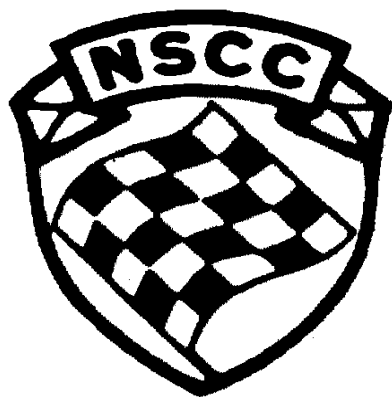


**NOTTINGHAM SPORTS
CAR CLUB**



**2009
SPEED
CHAMPIONSHIP
REGULATIONS**

These Regulations may be obtained in electronic format via the Internet at
www.gosprinting.co.uk
At all times the published hard-copy is the final and complete version.

2009 NSCC SPEED CHAMPIONSHIP

The Nottingham Sports Car Club Championship for 2009 will comprise nineteen events, which are designed to offer you a wide variety of venues within reasonable travelling distance. Sixteen of the events are sprints and three are hill-climbs, located at eleven different locations around the country. The Club will promote six events, with three at Curborough, one at MIRA and two at Thoresby Park, the conclusion to our competitive season.

The best eight scores will decide the final Championship positions; the scoring system is based upon the national records for each class at each circuit, eliminating discrepancies between classes and the anomalies of class entry numbers, ensuring a closely fought Championship.

In addition to the awards presented to the top ten Championship positions, the Des Richardson Trophy will be presented to the highest aggregate scorer from four of the six NSCC run events, the Harry Driver trophy for the fastest NSCC competitor over eight rounds and the Ladies award for the highest placed lady in the Championship. Further awards include the Novice award for the highest placed driver competing in their first two seasons, the Vi Selby award for the driver with the most improved score over the previous season and the Classic Car class for vehicles over 25yrs old - there are plenty of awards for all to challenge for! The tongue in cheek 'Wonky Trophy' is presented for the best 'off' of the year from votes received by club members.

The regulations for the NSCC championship are written in parallel with the Midland Speed Championship, enabling competitors to move from one championship to the other with complete consistency. All technical regulations are contained in this booklet, with a comprehensive format designed to make life easy for you whatever class you decide to enter!

We hope you join in the fun of motor sport with the NSCC; registration for the Championship is free with NSCC membership so remember to fill in and return the registration form at the back of these regulations, or that attached to our monthly publication, *Spin Off*.

The web site and the e-mail results service will help keep you informed of progress as the championship evolves through the season, I wish you well for 2009,

Martin Pickles - Championship Scorer

NOTTINGHAM SPORTS CAR CLUB 2009 SPEED CHAMPIONSHIP

CHAMPIONSHIP AWARDS

1st Overall	1½ litre Trophy and award
2nd Overall	Keith Douglas Trophy and award
3rd Overall	Mitchell Trophy and award
4th Overall	An award
5th Overall	An award
6th Overall	An award
7th Overall	An award
8th Overall	An award
9th Overall	An award
10th Overall	An award
Fastest NSCC competitor	Harry Driver Trophy and award
Highest Placed Lady	The Ladies Cup and award
1st in NSCC rounds	Des Richardson Trophy and award
Classic Car Award	The Miller Trophy and award
Highest Placed Novice	The Gail Thomas Trophy and award
Best Improver	Vi Selby Trophy and award

NSCC 2009 SPEED CHAMPIONSHIP ROUNDS

	<u>Date</u>	<u>Venue</u>	<u>Organising Club</u>
1	Sat 11 th April	Three Sisters	Longton & Dist MC
2	Sat 25 th April	Aintree	Liverpool MC
3	Sat 9 th May	MIRA	Bentley Drivers Club
4	Sun 10th May	Curborough	NSCC
5	Sat 6 th June	Elvington	Auto66
6	Sat 6 th June	Harewood	BARC Yorks
7	Sun 14th June	Curborough	NSCC
8	Sat 27 th June	Aintree	Liverpool MC
9	Sun 5 th July	Three Sisters	Longton & Dist MC
10	Sun 12th July	Curborough (long)	NSCC
11	Sat 18 th July	Llandow	BARC Wales
12	Sun 26 th July	Loton Park	Liverpool MC
13	Sun 2 nd August	Hethel	Borough 19 MC
14	Sat 8th August	MIRA	NSCC
15	Sun 30 th August	Harewood	BARC Yorks
16	Sat 5 th September	Aintree	Liverpool MC
17	Sat 6 th September	Elvington Park (W)	Auto66
18	Sat 12th September	Thoresby Park	NSCC
19	Sun 13th September	Thoresby Park	NSCC

NOTTINGHAM SPORTS CAR CLUB 2009 SPEED CHAMPIONSHIP

- 1 The Nottingham Sports Car Club Speed Championship is organised and administered by Nottingham Sports Car Club [NSCC] in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [MSA] (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. CH2009/070

Status : National 'B'

Championship Grade : D

- 2 The Championship Officials are :
Championship Co-ordinator : Melanie Smith
Eligibility Scrutineer : Neil Proctor
Championship Stewards : Alan Turner, Steve Lines, Martin Pickles
- 3 Throughout the period of the Championship, a driver must be :
a) a fully paid-up member of Nottingham Sports Car Club holding a valid membership card,
b) registered for the Championship,
c) in possession of a valid MSA Speed National B Licence (minimum).
- 4 To qualify for the Championship, a competitor must :
a) Complete the official Championship Registration form in these Regulations and return it to the Membership Secretary, Kim Marvin, 4 Marriott Drive, Kibworth Harcourt, Leics., LE8 0JX, to be received *before* the first round in which he/she wishes to compete. Registration is free with Annual Competitor Membership.
b) Compete in a minimum of *FOUR* rounds organised by NSCC.
c) In addition to the requirements of other competitions, display two NSCC Speed Championship decals, one on the outside of each side of the vehicle, in a clear and prominent position during each qualifying round. Decals are available from the Membership Secretary.
- 5 The date, location and organising Club for each of the Championship qualifying rounds are defined in these Regulations. Should any event be cancelled the Organisers reserve the right to, either, reduce the number of rounds accordingly, or, to substitute another event on a suitable date.
- 6 The system of Championship points is defined in these Regulations. The table of Target times will be sent to each registered competitor not later than four weeks prior to the first event. Points will be gained according to classification in an eligible class against the appropriate Target time at each venue, as follows:
a) Equalling the Target time will gain 20 points.
b) A slower time than the Target time will reduce this by 0.01 point for each 0.01-second difference, with a minimum score of zero.
c) A faster time than the Target time will increase this by 0.01 point for each 0.01-second difference, with no limit.
d) i) If conditions at a round are such that 51% or more of the total entry have times which are 113% or more than the NSCC target times, then regulation 6(e) will apply.
ii) Where no target time exists for a 'new' venue (i.e. where no speed event records exist for the classes defined in these regulations) or if an existing venue has been revised, then rule 6(e) will apply.
e) Where either Regulation 6d) i) or ii) is applied, 20 points will be gained in each class by the fastest competitor complying with these regulations, whether registered for the Championship or not. Points will then be gained by a reduction of 0.01 point for each 0.01-second difference to the time of that competitor.

- f) All timed runs that count for awards at a meeting will be eligible to score Championship points.
- g) A competitor must be classified as a finisher to gain Championship points.
- h) Where classes are merged by the organisers of an event, or where the class structure is not run in accordance with these Regulations, it is the responsibility of the competitor to inform the Championship Scorer of any ineligibility within his or her Class.
- 7 A competitor may register a vehicle for one class, that being the most appropriate class for the vehicle. A competitor changing the registered vehicle must, prior to the start of the event at which the change is effective, record the change with the Championship Co-ordinator. A competitor entering more than one class at a qualifying event must record with the Championship Co-ordinator in writing, prior to the start of the event, which class shall count for Championship points.
- 8 In each qualifying round, a competitor will compete in the appropriate class for the awards offered for the meeting. Championship points will be gained according to the appropriate Championship class at the time of the meeting. The Championship Organisers reserve the right to re-classify any vehicle to a more appropriate Championship class.
- 9
- The best 8 scores of each competitor will count towards the Overall Championship, except that only the best FOUR scores as defined in 6e) will be eligible to be included.
 - The best 4 scores from the 6 NSCC organised events will qualify for a separate award, with the points being gained in the same way as for the Overall Championship. For this award, if one round is cancelled then the best 4 scores will still count; if more than one round is cancelled then all remaining rounds will count. Competitors in the first three places of the Overall Championship will not be eligible for this award.
 - Championship scores will be declared final 21 days after the championship results for each round are issued. Competitors who wish to query a score with the Scorer must do so during this period.
- 10 An award will be made based upon the fastest times achieved by NSCC competitors at each round, with points gained as follows:
Fastest NSCC time of the day : 10 points, 2nd fastest : 8 points, 3rd : 6 points, 4th : 4 points, 5th : 3 points, 6th : 2 points, 7th : 1 point. The best 8 scores from all entered rounds will count. In the event of a tie on the day for any position, the points will be determined in favour of the competitor with the best second run time. In the event of a tie for the FTD award after completion of all rounds, the position will be determined in favour of the competitor who achieved the scores at the greatest number of different venues. If a tie remains, the position will then be determined in favour of the competitor with the highest placing in the main Championship.
- 11 An award will be made to the highest placed lady competitor who qualifies for the Championship. An award will be made to the winner of the Classic Car Class. Target times for this Class will be calculated as defined in these Regulations. Points will be scored in the same way as for the Championship (see 6). An award will be made to the highest placed novice who qualifies for the Championship, is competing in their first or second consecutive season of speed events, has not previously held an MSA licence prior to that and who has not won a first-in-class award before the first round. An award will be made to the competitor who shows the greatest improvement over the previous season's performance. To qualify for this award a competitor must not have finished in the top three of the NSCC championship of the previous season, must not have won any other award listed above, including being placed in the top-ten of the Championship, and must have competed in a minimum of five Championship rounds, not including any round scored under regulation 6(e).

- 12 In the event of a tie for a Championship place or other award, except the FTD award, the placing will be determined in favour of the competitor whose total score was achieved at the earliest round of all the rounds in which they competed, including any discarded rounds. If the tie remains, it will then be determined in favour of the competitor with the highest individual score at all rounds. If the tie still remains, the award will then be shared.
- 13 Appeals regarding Championship Points awarded must be in accordance with MSA Yearbook Section C(d).
- 14 Awards will be presented as specified in these Regulations.
- 15 Judicial procedures for both the rounds and the Championship will be in accordance with MSA 2009 Yearbook Appendix 2.
- 16 Except as defined below, all vehicles must comply with the general, technical and safety requirements in the MSA 2009 Yearbook, appropriate to the class. If a competitor is in doubt about the eligibility of his vehicle the Eligibility Scrutineer should be consulted.
- 17 Championship classes are defined in these Regulations. Target times for each class at each course are considered as part of these Regulations and will be made available to each registered competitor at least four weeks prior to the first round. Target times are reviewed annually. Target times are subject to change at any time for any venue at the discretion of the NSCC Committee if deemed necessary.

2009 NSCC SPEED CHAMPIONSHIP CLASSES

GENERAL REGULATIONS FOR ALL CLASSES

1. Competing Cars must comply with MSA Yearbook Section I as applicable, including all safety requirements.
2. Diesel engine equivalence is 0.714. Rotary engine equivalence is 1.5. Forced induction equivalence is 1.4.
3. 4-wheel drive vehicles will compete in a Class according to cubic capacity (including equivalence calculations) and the target time will be reduced to 0.95 of the target time for the Class.
4. Vehicles competing in **ROADGOING CLASSES S, 1, 2A, 2B & 2E** must comply with the following:
 - 4.1 A valid tax disc must be displayed and cars must compete in a totally road legal form at all times; a current MOT certificate (if appropriate) and a valid certificate of insurance must be available for inspection. Registration identification must be displayed at both front and rear; trade plates are not permitted.
 - 4.2 The removal of catalytic converters is prohibited on cars registered after 31st July 1993.
 - 4.3 **With the exception of cars in Class 2,** the only permitted tyres within these classes are those defined in the 2008 or 2009 MSA Yearbook Section C(e) List 1A. It is prohibited to re-groove tyres in the list. Application for the use of tyres in List 1B has not been made for the Championship.
Tyres fitted at scrutineering for an event must not be changed without being re-scrutineered.
 - 4.4 ***Competitors found to be not complying with the above will be re-classified accordingly .***
- 4.4 Some of the venues used by the Championship have more stringent silencing requirements than those specified by MSA 2009 Yearbook C[b]. Cars competing at any event must meet the silencing requirements as specified in the Supplementary Regulations for that event.

CLASS S : STANDARD SALOON and SPORTS CARS

SA up to 1400cc

SB 1401cc to 2000cc

SC 2001cc and over

See General Regulations for All Classes.

Standard Saloon and Sports Cars are defined as Roadgoing Production Cars produced in quantities of not less than 1000 per annum. Only those modifications or extras listed below are permitted. Others, whether factory option or otherwise, that in the opinion of the Eligibility Scrutineer would be likely to improve the handling or performance of the vehicle are not permitted.

1 In the interests of safety:

a) A Four- or Six-point safety belt may be fitted – see MSA Yearbook C(c), 44 to 49 inclusive.

b) The front seats may be replaced by a competition version, which must be fully trimmed, not just a bare shell.

c) A roll cage may be fitted.

2 Electronic ignition.

3 Uprated shock absorbers, including adjustable types. Note: Standard ride-height must be maintained.

4 Wheels must be of standard diameter as originally fitted but may be up to 1" wider, fitted with tyres to suit.

NOTE : The limited modifications listed above are **all** that are permitted. The air cleaner and exhaust system must remain as production or pattern replacement, including catalytic converters on cars registered after 31st July 1993. *The onus is on the competitor to prove eligibility.* In the event of any unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications and to allow the Championship points to stand. Homologation specials, limited-production cars, Group B cars, Kit cars, Replica cars, space-framed or non-ferrous chassis construction cars and any other cars which, in the opinion of the Eligibility Scrutineer, are not *standard* production cars are not permitted in this class.

CLASS 1 : ROADGOING PRODUCTION CARS

1A up to 1400cc

1B 1401cc to 2000cc

1C 2001cc and over

See General Regulations for All Classes.

Cars running in Road Modified classes 1A to 1C inclusive must conform to the regulations for Roadgoing Production Cars defined in the MSA 2009 Yearbook Section I, with the following amendments:

Kit, replica, space-framed and non-ferrous chassis construction cars are specifically excluded from Class 1A, 1B & 1C, even though factory-built (e.g. Caterham 7).

A full sized glass windscreen (a single windscreen the full width of the car and with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen) must be fitted in the standard position. Cars supplied without full sized windscreens are not permitted in these classes.

The bonnet and boot-lid may be replaced by versions in another material but all other bodywork must remain in the original material. Wheel-arches must remain standard but extensions are permitted.

In the event of any unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications and to allow the Championship points to stand.

CLASS 2 : ROADGOING SPECIALIST PRODUCTION CARS

2A up to 1700cc

2B 1701cc and over

2E Lotus Elise and Elise derived Cars

See General Regulations for All Classes. Road-legal tyres in 2009 MSA Yearbook Section C(e) List 1A & 1B are allowed for Class 2.

Cars running in classes 2A and 2B must conform to the regulations for Roadgoing Specialist Production Cars defined in the MSA 2009 Yearbook Section I, with the following amendments:

Classes 2A & 2B include kit, replica, space-framed and non-ferrous chassis construction cars with a single engine.

A full sized glass windscreen (a single windscreen the full width of the car and with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen) must be fitted in the standard position. Cars supplied without full sized windscreens are not permitted in these classes.

With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified. The air intake filter may protrude above the silhouette of the car to a maximum of 75mm. When the filter is removed, the silhouette must remain as standard. Exhaust systems are not considered to be part of the silhouette of the car.

Cars running in class 2E must conform to General Regulations for All Classes (above) and to the regulations for Roadgoing Specialist Production Cars defined in the MSA 2009 Section I, with the following amendments:

Cars must be totally based upon a standard production car and include, but are not restricted to, the following: Lotus Elise, Lotus Exige, Lotus 340R, Vauxhall VX220 and Opel Speedster.

In the event of any unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications and to allow the Championship points to stand.

CLASS 3 : MODIFIED PRODUCTION CARS

**3A up to 1400cc 3B 1401cc up to 2000cc 3C 2001cc and over
EXCLUDING Kit, Replica, Space-framed and Non-ferrous chassis cars**

Cars complying with MSA 2009 Yearbook Section I. Kit, replica, space-framed and non-ferrous chassis construction cars, even though factory-built (e.g. Caterham 7), are specifically excluded from Class 3A, 3B & 3C. See General Regulations for All Classes.

**3D(I) up to 1400cc 3D(II) 1401cc up to 1800cc 3E 1801cc and over
KIT, REPLICA, SPACE-FRAMED AND NON-FERROUS CHASSIS CARS**

Cars complying with MSA 2009 Yearbook Section I except as follows:

82 : Minimum 20 chassis (see 70). Lesser quantities not applicable.

99 applies unless changed to a type produced by the same manufacturer.

Cars must have single engines. See General Regulations for All Classes.

CLASS 4A : SPORTS LIBRE CARS up to 1700cc and HILLCLIMB SUPERSPORTS CARS

Cars complying with MSA 2009 Yearbook Section I. See General Regulations for All Classes.

CLASS 4B : SPORTS LIBRE CARS 1701cc and over

Cars complying with MSA 2009 Yearbook Section I. See General Regulations for All Classes.

NOTE : Modern sports libre cars of capacity over 2000cc in Class 4B are at present not allowed to compete at Thoresby Park.

CLASS 5A : RACING CARS up to 600cc

Cars complying with MSA 2009 Yearbook Section I. See General Regulations for All Classes.

CLASS 5B : RACING CARS 601cc to 1100cc

Cars complying with MSA 2009 Yearbook Section I. See General Regulations for All Classes.

CLASS 5C : FORMULA FORD

5C(I) 1600cc cars manufactured up to 31-Dec-1993

Cars complying with Formula Ford 1600 Racing Car Regulations manufactured up to 31st December 1993. The only permitted tyres for this Class are the Avon ACB10 (marked "Formula Ford", code 7317 for front and 7319 for rear) and Avon ACB9 (marked "FF", code 7267 for front

and 7290 for rear).

CLASS 5D : RACING CARS 1101cc to 1600cc

Cars complying with MSA 2009 Yearbook Section I, Category F. See General Regulations for All Classes.

CLASS 5E : RACING CARS 1601cc to 2000cc

Cars complying with MSA 2009 Yearbook Section I, Category F. See General Regulations for All Classes.

CLASS 5F : RACING CARS 2001cc and over

Cars complying with MSA 2009 Yearbook Section I, Category F. See General Regulations for All Classes.

NOTE : Modern racing cars in Class 5F are at present not allowed to compete at Thoresby Park.

CLASS 6 : CLASSIC CARS

See General Regulations for All Classes.

To qualify for this Class :

1. An entry in this Class will also be entered in an appropriate Championship class. The Organisers decision on a suitable class will be final.
2. The car must have been registered 25 years prior to 1st January 2009. The vehicle log-book must be available to verify this.

In addition to the Championship, points will be scored in this Class according to performance against a separate set of target times and in the same way as previously defined, namely based around 20 points for equalling the target. The best 8 scores of each competitor from all rounds will decide the winner.

Classic Car Class target times will be calculated based on the record for the appropriate Championship class, with an allowance for the age of the vehicle and the engine size in cubic-centimetres.