

# 2019- REVINGTON TR / TR REGISTER SPRINT AND HILLCLIMB CHAMPIONSHIP REGULATIONS

## 1. SPORTING REGULATIONS – GENERAL

1.1. **Title & Jurisdiction:** The Revington TR / TR Register Sprint & Hillclimb Championship is organised and administered by the TR Register in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2019/S014                      Status: National B

Motorsport UK Championship Grade: C

### 1.2. Officials:

1.2.1. **Co-ordinator:** Sally McEwen, 7 Manor Park, Great Somerford, Chippenham, Wilts, SN15 5EQ. Tel: 01249 720516. E-mail: rcmcewen@btinternet.com

1.2.2. **Eligibility Scrutineer:** Tony Freeman, Coniston, Watery Lane, Weymouth, DT3 5QD.  
Tel: 07929 051291.  
E-mail: tony.freemanv8@gmail.com

1.2.3. **Championship Stewards:**                      Contact via the Championship Co-ordinator  
Phil Tucker  
Eric Mobley  
Mike Tidball

### 1.3. Competitor Eligibility:

1.3.1. Entrants must be fully paid up valid membership card holding members of the TR Register and in possession of a current Motorsport UK Entrants Licence.

1.3.2. Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the TR Register, be Registered for the Championship and be in possession of a current Competition National B Non-Race Licence, as a minimum.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on.

#### **1.4. Registration:**

1.4.1. Registration is affected by completing the Registration and Technical Declaration forms and returning them to the Championship Co-ordinator, preferably by e-mail.

1.4.2. The registration fee is £25.

Payment by direct bank transfer is the preferred method of payment, details as follows:-

Bank: The Co-operative Bank plc

Sort Code: 08-92-99

Account Name: TR Register Sprint & Hillclimb Champions

Account Number: 65732025

Reference: your surname

Alternatively a cheque made payable to TR Register Sprint & Hillclimb Champions should be sent along with the documents specified in 1.4.1.

1.4.3. There is no closing date for registration.

## 1.5. Championship Rounds :

DATE	VENUE	ORGANISING CLUB	TYPE
14th April	CURBOROUGH	Midland AC	Sprint
20th April	GOODWOOD	Bognor Regis MC	Sprint
21st April	GURSTON DOWN	BARC (SW)	Hillclimb
22nd April	CROFT	Darlington & DMC	Sprint
4th May	MIRA NUNEATON	Bentley DC	Sprint
5th May	WERRINGTON	Plymouth MC	Hillclimb
12th May	DEBDEN	Herts County Auto & Aero Club	Sprint
1st June	HAREWOOD	BARC Yorkshire	Hillclimb
8th June	ABINGDON	Sutton and Cheam MC	Sprint
15th June	EPYNT	Brecon MC	Hillclimb
29th June	AINTREE	Liverpool MC	Sprint
6th July	SHELSLEY WALSH	Midland AC	Hillclimb
14th July	BLYTON PARK	Westfield SCC	Sprint
21st July	LOTON PARK	HDLCC	Hillclimb
27th July	CASTLE COMBE (SHORT)	Bristol MC	Sprint
3rd August	GOODWOOD	Brighton & Hove MC	Sprint
4th August	3 SISTERS	Longton & DMC	Sprint
10th August	SHELSLEY WALSH	Midland AC	Hillclimb
18th August	CURBOROUGH	HDLCC for RSSOC	Sprint
7th September	WISCOMBE	Five Clubs	Hillclimb
8th September	GURSTON DOWN	BARC (SW)	Hillclimb
14th September	WISCOMBE	MG CC	Hillclimb
29th September	MANOR FARM	Woolbridge MC	Hillclimb
5th October	PRESCOTT	Bugatti OC	Hillclimb
19th October	CASTLE COMBE (LONG)	Bristol Pegasus MC	Sprint

## 1.6. Scoring:

The Class bogeys are constructed by assessing the historic records for cars that fit into the class definitions and generating target times for each event. Classes are balanced against each other to reflect the difference in power to weight and degree of modification.

In the case of a new or modified course, bogey times shall be initially extrapolated from the times recorded at a similar venue. When sufficient data for a new or modified course exists all of the course bogey times may be adjusted to reflect this data.

Where a competitor betters a class bogey time it will be updated for future events in the current and future seasons. The initial ratios between classes will not be maintained however if exceptional anomalies arise bogey times may be modified.

Each competitor's best timed run at an event will be ratioed against the class bogey and normalised to 10 points to generate their provisional points. The competitor with the highest provisional points will be awarded ten points, and their provisional points will be used as a reference against which all other provisional points are then ratioed to generate the corrected points. The purpose of the corrected points is to compensate for wet events or cases of a new or modified track so that the scoring is consistent for all events. In addition to the corrected points a "competitive" bonus of 0.01 points per signed on competitor will be added as detailed below.

1.6.1. Provisional points at a Championship Round shall be scored on the basis of the following formula:

$$[1.00 - (\text{time achieved} - \text{bogey time}) / \text{bogey time}] \times 10.00$$

The competitor with the highest Provisional points shall then be awarded 10.00 corrected points.

Other competitors' corrected points will be derived from the above as follows:

$$(\text{Individual Competitor's own Provisional points} / \text{Best Provisional points}) \times 10.00$$

Any competitor who betters the event bogey time by more than 2.5 % will have their result adjusted to limit the improvement to 2.5%. These adjusted times will then be used for the calculations.

In addition to the calculations specified above every competitor at an event will be awarded additional points related to the number of Championship competitors signing on for the event based on 0.01 points per competitor up to a maximum of 0.05. This total will be used as the Championship score.

1.6.2. The best five scores shall constitute the competitor's Championship result and the competitor with the best overall score for five events shall be the Championship winner for the year. In the event of a tie, the sixth best result achieved will be used to resolve the tie and so on.

1.6.3. Championship Points Appeal – Section C6.5. current Motorsport UK Yearbook, applies.

## 1.7. Awards:

1.7.1. There are no awards for individual Championship events.\_

Trophies shall be awarded to competitors who have signed on for at least five events as follows:

First, Second and Third placed competitors overall at the end of the season.

First in class subject to a minimum of three registered competitors in the class having signed on for at least one round.

Second in class subject to a minimum of five registered competitors in the class having signed on for at least one round. Overall trophy winners from the class shall not be included in the five.

Third in class subject to a minimum of seven registered competitors in the class having signed on for at least one round. Overall trophy winners from the class shall not be included in the seven.

The best overall placed Lady at the end of the season.

The best overall placed competitor under 30 years of age on the 1<sup>st</sup> January 2017 at the end of the season.

No competitor may win more than one award.

Other discretionary awards may be presented from time to time.

1.7.2. There will be no cash awards. Trophies for the Championship shall be awarded for, and at the end of, the current season. The Championship Trophy shall be held for one year and shall be returned to the Championship Coordinator on or before the Drivers' Meeting and Prize-giving. The recipient is required to have the trophy suitably engraved. All other awards shall be perpetual.

1.7.3. There will be no bonuses awarded in cash or in kind.

## **2. SPORTING REGULATIONS - JUDICIAL PROCEDURES**

**2.1.Rounds:** In accordance with Section C of the current Motorsport UK Yearbook.

**2.2.Championship:** In accordance with Section C of the current Motorsport UK Yearbook.

## **3. TECHNICAL REGULATIONS**

### **3.1. Eligible Vehicles:**

Any four wheeled production vehicle manufactured by Triumph and their derivatives shall be eligible to compete. Competitors must display the sponsor's Championship stickers on each side of the car for the duration of each event.

### **3.2. Classes:**

#### **Class 1 Roadgoing Production Cars (S11) ROADSPORT**

- 1A. Less than 90 BHP / Tonne
- 1B. 90 – 110 BHP / Tonne
- 1C. 111 – 130 BHP / Tonne
- 1D. Greater than 130 BHP / Tonne

#### **Class 2 Roadgoing Production Cars (S11) TUNED ROADGOING**

- 2A. Less than 130 BHP / Tonne
- 2B. 130 – 180 BHP / Tonne
- 2C. 181 - 230 BHP / Tonne
- 2D. Greater than 230 BHP / Tonne

#### **Class 3 Modified Production Cars (S12) MODIFIED**

- 3A. Less than 200 BHP / Tonne
- 3B. 201 – 280 BHP / Tonne
- 3C. Greater than 280 BHP / Tonne

Where the power is at the Flywheel, which can be calculated from the power at the wheels plus 15% plus 10HP, and the weight is the weight of the car in its normal competition state excluding the driver. It will not be mandatory to produce documentation certifying power or weight, however submissions that appear incorrect will be investigated.

### 3.3. Safety Requirements:

In accordance with Section K of the current Motorsport UK Yearbook

### 3.4. Detailed Technical Regulations:

3.4.1. Cars will be separated in to classes in accordance with the Revington TR / TR Register Sprint & Hillclimb Championship regulations for the year in question. In addition all cars will conform to the common regulations contained in the current Motorsport UK Yearbook , Section J and Section S. Competitors are responsible for ensuring compliance of their own vehicle in accordance with the class entered and technicalities declared.

3.4.2. Regulation Alterations. The regulations governing the competition may be reviewed by the Championship Organisers Committee which will comprise 3 members agreed at any drivers meeting. Changes to the Technical Regulations will be proposed in draft form at any time by the Committee. Comments will be reviewed by the Committee and further proposals will be circulated at least 6 weeks before a Drivers Meeting. The new regulations will be voted on at the Drivers' Meeting and if adopted, will be in force for the calendar year immediately following the Drivers' Meeting unless specifically agreed otherwise.

#### 3.4.3. Class 1 ROADSPORT.

This class is intended for genuine road cars, but where relatively mild performance modifications are permitted.

Cars must be driven to and from the venue, and compete with the wheels and tyres as fitted. Any technical variation of the Car Model is allowed.

S10 and S11 apply, amended as follows:-

S.10.1.8 Original seats may be replaced with fully trimmed competition type.

S.10.1.9 Must comply with K.2.1.1 as a minimum.

S.10.2 Petrol tanks as original but of any material.

S.10.2.1 and S.11.4.3 Full windscreens must be fitted, except for TR2 and TR3 where aeroscreens are permitted.

S.10.6.1 Electric cooling fans are allowed. Electric cooling pumps are not allowed. Position of battery as original.

S.10.7.2 Brakes as per original model. Four pot brake callipers and vented discs are not allowed. Friction material is free.

S.11.3 Chassis as original, except localised reinforcement to suspension and differential mountings permitted, on safety grounds. No other reinforcement / stiffening or lightening permitted. A Suspension Strut Brace is not allowed.

S.11.4.1 Wheel arch extensions are not allowed. Bumpers may not be removed.

S.11.4.2 Original materials for exterior panels to be used.

S.11.5.1 Cylinder block and head must be externally identifiable as to the type that was fitted to the original model. Rotating and reciprocating components may be balanced, but lightening is not allowed other than for balancing purposes. All components to be of standard material and size. Induction must have the same number of carburettors / injectors with the same choke sizes as originally fitted, but jets and needles may be changed. Distributors may be fitted with electronic devices in place of the points, mapped electronic ignition systems are not allowed. TR7 V8 are excluded from Class 1.

S.11.6.2 Wheels must be the same diameter as original. The maximum wheel width is 4 1/2 J or as originally fitted if greater. Tyres must be from List 1A of any year Motorsport UK Yearbook, with a minimum aspect ratio of 60%.

S.11.7.1 Anti-roll (sway) bars must be as originally fitted. Additional bars and / or increased diameters are not allowed. Spherical or similar metal joints are not allowed unless originally fitted.

S.11.7.2 Rear shock absorbers may be converted to telescopic type.

S.11.8.1 The gearbox, overdrive and differential must be as originally fitted. LSD, locked or Torque Biasing Differentials are not allowed. The final drive ratio must be as originally fitted. Overdrive logic control systems that disengage the overdrive when changing gear are not allowed.

#### **3.4.4. Class 2 TUNED ROADGOING**

This class is intended for road cars to which substantial performance modifications have been made.

Cars must be fully road legal but may be trailered to events.

Any technical variation of the Car Model is allowed.

S10 and S11 apply, amended as follows:-

S.10.1.9 Must comply with K.2.1.1 as a minimum.

S.10.2.1 and S.11.4.3 Aeroscreens may be fitted.

S.10.6.1 Electric cooling fans and pumps are allowed.

S.11.3 Chassis as original, except localised reinforcement to suspension and differential mountings permitted, on safety grounds. A suspension strut brace is allowed. No other reinforcement / stiffening or lightening permitted. Rack and pinion conversion of steering is allowed.

S.11.4.1 Wheel arch extensions are not allowed. Bumpers may be removed.

- S.11.4.2 Any non-structural panel may be replaced with an alternative material.
- S.11.5.1 Cylinder block and head must be externally identifiable as to the type that was fitted to the original model of engine and may be of any material. Balancing and lightening of rotating and reciprocating components is free, but standard stroke to be retained. For TR7V8 the engine must be of Rover manufacture. Turbo or Superchargers are not allowed. The distributor may be replaced by any form of mapped ignition system. Electronic fuel injection systems are not allowed unless originally fitted.
- S.11.6.2 Wheel size is free. Tyres must be from List 1A or List 1B of any year Motorsport UK Yearbook, with a minimum aspect ratio of 55%.
- S.11.7.1 Anti-roll (sway) bars are free front and rear.
- S.11.7.2 Rear shock absorbers may be converted to telescopic type.
- S.11.8.1 Gearbox conversions are allowed provided that the bell housing and gearbox casing remain in their approximate original positions. LSD, locked or Torque Biasing differentials are allowed. The final drive ratio is free. Overdrive control system is free.

### 3.4.5. **Class 3 MODIFIED**

This Class is intended for all cars that do not comply with 3.4.3 or 3.4.4 above.

S10 and S12 apply, amended as follows:-

S.12.6.1 The engine may be from any vehicle manufactured by Triumph, 4 or 6 cylinders, or Rover for V8 conversions.

S.12.8.2 Rear axle arrangement is free.