

Sprinting
fast to ...
Anglesey



Ty Croes Weekend Sprints

**SUPPLEMENTARY
REGULATIONS**



MAY 1st & 2nd 2010
SEPTEMBER 4th & 5th 2010



Sprinting fast to Anglesey...

MG Car Club North West and Lancashire & Cheshire Car Club celebrate seventeen years together at Anglesey.

Anglesey Circuit staff have been as busy as the harsh winter months would allow. More landfill has been made along the Tom Pryce Straight in preparation for grassing over the banking to give more spectator viewing areas. Also extra soft tyre walls have been added at various points round the circuit complex. Plans are afoot for the racing pits and during the summer this will result in the current Race Control Tower being moved to the Sprint Startline.

Our Sprint Classes have changed this year following the guidelines given by the MSA and to ensure uniformity with other local events/championships, our classes are defined by the Northern Speed Classes. We ask that competitors familiarise themselves with the MSA regulations of these new categories and refer any queries to the scrutineer BEFORE the event. If competitors have to change class on the day it causes confusion and problems for the marshals, timekeepers and in producing results.

Remember if you can't compete you can still join in; so do come and help marshal. It can be just as much fun and you'll earn the gratitude of both the competitors and the organising team. When MSA Stewards consider an event not to be adequately manned, they will not allow that event to start.

Full support is given and whilst many marshals prefer to work trackside, there are many other duties for which we would also appreciate help. Clerical work, 'spotting cars' for the timekeepers, paddock marshalling, results checking, unpacking and setting out the trophies, and numerous other little jobs that have to be done to keep the weekend running smoothly. Experience is not necessary; just a willing pair of hands and a spare day or just a few hours if you have that.

Just give us a ring or volunteer to Chief Marshal, Richard 01925 261299 as we would love to hear from you. As an expression of appreciation, marshals are given contributions towards expenses, and souvenirs. There is also free entry into the Cash Draw each day.

So whether you choose to be on, beside or off the track, do come and join in the fun

See you on the island,

David Rainsbury
Clerk of the Course

Martin & Sarah Nield
Secretaries of the Meeting

CAMPING: If you wish to camp at the circuit during the weekend, please contact the Entries Secretary for full details. Please note, camping may or may not be available on the Thursday and Sunday nights depending on the circuit permission, calendar and bookings.

ACCOMMODATION: Please be aware that accommodation on Anglesey during these weekends may be limited due to Bank Holiday and Holiday Periods on the island.

We suggest that booking arrangements are made early.

Holyhead Tourist Office: 01407 762622 can provide a booking service, accommodation contacts and/or a free Anglesey Accommodation Guide.

L&CCC & MGCC (NW) are not responsible for any loss or damage to any persons, vehicle or property however caused during the preparation and running of this event.

TY CROES WEEKEND SPRINTS

2010 SUPPLEMENTARY REGULATIONS

1. The Lancashire & Cheshire Car Club Ltd. and North Western Centre of the MG Car Club will jointly organise two sprints each over two rounds on the 1.2 mile National Sprint Circuit at the Anglesey Motor Racing Circuit, Llangwyfan, Anglesey LL63 5TF (OS Map: 114: 335688 - between Rhosneigr and Aberffraw)

Sat. & Sun 1st & 2nd May 2010 - National 'B' Permit Sprint, and Sat. & Sun 4th & 5th September 2010 - National 'B' Permit Sprint

2. The meetings will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the organising club may issue for each event.

3. The MSA Permit number for May - 57665 and for Sept - 57666

4. The events (all four rounds) are open to all fully elected members of the organising clubs and members of the following clubs or championships:

ANWCC; ANCC., SD 34 MSG; BARC; BTRDA; Chester Motor Club; Ginetta Owners Club; Hagley & District Light Car Club; HSA, K&DMC; Lancashire Auto Club; L&CCC., Liverpool Motor Club; Longton & DMC; Morgan Sports Car Club; MCMRC; MG Car Club, Mini Cooper Register; Porsche Club GB., NSCC; R.S.S.O.C.; TR Register; TVR Car Club; WAMC, Westfield Sports Car Club,

5. All competitors and drivers must produce a valid Competition Licence (with current photo on the Upgrade Card), valid Club Membership Card and current Championship Registration Card.

6. The events are rounds of Championships as follows	MAY		September	
	1 st	2 nd	4 th	5 th
Lancs & Ches CC/Keyline Championship (MSA No: tbc)	Yes	Yes	Yes	Yes
MGCC Luffield Cars Championship (MSA:)	Yes	Yes	Yes	Yes
ANWCC Sprint & Hillclimb Championship (MSA No: tbc)	Yes	Yes	Yes	Yes
SD34 MSG Championship (MSA No: tbc)	Yes	Yes	Yes	Yes
Richard Egger Insurance BTRDA Allrounders Championship	Yes	Yes	Yes	Yes
Lancashire Automobile Club Speed Championship 2019 (MSA No: tbc)	Yes	Yes	Yes	Yes
Chester & Liverpool Motor Clubs Speed Champ 2010 (MSA No:)	Yes	Yes	-	Yes
Porsche Club GB	Yes	Yes	-	-
TVR Car Club Speed Championship	Yes	Yes	-	-
Revington TR/TR Register Sprint & Hillclimb Championship (MSA No: tbc)	Yes	Yes	-	-
Ginetta Owners Club Speed Championship 2010 (enter class 28) (MSA:)	Yes	Yes	-	-
Reliant Scimitar & Sabre Owners Club Championship (MSA No: tbc)	Yes	Yes	-	-
Morgan Car Club Techniques Speed Championship 2010 (enter Class 1) (MSA No: tbc)	-	-	-	Yes
Toyo Tires Westfield Sports Car Club 2010 Speed Series (MSA No: tbc)	-	-	Yes	Yes
Richard Egger Insurance/Hillclimb & Sprint Association Speed Championship (MSA No: tbc)	-	-	Yes	Yes
Members of invited clubs/championships are INVITED TO ALL FOUR ROUNDS irrespective of their championship status.				

7. The provisional programme of the meeting will be:-

Scrutiny starts at 8.00 am each day. Individual scrutiny times will notified in Final Instructions.

Signing On

Friday - an additional Signing On session may be available 5pm - 6pm (See Final Instructions)

Round One - Sat: starts at 8.00 am

Round Two - Sun: starts at 8.45am Limited to those competing on Sunday only.

Any competitor not signed on by 10.00 am may be excluded from that day's round.

Sprint Course available for Drivers to walk up to 9.15 am G5.3.8

Practice - Round One - Sat: starts at 10.00 am

Practice - Round Two - Sun: starts at 10.00 am Limited to those competing on Sunday only.

Timed runs may start immediately after practice, at the discretion of the organisers.

There will be two official timed runs for all rounds. Time permitting, further timed runs will be offered and all timed runs completed by the whole entry each day will count towards the awards.

There will be a break for lunch to allow for marshal's respite from the elements.

Awards Presentation will take place immediately after the protest period expires for last runs

Please see Final Instructions for full timetable which may be amended.

8. It is proposed to use the 1.2 mile National Sprint Circuit with almost 2 laps being the Sprint course

The surface is tarmac, 12 metres wide, with inclines and banking. A plan of the course will be enclosed with final instructions and subject to any changes by the circuit owners.

9. The event will consist of 42 classes as follows:

PLEASE ENTER UNDER THE EVENT CLASS NUMBERS SHOWN HERE ON THE FAR LEFT
And not under the numbers used as MSA and Northern Speed Classes or your Championship.

EVENT CLASS	<i>Northern Speed Classes</i>	<i>ALL Entries must comply with MSA Blue Book and all Classes are defined according Northern Speed Classes 2010, Excepting Specific Classes for MG, Porsche, TVR, Morgan, Ginetta only, which are run under their championship regulations</i>	(See notes Below)
1		Morgan Championship Handicap	1
2	SA:	Roadgoing Production Standard Saloon & Sportscars up to 1400cc	2
3	SB:	Roadgoing Production Standard Saloon & Sportscars 1401cc up to 2000cc	2
4	SC:	Roadgoing Production Standard Saloon & Sportscars over 2000cc	2
5	1A:	Roadgoing Production Saloon Cars up to 1400cc	2
6	1B:	Roadgoing Production Saloon Cars 1401cc to 2000cc	2
7	1C:	Roadgoing Production Saloon Cars over 2000cc	2
8	1D:	Roadgoing Production 2 & 4 Seater Sportscars up to 2000cc	2
9	1E:	Roadgoing Production 2 & 4 Seater Sportscars over 2000cc	2
10	2A:	Roadgoing Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)	2
11	2B:	Roadgoing Kit, Replica & Spaceframed Cars over 1700c (car derived engines)	2
12	2C:	Roadgoing Kit, Replica & Spaceframed Cars (motorcycle derived engines)	2
14	2D:	Roadgoing Specialist Cars	2
15		Roadgoing TVR cars of 4 & 6 cylinders manufactured before 1/1/92	
16		Roadgoing TVR cars not eligible for Class 15	
17	3A:	Modified Production Saloon Cars up to 1400cc	
18	3B:	Modified Production Saloon Cars 1401cc. up to 2000cc	
19	3C:	Modified Production Saloon Cars over 2000cc	
20	3D:	Modified Production 2 & 4 Seater Sportscars up to 2000cc	
21	3E:	Modified Production 2 & 4 Seater Sportscars over 2000cc	
22	3F:	Modified Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)	
23	3G:	Modified Kit, Replica & Spaceframed Cars over 1700cc (car derived engines)	
24	3H:	Modified Kit, Replica & Spaceframed Cars (motorcycle derived engines)	
25	3K:	Modified Specialist Cars	
26		Ginetta Cars	3
27		Porsche Cars up to 160 BHP	4
28		Porsche Cars 161 BHP up to 205 BHP	4
29		Porsche Cars 206 BHP up to 250 BHP	4
30		Porsche Cars Over 250 BHP	4
31	5A:	Racing Cars Up to 1100cc	
32	5B:	Formula Ford 1600 Racing Cars manufactured before 1 January 1994	
33	5C:	Racing Cars From 1101cc up to 1600cc	
34	5D:	Racing Cars From 1601cc up to 2000cc	
35	5E:	Racing Cars Over 2000cc	
36	4A:	Sports Libre Cars up to 1700cc & Hillclimb Super Sports	
37	4B:	Sports Libre Cars over 1700cc	
38	6:	Classic & Classic Racing Cars manufactured prior to 1973	5
39		MGCC Group 1	
40		MGCC Group 2	
41		MGCC Group 3	
42		MGCC Group 4 Road-Going Specials**	
43		MGCC Group 4 Racing Specials **	

All vehicles must comply with MSA Technical Regulations:

Section J and with the specific regulations for each category/class as specified in S10.

See Section B (Page 64) for the definition of a Sports Car.

Equivalence factors are as per S10.3.1, S10.3.2 with the addition of diesel engines x 0.714 and forced induction engines x 1.4

*A copy of **Northern Speed Classes** with clarifications for roadgoing cars can be downloaded from www.ty-croes.com or received by email to sprints@ty-croes.com*

<i>Notes</i>	1	<i>Morgans: Round 1: Results will be on handicap but do not form part of the Morgan Championship. Round 2: Results will be on handicap provided by the Morgan Championship and is a Morgan Championship round. Non-championship contenders may enter this class.</i>
	2	<i>Roadgoing Production Cars: You must be able to produce a current Tax Disc, Insurance and MOT certificate, where applicable, at Scrutineering</i>
	3	<i>Ginetta Cars</i>
	4	<i>Porsche Classes as defined by Porsche Club GB Speed Championship. Non-Championship contenders may enter these classes.</i>
	5	<i>Classic & Classic Racing Cars (to be calculated on handicap or by splitting by type and or capacity)</i>
	6	<i>All MGCC classes are open to non-members. Groups as per Luffield Championship Regulations. ** Please note that for the MG NW Weekend Trophy, MG Group 4 contenders do not automatically qualify. A WRITTEN Request to be considered must be made with your entry form and eligibility to enter will be at the discretion of the organisers. Queries: Paul Rodman 0161 439 8900</i>

Errors and Omissions Excepted

AMALGAMATIONS

The organisers reserve the right to amalgamate or sub-divide classes if it is considered necessary. Consideration may be given to the running of small classes without awards.

CLASS QUERIES:

Entrants with queries regarding the eligibility of their cars for a particular class should contact the Event Scrutineer, C. Mansley Tel: 07979 696912. Please do not ring after 9.00pm

We particularly ask that queries regarding the correct class are resolved within 14 days of entering and BEFORE the closing date. This is in order to avoid a late change of class and competition number and thus keep the final entry list correct for marshals, officials and other competitors.

Meanwhile entries may be forwarded to the Entries Secretary without a class being specified provided a note of explanation is sent with the entry form and the matter is clarified promptly.

10. Awards will be presented at the end of each day as follows: (The minimums shown below also refer to amalgamated classes)

Round One – Saturday 1st May: FTD - A Trophy 1st in Class - An award (subject to 3 starters)
2nd in Class - An award (subject to 5 starters) – 3rd in Class - An award (subject to 7 starters) – 4th in Class – An award (subject to 10 starters)

Round Two - Sunday 2nd May: FTD - A Trophy 1st in Class - An award (subject to 3 starters)
2nd in Class - An award (subject to 5 starters) – 3rd in Class - An award (subject to 7 starters) – 4th in Class – An award (subject to 10 starters)

Round One - Sat 4th September: FTD - A Trophy 1st in Class - An award (subject to 3 starters)
2nd in Class - An award (subject to 5 starters) – 3rd in Class - An award (subject to 7 starters) – 4th in Class – An award (subject to 10 starters)

Round Two - Sun 5th September: FTD - A Trophy 1st in Class - An award (subject to 3 starters)
2nd in Class - An award (subject to 5 starters) – 3rd in Class - An award (subject to 7 starters) – 4th in Class – An award (subject to 10 starters)

CHAMPIONSHIP POINTS will be awarded for all eligible rounds.

MAY SPRINT WEEKEND TROPHIES - (Round One Best Time plus Round Two Best Time)

TY CROES WEEKEND TROPHY

The JOHN ELLISON TROPHY for the Best Performance by an MGCC NW member driving an MG (held for 11 months and presented at the MGCC NW Annual Dinner)

The JOHN GRAVELEY TROPHY for the Best Performance by Lancashire & Cheshire Car Club Member (held for 11 months)

Best BEGINNER (SR 27) - An award (min 3 starters) Best NOVICE (SR 27) - An award; (min 3 starters) Best LADY - An award (min 3 starters)

SEPTEMBER SPRINT WEEKEND TROPHIES- (Round One Best Time plus Round Two Best Time)

TY CROES WEEKEND TROPHY

The TED LUND TROPHY for the Best Performance by an MGCC NW member driving an MG (held for 11 months and presented at the MGCC NW Annual Dinner)

The BETTY SHAW TROPHY for the Best Performance by Lancashire & Cheshire Car Club Member (held for 11 months)

Best BEGINNER (SR 27) - An award (min 3 starters) Best NOVICE (SR 27) - An award; (min 3 starters) Best LADY- An award (min 3 starters)

11. The entry list opens on publication of these SRs and all entries will be acknowledged.

Closing Date for the **MAY Weekend, ... the Entry List closes on 12th April 2010**

Closing Date for the **SEPTEMBER Weekend ... the Entry List closes on 16th August 2010**

Acceptance of Entries will be in order of receipt and/or at the discretion of the organisers.

Also priority may be given to those entering both rounds of a weekend sprint.

The official entry form (or a clear photocopy) must be used and all entries must be fully completed and be accompanied by the appropriate fee. *Entry forms that are not complete, have a photocopied signature or are illegible may be returned as unacceptable.*

The entry fee for each Weekend is £215. (One round £112) Current L&CCC and MGCC members are eligible for £10 discount.

Please send separate cheques for the May and September events. Cheques should be made payable to **L&CCC Ltd.**

NOTE: To encourage early entry and to assist competitor's cash flow, cheques will not be presented to the bank until the relevant closing date.

Late Entry supplement £25 all entries postmarked after 12th April or 16th August respectively.

Depending on availability entries may be accepted up to 26th April or 30th August respectively, but will be subject to additional £25 admin fee.

Returned or Unpaid Cheques will be charged for and competitors are asked to ensure there are funds available for payment at the relevant Closing Date. Those competitors who require their cheque to be cleared on acceptance, should contact the Entries Secretary.

Reserves: Should the meeting be oversubscribed, we are happy to continue to receive entries into a Waiting List. Competitors awaiting acceptance will be kept informed as to their progress and/or whether the entry will be returned before the event.

Cheques for Reserves will not be banked before/after the closing date unless the entry has been accepted.

Those on the Waiting List **must** contact the Entries Secretary if they have been accepted in another event on the same dates.

Cancellation by Entrant: Entry fees will be refunded in full, except when the withdrawal of entry has been received after closing date, see H31.1.2 Refund of entry fees for late withdrawal of entries by the competitor are at the organisers discretion and, if refunded, may be subject to £15 administration expenses. Cancellations must be confirmed in writing, fax or e-mail.

Cancellation by Organisers: Should the event be cancelled due to Force Majeure, then competitors and reserves will be notified promptly and refunds forwarded as soon as possible. The organisers are not responsible for any expenses of competitors as a result of cancellation. Those with any queries should contact the Entries Secretary below.

12. **The maximum entry for the meeting** is 95 per Round 1 and up to 100 per Round 2, plus reserves and minimum is 50. The maximum for each class is 15 and the minimum for each class is 3. The organisers may change these figures at their discretion without notice. Should any of the above minimum figures not be reached, organisers have the right to cancel the meeting or amalgamate classes as necessary, or consider running small classes without official class awards.

13. The **Entries Secretary** to whom all entries must be sent is:-
Mrs Sarah Nield, Latham Hall Farm, Clay Lane, Hale, Altrincham, Cheshire, WA15 8TY
Messages/queries: e-mail: sprints@ty-croes.com or phone: 0161-980 8509 before 9.00pm

14. Event Officials:

Club Stewards	Paul Goodman, Graham Battersby, Esmor Jones,
Clerks of the Course	David Rainsbury, David Hensley, Assistant to Clerks: Mike Mullins (May) David Williams
Secretariat:	Tel: 0161-980-8509 (e-mail: sprints@ty-croes.com)
Secretary of the Meeting	Martin Nield
Entries Secretary	Sarah Nield
Assistant to Secretaries	Kath Bishop,
Chief Marshal	Richard Newton 01925 261299
Environment Scrutineer	Noise North West
Chief Scrutineer	C. Mansley MSA Nat.A
Chief Timekeeper	Timing Solutions Ltd.
Chief Medical Officer	Members of the Premier First Aid Medical Centre
Rescue Unit	Richard Ashton, Calder Rescue
Safeguarding Children Officer	David Smith, 196 Hall Street, Stockport, Cheshire SK1 4JG - 07772 059374

15. Provisional results will be published as soon as possible after the end of each round, and overall results as soon as possible after the meeting.

16. Any protest must be lodged in accordance with C.5

17. **Starting order** will be determined by the organisers. Cars will start singly. The starting signal will be a green light. Method of Timing: Automatic Timing Equipment. The finish line will be indicated by chequered boards at each side of the track.

18. **Practice** will be conducted in numerical/class order.

Any competitor not presenting himself when called may forfeit his right to that practice or timed run.

S2.1.2 There is opportunity to walk the course each day before 9.15am.

S2.1.3; S2.1.4 Competitors will have the opportunity of one session of two laps of the circuit,

S2.2 If practice times are not recorded, competitors are not entitled to a re-run. Drivers are reminded that it is not mandatory to time practice runs.

Competitors who compete in Round One (Saturday) will not be given practice on Sunday prior to Round Two.

Only those competitors in Round Two Only will be allowed to practice on Sunday.

Double entries will be run as instructed by the Clerk of Course.

19. **Numbers:** Competitors will be identified by numbers displayed on **BOTH** sides of the car. S9.2.5+6. These will not be provided by the organisers and may not be available at the circuit. Timekeepers are not bound to give times for cars not correctly or clearly numbered. Shared cars will not be permitted to run with two sets of numbers displayed at the same time.

20. **Safety Identification:** Competitors with physical disability/medical condition will also be identified by White D on a Blue background, H12.1.7

21. **All other General Regulations of the MSA apply as written except** for the following, which is modified:

S9.2.3; S9.2.4. Cars may not be driven by more than two drivers during each round.

S9.5.1 Each driver will given the opportunity of two timed runs per round. Time permitting, further timed runs will be offered and all timed runs completed by the whole entry each day will count towards the event awards.

22. **All Competitors must comply with:** S10.9 Timing struts ; S9.1.7; Log Books; K9 Clothing; K10 Helmets. K11 Goggles

S9.3.7 (b) + Q15.1 (j) Red Flag - Immediately cease driving at racing speed and proceed slowly, without overtaking, and with great caution to the pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

23. Any competitor deemed to have caused a red flag to be displayed **will** forfeit his time and will not be entitled to a re-run. S9.5.7

24. **Tyre Warming** will NOT be permitted in any area.

25. **Sharing overalls is not permitted** due to the constraints of time,

26. **Any unauthorised use of the track** at any time by a driver, entrant or member of his support team may result in exclusion from the meeting and the forfeit of entry fees.

27. A **BEGINNER** is classified as anyone who is in their twelve months of speed/race/rally competition.

A **NOVICE** is classified as anyone who has not previously won a speed class or novice award. H35.1.4

An eligible competitor may enter to be considered for both these awards; but will only be awarded one should he/she win both.

28. Competitors are reminded that some of the MSA Sprint and Hillclimb regulations have been changed for 2010.

This includes technical regulations and class structures and competitors are asked to pay particular attention to their eligibility in classes.

Please also read Final Instructions carefully as they contain important information specific to this event.

E&OE

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0161 439 8990**



Lancashire & Cheshire Car Club Ltd.
MG Car Club (North Western Centre)

TY CROES WEEKEND SPRINT

MAY 1st & 2nd 2010 ENTRY FORM

Class

Competition Number

Saturday

Sunday

(please leave these boxes empty)

PLEASE FILL OUT ENTRY IN CAPITALS

*DRIVER FULL NAME: Mr/Mrs/Ms

Driver Name (As you wish to be shown on entry list)

Competition Licence No: Type RACE - NON.RACE Status Nat A - Nat B...Other.....
RALLY - SPEED - Other

I wish to enter BOTH ROUNDS	Or Round 1 only - SATURDAY	Or Round 2 only - SUNDAY
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Please delete which does not apply

*Address.....

*County..... *Post Code:

*Phone No.(Day) (Mobile)
(Evening)

I am a fully paid-up member of Motor Club (MG CC Centre:)

I am entered in the following invited Championship/s

Please check your Club/Association/Championship is invited - for membership please contact Entries Secretary

If your club is not a DIRECTLY invited club, please indicate under which invited Association you are entering

DETAILS OF CAR Make..... Model.....

CC..... Type of fuel used Petrol/Diesel/Methanol..... Forced Induction .. Yes / No

Tyres: (Please check class regulations) Road...List 1. A List 1.B..... Rally/Race/Slicks/other

Is car modified in any way? NO/YES Details of:

Aero screen? Yes / No

CLASS ENTERED

Eligible for Class No.** Name of Class.....

****Please check ASR 9 and note you are asked to enter under the event class numbers shown for THIS event and NOT use MSA/Other championship class numbers**

I am sharing the car with (First driver to compete will be

ENTRANT (If different from above, we only show Entrants name if they have and can produce the appropriate licence)

Name:

Address:

Phone No: Entrants Licence No:

REC'D	SATURDAY	ACCEPTED	RESERVE	RETURNED	CHQ./CASH	CHQ RETURN	E.MAIL - OK / POST only
ACK'D	SUNDAY	ACCEPTED	RESERVE		Also Entered SEPT	REFUND	FI's SENT/E.MAIL / POST



Lancashire & Cheshire Car Club Ltd.
MG Car Club (North Western Centre)

TY CROES WEEKEND SPRINT

4th & 5th SEPTEMBER 2010

Class

Competition Number

Saturday

Sunday

(please leave these boxes empty)

PLEASE FILL THIS OUT IN CAPITAL LETTERS

*DRIVER FULL NAME: Mr/Mrs/Ms

Driver Name (As you wish to be shown on entry list)

Competition Licence No: Type RACE - NON.RACE Status Nat A - Nat B...Other.....
RALLY - SPEED - Other

I wish to enter BOTH ROUNDS	Or Round 1 only - SATURDAY	Or Round 2 only - SUNDAY
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Please delete which does not apply

*Address.....

*County..... *Post Code:

*Phone No.(Day) (Mobile)
(Evening)

I am a fully paid-up member of Motor Club (MG CC Centre:

I am entered in the following invited Championship/s
Please check your Club/Association/Championship is invited - for membership please contact Entries Secretary

If your club is not a DIRECTLY invited club, please indicate under which invited Association you are entering

DETAILS OF CAR Make..... Model.....
CC..... Type of fuel used Petrol/Diesel/Methanol..... Forced Induction .. Yes / No
Tyres: (Please check class regulations) Road...List 1. A List 1.B..... Rally/Race/Slicks/other
Is car modified in any way? NO/YES Details of:
Aero Screen? Yes / No

CLASS ENTERED
Eligible for Class No.** Name of Class.....
****Please check ASR 9 and note you are asked to enter under the event class numbers shown for THIS event and not use MSA/Other championship class numbers**

I am sharing the car with (First driver to compete will be

ENTRANT (If different from above, we only show Entrants name if they have and can produce the appropriate licence)

Name:

Address:

Phone No: Entrants Licence No:

REC'D	SATURDAY	ACCEPTED	RESERVE	RETURNED	CHQ./CASH	CHQ RETURN	E.MAIL - OK / POST only
ACK'D	SUNDAY	ACCEPTED	RESERVE		Also Entered MAY	REFUND	FI's SENT/E.MAIL / POST

Northern Speed Classes

Roadgoing Production Cars: (Section S11)

You must be able to produce a current Tax Disc, Insurance and MOT certificate, where applicable, at Scrutineering.

- SA:** Standard Saloon & Sportscars up to 1400cc
- SB:** Standard Saloon & Sportscars 1401cc up to 2000cc
- SC:** Standard Saloon & Sportscars over 2000cc

- 1A:** Saloon Cars up to 1400cc
- 1B:** Saloon Cars 1401cc up to 2000cc
- 1C:** Saloon Cars over 2000cc
- 1D:** 2 & 4 Seater Sportscars up to 2000cc
- 1E:** 2 & 4 Seater Sportscars over 2000cc

- 2A:** Roadgoing Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)
- 2B:** Roadgoing Kit, Replica & Spaceframed Cars over 1700c (car derived engines)
- 2C:** Roadgoing Kit, Replica & Spaceframed Cars (motorcycle derived engines)
- 2D:** Roadgoing Specialist Cars

Modified Production Cars: (Section S12)

- 3A:** Saloon Cars up to 1400cc
- 3B:** Saloon Cars 1401cc. up to 2000cc
- 3C:** Saloon Cars over 2000cc
- 3D:** 2 & 4 Seater Sportscars up to 2000cc
- 3E:** 2 & 4 Seater Sportscars over 2000cc

- 3F:** Modified Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)
- 3G:** Modified Kit, Replica & Spaceframed Cars over 1700cc (car derived engines)
- 3H:** Modified Kit, Replica & Spaceframed Cars (motorcycle derived engines)
- 3K:** Modified Specialist Cars

Sports Libre & Hillclimb Super Sports Cars: (Section S13, S14)

- 4A:** Cars up to 1700cc & Hillclimb Super Sports
- 4B:** Cars over 1700cc

Racing Cars: (Section S15)

- 5A:** Up to 1100cc
- 5B:** Formula Ford 1600 Racing Cars manufactured before 1 January 1994
- 5C:** From 1101cc up to 1600cc
- 5D:** From 1601cc up to 2000cc
- 5E:** Over 2000cc

Classic & Racing Cars (to be calculated on handicap or by splitting by type and or capacity)

- 6:** Classic & Racing Cars manufactured prior to 1973

Extra classes for single make & Championships etc can be added as required

All vehicles must comply with Technical Regulations and with the specific regulations for each category/class as specified in S10. See the 2010 Competitors & Officials Yearbook Section B for the definition of a Sports Car. Equivalence factors are as per S10.3.1, S10.3.2 with the addition of diesel engines x 0.714 and forced induction engines x 1.4

Clarifications for Roadgoing Series Production Cars

Classes SA, SB & SC

These classes are intended for near-standard cars with very few modifications (as listed), to encourage low-cost entry into the sport. All cars running in the above classes must remain in totally road legal form at all times.

All cars must have current VED & insurance in the name of the main driver, with a current MOT if age requires it. Note. Trade plates and traders or company group insurance policies will not be accepted.

NO modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions:

***Wheels & Tyres;** The standard wheel rim width may be increased by a maximum of one inch and fitted with tyres to suit. Tyres must be from MSA list 1A and be Road Legal.*

***Engine & Exhaust;** The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted. Electronic ignition may be fitted.*

***Suspension & Steering;** The steering wheel may be replaced by a non-standard item. Up-rated dampers may be fitted.*

***Body;** In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not a bare shell. Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed.*

***General;** No other modifications, except the fitting of a roll cage, are allowed in classes SA, SB and SC.*

Kit cars, limited production cars, space framed or non-ferrous chassis construction road cars and one-off road-going cars are not permitted in Classes SA, SB and SC. In the event of an unresolved eligibility issue, the driver of the car concerned may be required to produce within four weeks of the event in question, a manufacturer's catalogue to substantiate any queried modifications / specifications and allow championship points to stand.

Any modifications not specifically permitted are, by definition, not allowed.

Classes 1A to 1E

Tyres must be from MSA list 1A and be Road Legal

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999

***Engine & Gearbox:** The engine block &/or cylinder head must remain as original type and material. Internal modifications are allowed but the cubic capacity must remain within the same capacity class as the original car. Gearbox and differential casing must be of the original type and material and remain in the original position. Internal modifications are allowed.*

***Brakes;** Brake calipers, discs, master cylinder & pads can be modified. Carbon discs are not permitted. Modification of the brake pedal is permitted. Brake bias adjustment is allowed. The fitting of pedal assemblies is not permitted*

Anti-Lock braking systems can be removed but cannot be added to a vehicle that does not have one as a manufacturer specified option.

***Suspension;** The suspension type and mountings must remain the same as that*

fitted by the vehicle manufacturer. The shock absorbers may be of any make and may be up-rated from standard. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the vehicle manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials, but rose-joints or similar metal joints are prohibited unless fitted as the vehicle manufacturer's specified option. The fitting of spherical type joints is not permitted, except as the top mounting of a suspension strut.

Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed.

Otherwise as specified in Section S11.

The requirements of the current MSA regulations with regards to safety provisions for Sprint and Hillclimb cars and requirements of Classes 1 A-E must be adhered to.

Classes 2A to 2D

Tyres must be from MSA list 1A or 1B of radial construction only and be Road Legal

All cars in 2A & 2B must have a full windscreen fitted

Class 2C must have an operational reverse gear fitted (I 64)

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

Otherwise as specified in Section S.

All other classes as specified in Section S

Please note that all cars must have operable reverse gear at all times (S10.8.1)

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The above has been produced by representatives of the following clubs/championships, who will be adopting these classes from January 2010;  
Chester Motor Club, Lancashire & Cheshire Car Club, Lancashire Automobile Club, Liverpool Motor Club, Longton & District Motor Club, MG Northern Speed Championship, Luffield MG Car Club Speed Championship, The Chester & Liverpool Motor Clubs Speed Championship, Auto66, Yorkshire Sprint & Hillclimb Championship, Westmorland Motor Club and ANWCC, Midland Speed Championship, Shenstone & District Car Club, Nottingham Sports Car Club, BARC Yorkshire (Harewood), HSA and is currently under consideration by Hagley & District Motor Club.