



## The Revington TR / TR Register Sprint and Hillclimb Championship

### GETTING STARTED

Here is a list of basic requirements, mainly for the benefit of new competitors wishing to know where to start in preparing both themselves and their cars for Sprinting or Hillclimbing.

#### Firstly yourself:

1. MSA COMPETITION LICENCE/DOCUMENTS - Apply to The Motorsports Association, Motorsports House, Riverside Park, Colnbrook, Slough SL3 0HG (Tel. 01753-681736). They will send you an application form, or you can get the documents at [www.msauk.org](http://www.msauk.org) For our sport, you will need a National B Non-Race licence, which currently costs £37 per annum. This will cover you for Speed events, but not circuit racing. No medical is required, just a self-declaration of good health.

With the licence will come the MSA Yearbook, or "Blue Book" as it is known, including an Interactive DVD version. This contains all the rules and regulations for motorsports in the UK - our own Club Championship rules are additional. The sections that mainly concern you are J, K and S. When reading these, bear in mind that many TR's are "Period Defined Vehicles" (Section B). Where relevant I will quote paragraph numbers.

2. CRASH HELMET – (See K.10) - mandatory, buying the wrong type can be costly! The only British Standard types allowed from this year are those marked BS 6658 Type A/FR (red BS sticker) and these could be withdrawn for 2016, else SNELL SA2010 or SA2005 (SA2000 may be withdrawn for 2015). Try to buy one manufactured as recently as possible, preferably in the last 12 months, a further sticker inside the helmet should tell you this. In addition, the helmet has to be authorised by the MSA, this is a blue sticker, some come marked thus from the manufacturer, otherwise it will cost you £1.60 from a MSA Scrutineer at your first event.

3. FIRE-RESISTANT OVERALLS – (See K.9) - mandatory. Manufactured from Nomex III or Proban material, typically starting at £100 from race suppliers. They must be marked BS 6249, Part 1, Index A or B, or to BSEN533 or to pr EN533:1995 Index 3, or to FIA 8856-2000 standard. It is highly likely that Proban overalls will be withdrawn in 2012.

4. OTHER CLOTHING – Gloves that are flame resistant are compulsory; balaclavas, boots etc. to MSA standards are recommended, but are not yet mandatory. The incidence of fires at speed events is low. However do not wear plastic shoes or any nylon.

5. ENTRY FORMS TO EVENTS - If you register for the Championship, we will send them to you, or notify you of the download website, as they become available (otherwise

Please reply to: Roger McEwen, 7 Manor Park, Great Somerford, Chippenham, SN15 5EQ  
Tel: 01249 720516. E-mail: [rcmcewen@lineone.net](mailto:rcmcewen@lineone.net)

contact the organising Club direct). Read the Supplementary Regulations carefully and send the entry form off quickly to avoid disappointment. Be sure to enter in the TR Class if there is one.

### **Secondly your car:**

A. FIREWALL – (See J.5.2.1) - TR2-6 models will require this, cut a thin aluminium sheet out and pop-rivet this behind the rear cockpit trims, to separate the seating area from the fuel tank, then seal around the edges with GRP or mastic sealant, preferably the heat-resistant type from race suppliers (but ordinary silicon will do if your gaps are small!).

B. ELECTRICAL - (i) Mark the battery earth lead with yellow paint/tape (see J.5.14.5); (ii) cover your battery live terminal (J.5.14.2); (iii) mark the ignition switch clearly ON/OFF (S.10.6.1). An external circuit breaker switch is recommended (see S.10.6.3), but only mandatory for non-road licensed, closed cars.

C. SEATS - (See J.5.3 and K.2.2) - Any tipping mechanism must be locked or bolted down. Head restraints are mandatory (See S.10.1.13).

D. SEATBELTS - (See K.2.1 & S.10.7,8,9 &10) – A three point safety belt is acceptable for roadgoing cars, but a four point harness is highly recommended for safety and comfort. From race suppliers/TR specialists.

E. ROLLBAR - (See K.1.6.1 & S.10) - Not mandatory for roadgoing cars but highly recommended. Competition carries risks, but running an open car without a rollbar is simply madness! They save lives and stiffen the car's handling.

F. TIMING STRUT - (See S.10.9) - Make this out of plastic, ally or thin steel plate, paint it in non-reflective black, mount it as per the prescribed dimensions, unbolt it before you drive home!

G. COMPETITION NUMBERS - (See S.9.2.5) - your number will be advised with the Final Regulations received a few days before the event. You can buy race numbers from race suppliers, or make them from Fablon material, even insulating tape may do on the day, as long as the timers can read your number against a contrasting body panel.

H. OIL CATCH TANK - (See S.10.3.5) - if your engine does not breathe back in to the induction system, feed the hose in to a catch tank of minimum 1 litre capacity. Even a plastic bottle strapped in the engine bay (away from direct heat!) will suffice.

I. SILENCING - (See J.5.17) - be careful here, restrictions are tightening and can cause elimination from the event. There should not be a problem if your car is near standard and road legal, but some events like Goodwood are imposing lower than MSA standard decibel limits, so if you have bought a rorty exhaust or a competition car whole from someone else, have it checked if possible.

J. STEERING LOCKS - these do not have to be removed for our sport.

K. HILLCLIMB & SPRINT RAC LOGBOOKS - (See J.2.1 and S.9.1.7) - All cars not currently licensed for road use and not in a road-legal condition, must have a valid MSA Logbook.

These notes can in no way be as comprehensive as the Blue Book, which is the definitive instrument, however it can be mind-bending trying to fathom it out, so do call me if in any doubt. However after your first year in hillclimbing, it will be assumed that you will keep yourself abreast of any new rules and regulations, highlighted by the MSA in Motorsport Now! and the Yearbook.

Have fun out there!