



SPORTING & TECHNICAL REGULATIONS

2025 – MORGAN CHALLENGE



1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

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

Motorsport UK Championship Permit No. [x]
Race Status: Interclub
Motorsport UK Championship Grade: Grade C

1.2 OFFICIALS:

- 1.2.1 Co-ordinator: Chris Thompson: +44(0)7854575133
- 1.2.2 Licensed Eligibility Scrutineer: Ian Patton +44(0)7896528302
- 1.2.3 Championship Stewards: Chas Windridge, Simon Scott, Chris Williams (contacted via Championship Co-ordinator)

Championship Stewards

~~NCR 4.1.1.2 (G)2.7.~~ The Championship Stewards may only adjudicate on any disputes irregularities or appeals arising from the approved published Championship regulations. ~~(G)2.7.1. Championship Stewards~~ They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may to impose a penalty in accordance with NCR Chapter 2 ~~C.2.1.1~~ subject to the rights of Appeal to the National Court there provided for in Section C).

1.3 COMPETITOR ELIGIBILITY:

- 1.3.1 Entrants must:
 - (a) be fully paid up valid membership card holding members of the CSCC Classic Sports Car Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of a valid Motorsport UK Entrants Licences.
- 1.3.2 Drivers and Entrant/Drivers must:
 - (a) Be current Members of the CSCC Classic Sports Car Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition (Racing) Race Club status Licence, *as a minimum*
 - (d) *Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ~~((H)26.2.~~ NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies)
 - (e) *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.3.3 Deleted
- 1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 REGISTRATION:

- 1.4.1 All competitors must join the CSCC as a member and register for the championship by returning the online or PDF Registration Form with the Registration Fee to the CSCC office Co-ordinator prior to the Final closing date for entries for the first round being entered, but before*.

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<https://www.classicsportscarclub.co.uk/join-the-cscc>

- 1.4.2 The **Membership Fee is £49 and the Registration Fee is £99 and should be** made payable to Classic Sports Car Club Limited.
- 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/when grids are shared with another category at any rounds.**

1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over **12 rounds** ~~aces~~ at 6 Events as follows:

Date:	Circuit:	Organising Club/Centre
13th April	Donington Park (GP)	Classic Sports Car Club
18th May	Cadwell Park	Classic Sports Car Club
5th July	Snetterton (300)	Classic Sports Car Club
9th August	Silverstone (National)	Bentley Drivers Club
30th/31st August	Brands Hatch (Indy)	Classic Sports Car Club
20th September	Thruxton	Classic Sports Car Club

- 1.5.1 In accordance with Motorsport UK NCR 3.10.4.1 & NCR 12.2.4.1 the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 SCORING:

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

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

[Fastest lap in Class ~~during race~~: 1 point]

Where ~~In the event of~~ only two cars competing in a Class; **Where** ~~In the event of~~ only one car competing in a Class;

1st in Class: 8 points 1st in Class: 6 points

2nd in Class: 6 points

[Fastest lap in Class ~~during race~~: 1 point]

[Fastest lap in Class not awarded]

Championship Bonus for every ~~three~~ **two rounds** ~~aces~~ started: 1 point

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

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

- 1.6.2 ~~The totals from all qualifying Events run less three will determine final championship points and positions.~~ **NCR 4.3.3.1b maximum score from 12 rounds organised in the Championship, a Competitor shall count the Results in the total number of rounds run less two.**
- 1.6.3 Ties shall be resolved using the formula in ~~(A)1.3.4.~~ **NCR 4.3.4** 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 will:
- be deemed "Guest Competitors"
 - not score points and for the purpose of points scoring will be ignored
 - qualify for Event awards
 - 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 **CSCC Classic Sports Car Club and Morgan Sports Car Club (MSCC)** ~~All end-~~

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of year awards are to be provided by the ~~Morgan Sports Car Club~~ unless agreed otherwise.

1.7.2. Per Event:- presented by ~~CSCC Classic Sports Car Club~~

Overall Race Winner

1st in Class

2nd in Class (3 or more starters)

3rd in Class (6 or more starters)

1.7.3. Championship:- presented by ~~Morgan Sports Car Club~~ **MSCC (returned annually, engraved by previous recipient)** Peter Collins Tray – Overall Champion

AR Motorsport Trophy – Overall highest point scorer

Power Torque Roadster Cup – Highest scoring Roadster

Morgan CX Trophy – Highest scoring Spec CX

Clubsport Trophy – Highest scoring Spec-S **Clubsport**

Historic Trophy – Highest scoring Spec-H **Historic**

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

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

1.7.5. Entertainment Tax Liability:

No prize money or bonuses will be awarded.

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

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

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

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

1.7.6. Title to all Trophies:

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

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. ~~2.1.12.~~ **NCR 3.11.1.11** applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions, **event programme** or in a Bulletin. **Whenever grids are shared with another category, reserves are taken collectively, in date order that entries with payment were taken. No category will have a reserved number of places, nor will they take precedence over another.**

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2.2 BRIEFINGS:

- 2.2.1 Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. 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 Q12.9.7~~ **NCR 14.5.11.4**).

2.4 RACES:

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (~~Q12.15~~ **NCR 12.6.9.1**) (1.6.4. above applies).

2.5 STARTS:

- ~~2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.~~
- ~~2.5.2 This will be a mixture of rolling starts and standing starts, depending on circuit, with instructions on procedure as specified in the Supplementary Regulations or Final Instructions. The start will be via Standing or Rolling start (issued with SRs or Final Instructions).~~
- The minimum Countdown procedures/audible warnings sequence shall be:-
- ~~I. 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid.~~
 - ~~II. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.~~
 - ~~III. A five second board will be used to indicate that the grid is complete.~~
 - ~~IV. The red lights will be switched on five seconds after the board is withdrawn.~~
- 2.5.3 **With the exception of a driver who has previously arranged with a Clerk Of The Course to be a pit lane starter**, any car removed from the grid ~~after the 1 minute stage~~ or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per General Regulation ~~Q12.11.2~~ **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 **once all Competitors have been advised of the fact. A grid involving another category may utilise a split start, in which case the procedure including use of lights/flag will be described in the meeting supplementary regulations and/or final instructions.**
- 2.5.6. **The Organisers reserve the right to amend this start procedure via a bulletin issued to all Competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.**

2.6 SESSION RED FLAG:

- 2.6.1. Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.
- 2.6.2. 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.
- 2.6.3. Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times.

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The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

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

2.7.4. Speed Limit: Pit Lane Speed Limit will be as per Organising Club's Final Instructions.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

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

2.9 RESULTS:

2.9.1. All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (~~General Regulation (D)26.3.~~ **NCR 3.6.1.4**)

2.10 TIMING MODULES:

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

2.11 QUALIFICATION RACES:

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

2.12 OPERATION OF SAFETY CAR:

2.12.1. The Safety Car will be brought into operation and run in accordance with ~~Section Q, Appendix 3 of the Motorsport UK General Regulations.~~ **NCR 12.8.2**

2.13 ONBOARD CAMERAS:

2.13.1. If used must be fitted prior to scrutineering **in accordance with NCR 7.9.1.5.**

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

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 RACE FORMAT:

3.1.1 **Where it is planned to hold two Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Non-finishers from the first race are entitled to start the second race from the back of the grid, without penalty and in reverse order of retirement.**

3.2 CONDUCT OF COMPETITORS:

- 3.2.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations [Appendix 2].
- 3.2.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.2.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.3 RESERVES:

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~~3.3.1 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve number order. If reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pit Lane and be released to start the race after the last car to start the green flag lap or last car to take the start has passed the start line or pit lane exit whichever is the later. Such approval to start MUST be obtained from the Clerk of Course.~~

3.4 WEIGHT REVIEWS:

- 3.4.1 Any request to review the weights of any car or cars must be made **in writing** to the **Championship Co-ordinator** organiser who will draw together a sub-committee to review **consider** any such request **with the Eligibility Scrutineer**, and take any such decision as seen fit to maintain the performance equation of each class or where it is perceived that competitors have exceeded the spirit of the Morgan Challenge in seeking every last advantage over fellow competitors.
- 3.4.2 **The Championship Coordinator reserves the right to change a competitors minimum weight throughout a race meeting.**

3.5 DATA LOGGERS:

- 3.5.1 ~~The Championship reserves the right to require Drivers to fit specific Championship Data Logger to their car at a race meeting. Any Driver wishing to race in the Championship should ensure that their car has been wired for the Data Logger prior to presenting their car for the first race. Information about the required wiring is available from the Championship Co-ordinator.~~
- 3.5.2 ~~The Driver will be provided with a Data Logger at Scrutineering and will be expected to run through Qualification and Race with the Data Logger installed. The Championship Co-ordinator, Championship Eligibility Scrutineer or a Championship Steward will be present at the fitment and removal of the Data Logger.~~
- 3.5.3 ~~All super/turbo charged cars are required to run at all times with a Race Technology DL1 Sport Data Logger. This is to be supplied by the competitor and access must be given to the live data stream to Championship officials. The data to be logged must include log both Engine RPM and Inlet Plenum Pressure (Boost). Should the logger fail to record for any reason at an event, then the competitor may be ineligible for points at that time.~~

3.6 SEALING OF ECU:

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

3.7 ROLLING ROAD:

- 3.7.1 **Class 1 – 6:** to ascertain the mean power-to-weight of a car, Championship registered drivers **are required to present their car to a Championship approved rolling road every 3 years (or following an engine rebuild), will be notified of the requirement for a Rolling Road test no less than one month before their first event entered of the season. A list of last known test dates will be published on the Championship website,** it is the driver's responsibility to arrange the test, obtain a signed declaration of setup conformance and submit to the Technical Secretary **no less than one month before their first event entered to be allocated a Class.**
Class H: exempt from rolling road tests
- 3.7.2 ~~In exceptional circumstances the rolling road requirement may be temporarily and briefly waived until a time that the requirement can be reinstated. This will be confirmed in writing by the Championship Co-ordinator after discussion and approval with the Race Committee.~~
- 3.7.3 The Championship has nominated the following MAHA MSR500 rolling roads, graphs and figures from other rolling roads will not be accepted. The dynamometer setup instructions are shown in [Appendix 3].
- Harding Auto Services, Robin Hood Works, Robin Hood Rd, Knaphill, Woking, GU21 2LX
 - Hybrid Tuning, Renvale Technology Park, Eye Road, Brome, Eye, IP23 8AS
 - RE Performance, Scuderia House, Newcombe Dr, Swindon, SN2 1EG

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- TI Motorsport, Tegiwa House, Sutherland Road, Stoke-on-Trent, ST3 1HZ
- **Infinitt Performance, 82 Clydesmill Drive, Glasgow, G32 8RG**

3.8 LAP RECORDS:

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

3.9 TYRES:

- 3.9.1 **Class 1 – 6:** cars must run Yokohama tyres in all instances where a tyre size is available. Only where a size is not available an alternative compound from **NCR 8.4.1** may be used and must be declared at time of scrutineering.

Class H: may run alternative AVON or Dunlop tyres.

- 3.9.2 **Permitted** tyre sizes **are shown in** ~~must remain as~~ **Section 5.13** ~~the relevant Technical Specification.~~

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

3.10 WEIGH PROCEDURE:

- 3.10.1 Cars ~~can will~~ be weighed **after qualifying, either on a circuit weighbridge (assumed 100% accurate) or using the Championship set of corner scales. Any discrepancies will be dealt with prior to the first race.**

- 3.10.2 **Class 1 – 6:** to include driver and ~~race~~ **safety** equipment (helmet, gloves, boots, overalls, HANS device and any other safety device stipulated or raced with).

Class H: to exclude driver and safety equipment (helmet, gloves, boots, overalls, HANS device and any other safety device stipulated or raced with).

3.11 CHANGE OF CAR:

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

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with **NCR 2.0.0** ~~Section C of the current Motorsport UK Yearbook~~ and Morgan Challenge Championship Penalties.

4.1. INFRINGEMENTS OF TECHNICAL REGULATIONS:

- 4.1.1. Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of ~~General Regulation: C3.3.~~ **NCR 2.8.1.21.**

- 4.1.2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of **NCR 2.8.2.3 / 2.8.2.4 /** ~~General Regulations: C3.5.1 (a) and (b).~~

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation ~~C3.5.1 (c).~~ **NCR 2.8.2.5**

4.2. ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

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

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

- 4.2.3 In order to maintain standards of conduct and in addition to any penalties that may be imposed at the Event, the Championship Co-ordinator will monitor all reports at Race meetings and if an individual is included in such reports they may write to the driver to advise that their behaviour is being specifically observed at future meetings. Any subsequent adverse reports may result in the matter being passed to the Championship

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Stewards which may lead to a Championship Stewards Inquiry with possible further penalties being imposed including, but not limited to, deduction of Championship points, suspension and/or disqualification from the Championship.

5. TECHNICAL REGULATIONS

5.1. INTRODUCTION:

- 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 fact that some modifications are specially mentioned **as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modifications then clarification from the Eligibility Scrutineer prior to any work being undertaken must be sought.**
- 5.1.3. **Where a technical issue is disputed, the decision of the Championship Co-ordinator shall be final. This includes the acceptance or otherwise allowed participation in the Championship. Should a competitor be concerned that their car, or any part fitted to their car may not fully comply with any specific technical regulation, it is the responsibility of the competitor to contact the Eligibility Scrutineer to discuss these concerns prior to placing a race entry.**
- 5.1.4. STANDARD: the word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in **NCR 1.1.0 Section B—Nomenclature & Definitions in the Motorsport UK Blue Book**. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. It applies to the specified component/s from the manufacturer's parts list for the model / engine shown on the entry form or registration form.

5.2. GENERAL DESCRIPTION:

- 5.2.1. The Morgan Challenge Championship **encompasses cars of both Standard and Modified traditional steel "ladder" frame and bonded aluminium chassis manufactured by all road-going four wheeled Morgan Motor Company (MMC), Standard Production and Modified Morgan sports cars with current MOT (where required) and conforming to UK Construction and Use Regulations.**
- 5.2.2. **Examination of Vehicles:**
 - 5.2.2.1. **The Eligibility Scrutineer (in addition to any other powers held under these Regulations) reserves the right before or after any qualifying session or race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering.**
 - 5.2.2.2. **Competitors must be prepared, with tools and spare parts as necessary, to enable dismantling, removal and inspection of components, or to have any component(s) sealed at the circuit for later inspection by an Eligibility Scrutineer at the competitor's expense.**
 - 5.2.2.3. **A refusal to comply with the request(s) of the Championship Co-ordinator or Eligibility Scrutineer may place the competitor liable to disqualification from any of the following:**
 - a) a single race,
 - b) all races taking place on the event,
 - c) all races from the point at which a scrutineer's seal had been fitted, or
 - d) the Championship in its entirety for the season in which the refusal takes place.
- 5.2.3. Class Structure:
 - 5.2.3.1. The Championship is divided into 6 classes by the **mean brake horse power per tonne (BHP/Tonne)** of each vehicle/driver combination. ~~To ascertain this, each Championship registered car will be informed by the Championship Co-ordinator if a run on the series defined rolling road(s) [section 3.6] prior to the first championship race of the season is required.~~ The calculated **mean BHP/Tonne power** for each vehicle will determine the minimum permissible weight for **the that driver / vehicle combination, with the exception of Class H. when weighed on a circuit weighbridge (calibrated within a 12 month period) or using the Championship set of corner weights.** The weight of the car will include the driver and all safety equipment required to take part in a Motorsport UK competitive race event [Section 3.9].
 - 5.2.3.2. ~~The definition of Mean Power to Weight for each engine is calculated as follows:--~~
 - 5.2.3.3. ~~The power data for each car will be derived from the results of the Rolling Road Test at the series defined~~

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5.2.3.4. Mean Power for each engine will be calculated by taking the harmonic mean power from 3 points (P1, P2, P3) in the power curve:

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

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

5.2.3.6. The Championship Classes are defined as follows:-

Championship Class	Mean BHP/Tonne (max)	Technical Specifications
Class 1	440	A,CX6
Class 2	310	G,H,J,CX4
Class 3	255	C,D,R
Class 4	235	C,D,R
Class 5	220	D,S
Class 6	170	E
Class H	Not specified	
Class 0	Not specified	

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

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

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

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

5.2.3.11. ~~Please refer to the spreadsheets for further detail on the following sections. Items are only permitted if there is a ✓.~~

5.3. SAFETY REQUIREMENTS:

5.3.1. The following Articles of the **NCR 7.3.0** Motorsport UK Yearbook Appendix K Safety Criteria Regulations will apply:-

- For vehicle categories covered reference is drawn to **NCR 7.13.0** ~~K1.6.1.~~
- ~~Section Q 13.10.1.~~ Be fitted with a safety roll-over bar (ROPS) complying with Motorsport UK requirements as specified in ~~Section K~~ except for vehicles of Periods A - E inclusive. It is strongly recommended that all vehicles be fitted with safety roll-over bars.

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1. All cars must comply with the requirements of **NCR Ch.7 and Ch.12** Sections J and Q13 of the current ~~Motorsport UK Yearbook.~~

5.4.2. All vehicles must be of sound construction and mechanical condition and be well maintained. ~~As a minimum, two mirrors must be fitted, each with a minimum surface area of 50cms² and giving a clear view to the rear, one on each side of the centreline of the vehicle.~~

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- 5.4.3. Any vehicle may be allowed operational modifications to allow use by a disabled person, proposals to be submitted in writing for approval before registration can be accepted.
- 5.4.4. ~~For details for the following sections please refer to the Technical Specification Appendices. These provide a clear breakdown of permitted and not permitted modifications by specification group and engine type.~~

5.5. CHASSIS:

- All models must have been produced by the MMC and must have been manufactured between 1950 and the present day.
- Where a chassis is no longer produced by MMC, the use of a chassis, produced by third party that is the same in construction, materials and dimensions **is allowed**.

5.6. BODYWORK:

5.6.1. Permitted Modifications:

1. General

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

2. Interior

3. Exterior

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

Class 1:

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

Class 2:

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

Class 3 – 4:

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

Class H:

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

4. Silhouette

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

5. Ground Clearance

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

5.6.2. Prohibited Modifications:

1. General

2. Interior

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Class H

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

5.7. ENGINE:

The engine, cylinder head and block must be the original manufacturer's make, type, material, stroke, as fitted to any Morgan supplied by MMC (exceptions may be made on historical grounds).

5.7.1. Permitted Modifications:

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

5.7.2. Prohibited Modifications:

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

Class 2

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

Class H

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

5.7.3. Location:

5.7.4. Oil/Water Cooling:

Class 1 - 3:

- Dry sump system **is allowed**

Class 4 - 6:

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

Class H:

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

5.7.5. Induction Systems:

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

5.7.6. Exhaust Systems:

- All Classes: Free
- Fitting of standard or race catalytic converters of any proprietary make to cars manufactured after 31st December 1999 and to) NCR 7.8.1.1.8.

5.7.7. Ignition Systems:

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

5.7.8. Fuel Delivery Systems:

- All Classes: Free

5.8. SUSPENSIONS:

Suspension configuration must be retained as per MMC standard design.

5.8.1. Permitted Modifications:

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

Class 1

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

Class H

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

5.8.2. Prohibited Modifications:

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

1. Wheelbase/Track

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

5.9. TRANSMISSIONS:

5.9.1. Permitted Modifications:

- Any H pattern 4, 5 or 6 speed gearbox, gear sets are free.
- Any MMC production automatic gearbox with or without Tiptronic changing **is allowed**.

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- Differential and axle ratios are free.
- The use of a limited slip differential (LSD), either mechanical or electronic, **is allowed**.
 - Class 2 CX cars to retain standard MMC axle and ratios
- The use of a plated or coned LSD or torque bias **is allowed**.
- The use of any proprietary flywheel **is allowed**.
- The use of any proprietary clutch **is allowed**.
- The use of electronic traction control, where fitted by MMC **is allowed** or can be disabled.

5.9.2. Prohibited Modifications:

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

Class H

- Gearbox/Clutch: No modifications to original production specifications are permitted except changing steel components to brass/bronze used in gearbox internals with identical dimensions. Later 1970's Rover 5 Speed Gearbox can be used to cars manufactured after 1970.

1. Transmission & Drive Ratios

5.10. ELECTRICS:

1. Exterior Lighting

- Exterior lighting must meet Motorsport UK regulations.

Class H

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

2. Rear Fog Light

- Rear Fog must meet Motorsport UK Regulations.

3. Batteries

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

4. Generators

5.11. BRAKES:

5.11.1. Permitted Modifications:

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

Class 1

Front Brakes - Maximum 6 pot calipers

Rear Brakes – Maximum 4 pot calipers

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

Class 2

Front Brakes - Maximum 4 pot calipers.

Rear Brakes – Maximum 2 pot calipers.

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

Classes 3-6

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Front Brakes - Maximum 4 pot calipers.

Rear Brakes – Drum brakes.

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

Class H

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

5.11.2. Prohibited Modifications:

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

Class 4, 5, 6, H

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

5.12. WHEELS/STEERING:

5.12.1. Permitted Modifications:

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

Class H

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

5.12.2. Prohibited Modifications:

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

1. Construction & Materials

- Wheels may be of steel and/or aluminium (Aero may include Magnesium).

2. Dimensions

Class 1

All cars

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

Class 2

All cars except Aero 8

- Front / Rear Maximum size 8" x 16"

Aero 8

- Front / Rear Maximum size 9" x 16"

Class 3, Class 4

Plus 8 / V6 Roadsters

- Front / Rear (Wire) Maximum size 7" x 16"
- Front / Rear (Minilite) Maximum size 7" x 15"
- Front / Rear (Alloy, Steel) Maximum size 6.5" x 16"

4 Cylinders

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

Class 5

All cars

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

Class 6

All cars

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

Class H

All cars

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

5.13. TYRES:

1. Specifications

- If a designated make or size of tyre is not available the Championship Co-ordinator may approve an alternative tyre from the NCR 8.4.0 in writing to all competitors
- The fitment of slick tyres **is not allowed**.
- The fitment of wet tyres **is not allowed**.

Class 1

Yokohama A052, A048 or alternative treaded tyre from NCR 8.4.0

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

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

Class 2

All cars except Aero 8

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

Aero 8

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

Class 3 - 6

Plus 8 / V6 Roadsters

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

4 Cylinder Cars

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

Class H

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

2. Nominated Manufacturers

- Class 1 – 6 and H: Yokohama
- Class H: AVON
- Class 1 and H: Dunlop

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

5.14. WEIGHTS:

5.14.1. Competitors must comply with the minimum target weight schedule (published on www.morganchallenge.co.uk). ~~There are no minimum weights defined within the Technical Specifications as each car, driver and safety equipment is weighed as part of the power to weight calculations.~~ Allowable tolerance accepted -1%.

5.14.2. Tickets from public weighbridges will not be accepted as proof of weight.

5.15. FUEL TANK/FUEL:

1. Types

- The changing of the fuel tank material to any material allowed by NCR 7.4.1 **is allowed**.

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

2. Locations

- Free

3. Fuel

- The use of proprietary additives - Lead replacement and or Ethanol Reduction **is allowed**.
- Permitted pump fuels are defined in NCR 8.1.1.7 Pump Fuel section (a) Petrol: Commercially available Motor Gasoline (see Appendix 1) and complying with BS4040, BSEN228 or BS7800 and (b) Petrol in compliance with FIA Appendix J Art 252, specifically Article 9.3 (Advanced Sustainable Fuels) only, may be used; fuel which exceeds the stated RON (max) levels in NCR 8.1.0 Specifications Table is prohibited even if it is sold / promoted as being legal for UK Competition and / or obtainable from 'roadside' pumps.
 - At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the Scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

5.16. SILENCING:

1. Specification

- All vehicles must comply with the relevant maximum noise limits set out in NCR 7.8.2.

5.17. NUMBERS AND CHAMPIONSHIP DECALS:

1. Positions

Race numbers must be displayed on each side of the vehicle alongside the cockpit / driver and as far forward on the front of the vehicle as possible. ~~Supplier decals must be affixed prominently near all number-
backgrounds.~~ **Supplier's** decals (where applicable) must be affixed in or near the positions detailed on any diagram supplied with those decals. **Supplier** decals take preference to any other decals. **Drivers may be requested to remove decals that are viewed as conflicting with official Suppliers.** Failure to comply with the above renders the vehicle and driver ineligible to race.

2. Suppliers

Supplier and Club decals will be available at the first race in which the vehicle is entered. **Competition numbers will be obtained at the competitor's expense** ~~are generally available from Organising Clubs at race meetings.~~

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6. APPENDICES:

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

6.1. RACE ORGANISING CLUBS & CONTACTS:

Morgan Race Committee Members

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

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

Technical Committee Members

Class Representatives:

Class 1: Keith Ahlers

Class 2: ~~Greg Parnell~~ Louis Ruff

Class 3: James Sumner

Class 4: Kelvin Laidlaw

Class 5: ~~John Richards~~ Chris Bailey

Class 6: Chris Bailey

Class H: Richard Plant

TMT Co-ordinator: Peter Sargeant

Preparers

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

Championship Stewards

Chas Windridge Steward
Simon Scott Steward
Chris Williams Steward

6.2. COMMERCIAL UNDERTAKINGS:

Deleted

6.3. TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES.

Deleted

6.4. PROMOTIONAL ACTIVITIES.

Deleted

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7. APPENDIX 1: REGISTRATION FORM

CSCC 12 Month Membership and/or Registration

2025



Membership: Each driver must be a member of the CSCC. Membership is £49 and will last for 12 months from the date of joining/renewing. (If you are a 2nd driver, you do not need to register the car, but do need to be a CSCC member)
Registration: Cars must be registered for the 2025 season. The registration fee is £99 and covers the car for all eligible categories. If you wish to register more than one car, each additional car will be £50.

Office use only
 Date Rec:
 Acknowl:
 NEW Photo
 Rev-Up:
 Race No: Class:
 COM:
 Fee:
 M/R email:

MEMBERSHIP and/or REGISTRATIAON: Please select as required

Membership - £49 Registration - £99 Additional Car - £50

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

Name: _____ DOB (if under 18): _____

Address: _____
 (including Post Code)

Contact Number: _____ Daytime Number: _____

Email (*mandatory): _____

Please send a copy of the front of your 2025 Race Licence, when returning this form. (If you haven't received your licence, please email a copy once received)

REGISTRATION: Please select all the categories (if eligible), that you wish to register this car for:

<input type="checkbox"/> Mintex Classic K	<input type="checkbox"/> MG Trophy
<input type="checkbox"/> Mike Hawthorn Jaguar Challenge	<input type="checkbox"/> Co-ordSport Tin Tops
<input type="checkbox"/> Adams & Page Swinging 60's	<input type="checkbox"/> Puma Cup
<input type="checkbox"/> Lackford Engineering Midget & Sprite Challenge	<input type="checkbox"/> Fox Transport Turbo Tin Tops
<input type="checkbox"/> Advantage Motorsport Future Classics	<input type="checkbox"/> WOSP New Millennium
<input type="checkbox"/> Modern Classics	<input type="checkbox"/> Liqui Moly Slicks
<input type="checkbox"/> JMC Racing Special Saloons & Modsports	<input type="checkbox"/> RAMAIR BMW Championship
<input type="checkbox"/> Gold Arts Magnificent Sevens	<input type="checkbox"/> Verum Builders Open
<input type="checkbox"/> Jaguar Championship	<input type="checkbox"/> The Morgan Challenge

CAR DETAILS: Please fill out a separate form for each car.
 If your car is new to us, or the silhouette has changed, please attach a photo of the car when returning this form.
 If applicable, may we use this for promotional purposes?

Vehicle Make:	Vehicle Model:	Engine CC:	BHP: <small>Note NCR 12.4.6.2</small>
Engine Make/Type:	Vehicle Model Year:	Induction Type:	Naturally Aspirated <input type="checkbox"/>
Colour(s):	Transponder No.:		Turbocharged <input type="checkbox"/>
Please list your 3 preferred Race Numbers:		Drivers registered in 2024, have until 31/01/25 to retain their race number	
Supercharged <input type="checkbox"/>			
Sponsor: (To appear on Entry Lists)			

SIGNATURE: This confirms you agree to the Club Rules, Regulations, Privacy Policy and authorise payment of the correct fee. Club Rules and Regulations are available for viewing at www.classicsportscarclub.co.uk/regulations

Signed: _____ Date: _____

PAYMENT DETAILS:

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

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

Full card number:

Expiry date: Security code:

Your payment details will be destroyed once payment has been processed.

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

Recognised Club

Forms to be returned to:
 Email: membership@classicsportscarclub.co.uk
 Alternatively, this form can be completed online:
www.classicsportscarclub.co.uk/membership-registration

8. APPENDIX 2: RACE WITH RESPECT



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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

#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.

9. APPENDIX 3: DYNAMOMETER DECLARATION OF PROCEDURE CONFORMANCE

25RACEMASTERFORMAT/NOV2024



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

1. Provide a scanned copy of the operator disclaimer signed and dated by the car owner or presenter. Countersigned by the operator to declare dynamometer calibrated within 12 months of the test.
2. Check and record Tyre pressures (in PSI).
3. Check Coolant and Engine Oil, check that there is nothing hindering intake air or exhaust, check that the car has adequate fuel for the test (fuel grade as [section 5.15]).
4. Mount the car to the dynamometer and secure in the normal way, warm up the car and check for grip (4th gear, full throttle against the dynamometer set with a constant speed of 62mph (100Kph)), ballast passenger side if necessary, this will not affect power measurements.
5. Perform three full power tests in 4th gear, target acceleration of 1.6 m/s². Please ensure RPM calibration is carried out precisely @ 5000rpm, please ensure full power test is carried out at full throttle to rev limiter in every case, this ensures fair play and organisers/scrutineers can ensure that gear and final drive ratio's are as they should be as well as engine power. Note maximum engine rpm [section 5.7.1].
6. Store results locally and email themorganchallenge@gmail.com where they will be uploaded to Google Drive, both in PDF (Print to PDF), and LKD (dynamometer's own measurement file format for MAHA analysis), please use imperial measurement formats mph, BHP, Lbf.

VEHICLE:

DATE:

OPERATOR NAME:

SIGNED:

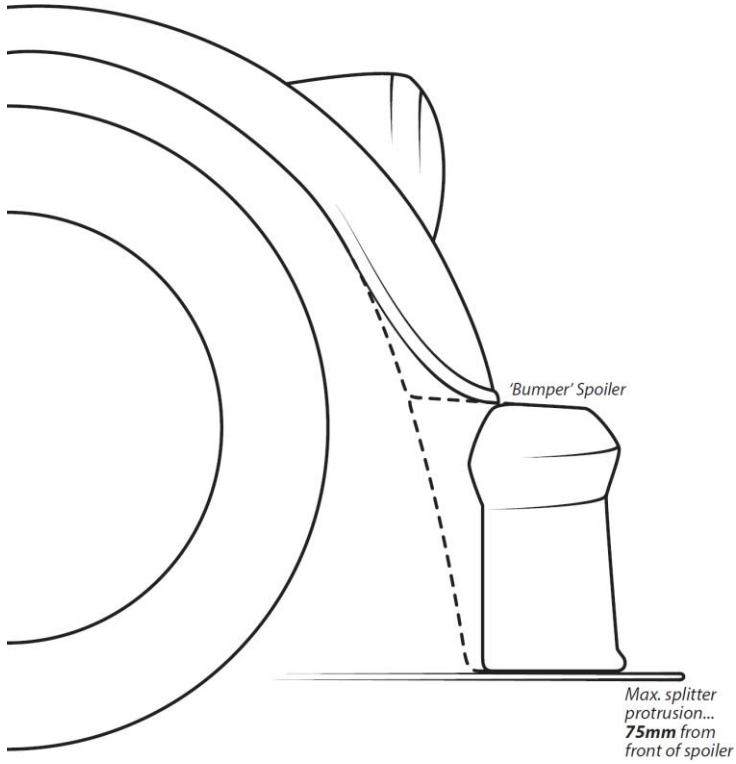
PRESENTER NAME:

SIGNED:

10. APPENDIX 4: AERODYNAMIC SILLOHETTE DESIGNS

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Drawing 1: Front "Bumper" Splitter



Drawing 2: Classic / Historic Spoiler



Drawing 3: Wing Extension Spoiler

