



TR Register

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The Revington TR / TR Register Sprint and Hillclimb Championship

The Fundamentals for Competing in Sprints and Hillclimbs 2016

Here is a list of basic requirements and general information, 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 For our sport, you will need a National B Non-Race licence, which currently costs £43 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! There are no British Standard types allowed from this year. SNELL SA2010 or SA2005 (not valid after 31/12/2018) or FIA 8860-2010 are the standards to look for. 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 £2 from a MSA Scrutineer at your first event. Goggles or a visor must be worn unless in a closed vehicle. (See K.11). Ensure that the helmet has or can be fitted with FHR posts.

3. FRONTAL HEAD RESTRAINT – Not mandatory for Roadgoing or Period Defined (pre-1977) cars but highly recommended. They can only be used with full harnesses and cost upwards of £250. They should comply with FIA 8858-2002 or FIA 8858-2010 and will have prominent homologation stickers. They are available in a number of different seating angles. They can only be used with helmets that have FHR posts. Read the MSA Competitor Guidance (www.msauk.org/assets/fhrguidance.pdf) for lists of suitable helmets and other information.

4. FIRE-RESISTANT OVERALLS – (See K.9) - mandatory. Manufactured from Nomex III typically starting at £250 from race suppliers. They must be marked FIA 8856-2000 or FIA 1986 standard.

5. OTHER CLOTHING – Gloves that are flame resistant are compulsory (See K.14.3 (e)); 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.

6. 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 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.

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Secondly your car:

Many Triumphs will be Period Defined Vehicles (Non Rally) E-H, (See Section B). Regulations may specify a different less restrictive requirement for these cars.

A. FIREWALLS – (See J.5.2.1 & 2) - TR2-6 models will require a firewall between the boot (petrol tank) and the seating area. Cut a thin aluminium sheet out and pop-rivet this behind the rear cockpit trims, 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!). Or buy a purpose made one from your TR supplier. Other Triumphs must have the petrol tank isolated from the driver compartment by a firewall.

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 cars.

C. SEATS - (See J.5.3 and K.2.2) - Any tipping mechanism on a production seat must be fitted with a serviceable locking mechanism. Head restraints are mandatory (See S.10.1.13).

D. SEATBELTS - (See K.2.1 & S.10.1.7, 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. Four point harnesses must have four anchorage points, combining the rear straps to a single anchorage point is not acceptable.

E. ROLLBAR (ROPS)- (See K.1.6.1 & S.10) - Not mandatory for road going cars but highly recommended. Competition carries risks, but running an open car without a roll bar is simply madness! They save lives and stiffen the car's handling. Harness anchorages may be included.

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 and 6) - 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. Numbers must not be displayed when driving on the public highway.

H. OIL CATCH TANK - (See S.10.3.5) - if your engine does not breathe back in to the induction system, feed the breather 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 and Castle Combe 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. TOW POINTS – (See S.10.1.15) – recommended to be fitted to front and rear just in case you end up in the kitty litter or worse.

L. TYRES – For 2016 there has been a fundamental change to the MSA tyre regulations due to EU imposed manufacturing safety standards. There is now a List 1C that contains tyres that are not allowable on cars competing in road going classes, although they are still sold as road tyres! However pre-1977 (period defined vehicles (non-rally) classes A-H) roadgoing cars may use any road legal tyre. (S.11.6.2)

M. 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.

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Thirdly The Championship:

Whilst this is a TR Register championship you don't need to have a TR, but it must be a Triumph car and you must join the TR Register, as that is the club that is invited to the events.

Go on-line to the TR Register Motorsports Downloads section and you will see the Championship Regulations and application forms, or contact the Championship co-ordinator.

There are normally 25 events in the Championship calendar that runs from March to October, and events are spread around the country as much as possible. You will need to complete five events to count for Championship awards.

You will be required to register for the championship and fill in the following forms;

The Registration form and fee – currently £25

The Technical Declaration form- it is important that you answer this as accurately as you can as we use these details to allocate you to a class (as defined in the regulations), which are based around the power, weight and degree of modification. You are not required to have a rolling road or weigh bridge print out, you are taken on trust. If you need a hand with the estimates we do have quite a bit of reference data so ask!

The Championship Co-ordinator will acknowledge your registration but there is no membership card.

The Championship Co-ordinator will issue you with Event Supplementary Regulations (SRs), or links to web sites containing them, as they become available. Read them carefully and complete the Entry Forms fully. It is wise to enter as soon as possible as some events fill up very quickly, and the selection process (stated in the SRs) may be based on when received. Entry fees to events currently range from £80 to £150.

All correspondence for the Championship is issued by e-mail.

Finally The Event:

Read and understand the Final Instructions which you should receive about one week before the event. They should include the list of competitors, and tell you the order of the event, what time to arrive, where you are in the paddock, where to park a trailer etc if not included in the SRs.

Don't forget your TR Register membership card and Competition Licence; non-production will cost you £67.

Park in your correct place in the paddock and unload everything from the car. Put on competition numbers, timing strut, and prop open bonnet and boot ready for the scrutineer. Have helmet, overalls & gloves ready for inspection.

At some venues there are facilities for changing into overalls, but not all so be prepared to change in the open air!! Or arrive ready dressed in overalls, but bring a change of clothing just in case.

Sign on as soon as possible, you will need your TR Register membership card and Competition Licence. If there is a commentators sheet issued with the SRs or FIs fill it in and hand it over, it makes for good commentary. They may issue you with a scrutineering ticket, practice tokens (Prescott) and programme.

If you have time and are able to, walk the course, preferably with someone with experience of the venue, and learn as much as possible. Remember you only have 2 practice runs in the morning before the 2 timed runs in the afternoon.

The scrutineer will check over the car in the paddock position, except for the late Castle Combe event where they have a scrutineering bay. The scrutineers will check cars more or less in programme order. They will check things like battery security; throttle springs, steering play, wheels and hubs by shaking,

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seats and fixtures etc. It helps if the car is clean and in good order. It will be very unusual for you not to pass, but they may identify things they want corrected before competing. Get assistance from your fellow competitors if necessary. The scrutineer will issue you with a small sticker that must be visible throughout the event; windscreen or roll cage is a good position.

Events normally start about 08.30 for practice, have an hours lunch to give the marshals a break, and finish about 17.30. This means that you will have quite a lot of hanging around between your activity. Some events have a holding paddock at the end of the course and you will return to the main paddock in batches. Others will have a return route that allows you to return immediately but return slowly. It is normal practice to acknowledge the marshals at the end of the meeting, remember they are all volunteers for your benefit.

At most events you will practice and run in programme order and will be called up to the start area by marshals or a PA system. At Shelsley Walsh you choose when to practice and notify the start hut. Make sure that when you are called up you are ready to go with all kit on.

All venues will have toilet facilities and some form of food provisions, from a Burger Van at Werrington to a full-blown restaurant at Prescott. There is often a bar for post event drinks, but you will be excluded if you drink alcohol during the event.

If you find after you have entered that you cannot make the event, notify the organisers asap, you may get a refund of part of your entry fee.

Championship Results and scoring:

For each event and each class there are target times that represent the best time that a good car well driven should be capable of achieving – that will be time you are aiming to achieve or better. These times are published for each season and may be updated throughout the season.

While the scoring system is detailed in the Championship Regulations the following is a summary; The time you achieve against your target (called bogey) time is ratioed and referenced to 10 points to generate the provisional score.

The entrant with the highest provisional score for the event is allocated 10 points and is used as the reference against which the other entrants are then ratioed. This allows a corrected score for the event to be generated. This process compensates for wet weather and changes in the course so that scores can be compared between different events. A small uplift is then added to all the event corrected results where there is more than one competitor, this applies a greater uplift the more competitors there are.

Results are published regularly throughout the season along with a Position to Date spreadsheet so you can determine how you are performing against other competitors.

At the end of the season your best five results are summed to determine the championship positions.

For the event itself awards are presented as stated in the Event SRs, and are presented 30 minutes after the conclusion of the event. (Except for MAC and MG events where the awards are presented at their annual prize-giving). If you win an award it will be expected that you stay to collect it.

For the TR Championship it is a social gathering as much as a competition and help and advice will be freely offered – So don't be afraid to ask and come and join in.

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