45. Inlet manifold free

#### 10.3.6 Exhaust Systems

Must run below the floor of bodyshell and be visible from beneath the car. Exhaust systems are free beyond the manifold but must exit at the rear or side of the car.

#### 10.3.7 Ignition Systems

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. Hall effect or optical triggers within the distributor may be substituted for points. Electronic rev limiters allowed.

#### 10.3.8. Fuel delivery systems :- Free

### 10.4 SUSPENSION

#### 10.4.1 Permitted Modifications

**Front** - Coil spring rates and length free. Pivot bush material and top trunnion free. Wheel camber angles are free. Must use standard steering rack, arms, stub-axles, suspension pick up points. 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. Armstrong lever arm shock absorbers/dampers are mandatory, Must use Midget/Sprite o/e parts, which may be fitted with modern replaceable adjustable or altered valves. Suspension travel may be altered from standard

Must retain original front wishbones. Original pattern anti-roll bars only using standard pick up points – diameter 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)

**Rear** Spring rates free. Bush material free. Panhard rod allowed. Rose jointing permitted of panhard rod.

Armstrong lever arm shock absorbers/dampers are mandatory, Must use Midget/Sprite o/e parts, which may be fitted with modern replaceable adjustable or altered valves. Factory adjustable units are also permitted. Suspension travel may be altered from standard

10.4.2. Prohibited Modifications No telescopic dampers, rod ends/spherical joints or rose jointed links apart from those mentioned in permitted modifications. No additional tramp bars or additional location points. Front dampers can not be spaced off the body.

#### 10.4.3. Wheelbase/Track

To be as original. i.e. 80 inches, Track free

### 10.5 TRANSMISSIONS

#### 10.5.1 Permitted Modifications

Gearbox ratios, clutch and operation free. Rear axle ratios free/Competition half-shafts allowed. Must use original gearbox type (A series). Straight cut gears permitted. Must use original axle. Limited slip differentials of plate, torque biasing or locked are allowed.

10.5.2. Prohibited Modifications Dog engaged gears (dog boxes). Alternative axles.

### 10.6 ELECTRICS

10.6.1 Exterior Lighting. Must be fitted with operable 7 inch headlamps, standard tail lamp lens.

10.6.2. Rear Fog Light

Mandatory as per current NCR

10.6.3. Batteries. Position & Type free

10.6.4. Generators

As per MOTORSPORT UK NCR 7.5.1.2 The dynamo/alternator must remain fully operational at all times. Pulley diameters are unrestricted.

**Generally:** - Non-OEM starter motors are permitted. Data logging systems are permitted.

## 10.7 BRAKES

### 10.7.1. Permitted Modifications

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

Period correct vehicle can use Sebring set up with Girling calipers and Wolseley/Riley 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.

### 10.7.2. Prohibited modifications

Larger Disc/calliper/drums. Brake Bias valves adjustable from the driving seat .

## 10.8 WHEELS/STEERING

### 10.8.1. Permitted options

Collapsible type steering OE columns may be used

### 10.8.2. Prohibited options Original Steel wheels

### 10.8.3. Construction & Materials

Alloy or Steel wire spoked, Weller type steel racing wheels permitted

### 10.8.4. Dimensions

13" diameter. 5" Max width

## 10.9 TYRES .

### 10.9.1 Specifications

Historic Period treaded crossplys to max width 450 Dunlop CR65 L or Continental 450 T Renner

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

## 10.10 WEIGHTS

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 his 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.

Minimum weight 650kg

#### 10.11 FUEL TANK/FUEL

##### 10.11.1 Types

Fuel tank Free. The fuel pump construction and positioning is “free” subject to compliance with NCR

##### 10.11.2. Locations as original or in the boot area

##### 10.11.3. Fuel

Permitted Fuel –As defined in NCR 8.1 A Motorsport UK approved additive is permitted. Refuelling is not permitted during qualifying, on the starting grid or during a race.

#### 10.11 SILENCING

Free subject to NCR 7.8.3

## 11 Race Organising Clubs and Contracts:

### 11.1 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 – Gil Duffy , Mallins Croft, Batchcombe Lane, Storridge, Malvern, Worcs. WR13 5ER.  
Telephone 01886 880882 or 07977 554087, [gilduffy1@gmail.com](mailto:gilduffy1@gmail.com)

Deputy Co-ordinator- John Collinson, [John@surveyingdevonandcornwall.co.uk](mailto:John@surveyingdevonandcornwall.co.uk), 07870 263047

Technical – Mark Turner [sebring115@gmail.com](mailto:sebring115@gmail.com) 07980 620081

Sponsor – Robin Lackford [robin.lackford@btconnect.com](mailto:robin.lackford@btconnect.com) 01403 864600

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

### 11.2 Commercial Undertakings:

### 11.3 Trade Support Vehicle Decals & Overall Patches:

### 11.4 Promotional activities:

## 12 REGISTRATION:

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

**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.



Gil Duffy

Signed by:  
*Gil Duffy*  
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3/2/2026