



2022- 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 Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2022/S067(C) Status: Interclub

Motorsport UK Championship Grade: C

1.2. Officials:

1.2.1. Co-ordinator: Fiona Jeram-Croft, Bluebell Cottage, 16 Hurst, Martock, Somerset, TA12 6JU.
Tel: 01935 824108, 07972186355, larryjc@hotmail.co.uk

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 RS InterClub Status 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, by e-mail.

1.4.2. The registration fee is £25.

Payment by direct bank transfer, details as follows:-

Bank: Barclays

Sort Code: 20-99-40

Account Name: Lawrence Jeram-Croft

Account Number: 60633062

Reference: your surname

1.4.3. There is no closing date for registration.

1.5. Championship Rounds : See website for details

DATE	VENUE	ORGANISING CLUB	TYPE
March 26	Cadwell	Herts County AAC	Sprint
April 10	Curborough	Midland AC	Sprint
April 10	Abingdon Long course	Sutton and Cheam MC	Sprint
April 16	Gurston	BARC SW	Hillclimb
April 23	Goodwood	Bognor Regis MC	Hillclimb
April 24	Hethel	Herts County AAC	Sprint
April 30/1 May	Werrington	Plymouth MC	Hillclimb
May 8	Debden	Herts County AAC	Sprint
May 15	Wiscombe	Wildlife Motorsport	Hillclimb
June 11	Abingdon Carnival	Sutton and Cheam MC	Sprint
June 12	3 Sisters	Longton MC	Sprint
June 18/19	Epynt	Brecon MC	Hillclimb
June 25	Aintree	Liverpool MC	Sprint

July 2	Shelsley Walsh	Midland AC	Hillclimb
July 9/10	Blyton	Westfield SCC	Sprint
July 9/10	Loton Park	HDLCC	Hillclimb
July 16	Lyden Hill	Borough 19 MC	Sprint
July 23	Prescott	Bugatti OC	Hillclimb
August 13	Goodwood	Brighton and Hove MC	Sprint
August 21	Curborough	RSSOC	Sprint
August 27	Gurston	BARC SW	Hillclimb
August 28	Harewood	BARC Yorkshire	Hillclimb
Sept 3/4 Sept	Wiscombe	5 Clubs	Hillclimb
Sept 10	Wiscombe	MGCC	Hillclimb
Sept 18	Shelsely Walsh	Midland AC	Hillclimb
Sept 17/18	Harewood	BARC Yorkshire	Hillclimb
Sept 24/25	Charmouth	Woollbridge	Hillclimb
October 1	Prescott	Bugatti OC	Hillclimb
October 2	Debden	Herts County AAC	Sprint
October 15	Castle Combe	Bristol Pegasus	Sprint

Red text Indicates the date of a TR Register Invitation Non Championship event on the same weekend as the Championship event.

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 be maintained and if exceptional anomalies arise bogey times may be modified.

Each competitors 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 generated 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 six scores with at least one being a Hillclimb and one being a Sprint shall constitute the competitor's Championship result and the competitor with the best overall score for six events shall be the Championship winner for the year. In the event of a tie, the seventh best result achieved will be used to resolve the tie and so on.
- 1.6.3 The organisers reserve the right to substitute or remove nominated events from the calendar in the case of Force Majeure and a Championship Bulletin will be issued in compliance with D.11.2. Should circumstances dictate a change to the number of qualifying rounds to twenty or below then the number of qualifying rounds will reduce to five.
- 1.6.4 Championship Points Appeal – Section C6.5. current MOTORSPORT UK yearbook, applies.
- 1.6.5 **Championship scoring classes.** Championship classes are defined below. They are only for scoring purposes against the relevant bogey times and are broadly based on the MOTORSPORT UK yearbook classes S11 S12 and S13 which competitors must comply with when competing at an event (see section 4) . Each class is subdivided based on the car's power to weight ratio as specified, where the power is at the Flywheel, which can be calculated from the power at the wheels plus 15% plus 10 BHP and the weight is the weight of the car in its normal competition state excluding the diver. It will not be mandatory to produce documentation certifying power or weight. However, submissions that appear incorrect will be investigated.

1.6.6 Class 1 ROADSPORT.

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

Cars must be fully road legal but may be trailered to events. Any technical variation of the Car Model is allowed.

Classes are divided by power to weight ratio:

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

The following modifications from standard are allowed:

- 1.6.6.1 Petrol tanks as original but of any material
- 1.6.6.2 Full windscreens must be fitted, except for TR2 and TR3 where aeroscreens are permitted.
- 1.6.6.3 Electric cooling fans are allowed. Electric cooling pumps are not allowed. Position of battery as original.
- 1.6.6.4 Brakes as per original model. Four pot brake callipers and vented discs are not allowed. Friction material is free.
- 1.6.6.5 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.
- 1.6.6.6 Wheel arch extensions are not allowed. Bumpers may not be removed.
- 1.6.6.7 Original materials for exterior panels to be used.
- 1.6.6.8 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.
- 1.6.6.9 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%.
- 1.6.6.10 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.
- 1.6.6.11 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.

- 1.6.6.12 Rev limiters may be fitted but they must not be adjustable from within the car and not function in any way as a traction control device.

1.6.7 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.

Classes are divided by power to weight ratio:

- 2A. Less than 130 BHP / Tonne
- 2B. 130 -180 BHP / Tonne
- 2C. 181 - 230 BHP / Tonne
- 2D. 230 – 280 BHP / Tonne

In addition to those in 1.6.6, the following modifications from standard are allowed:

- 1.6.7.1 Aeroscreens may be fitted.
- 1.6.7.2 Electric cooling fans and pumps are allowed.
- 1.6.7.3 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
- 1.6.7.4 Wheel arch extensions are not allowed. Bumpers may be removed.
- 1.6.7.5 Any non-structural panel may be replaced with an alternative material.
- 1.6.7.6 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. 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. Fuel injection systems are allowed but must be of the type and system originally fitted by the manufacturer.
- 1.6.7.7 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 50%.
- 1.6.7.8 Anti-roll (sway) bars are free front and rear.
- 1.6.7.9 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.
- 1.6.7.10 Rev limiters may be fitted but they must not be adjustable from within the car and not function in any way as a traction control device.

1.6.8 Class 3 MODIFIED

This Class is intended for all cars that do not comply with 1.6.6 or 1.6.7 above.

Classes are divided by power to weight ratio:

- 3A. Less than 200 BHP / Tonne
- 3B. 201 – 280 BHP / Tonne
- 3C. 280 - 400 BHP / Tonne

3D. Greater than 400 BHP / Tonne

The following additional modifications are allowed:

- 1.6.8.1 The engine may be from any vehicle manufactured by Triumph, 4 or 6 cylinders, or Rover for V8 conversions.
- 1.6.8.2 Forced induction systems are allowed.
- 1.6.8.3 Rear axle arrangement is free.

1.7 Awards:

1.7.1 Details

There are no awards for individual Championship events.

Trophies shall be awarded to competitors who have signed on for at least six 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.

Second in class subject to a minimum of five registered competitors.

Overall trophy winners from the class shall be included in the five.

Third in class subject to a minimum of seven registered competitors in the class. Overall trophy winners from the class shall 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 1st January 2017 at the end of the season.

The best newcomer to the Championship that season, having completed sufficient rounds to qualify for a championship result.

No competitor may win more than one award except for the discretionary awards below.

Other non championship discretionary awards :

The 'Spirit of the Road' trophy – awarded to the competitor with the best Championship score who has driven to all events.

The 'Greased Weasel' award – awarded to the competitor with the fastest 0-64 feet time of the season. Competitors themselves are responsible to submit their time to the championship co-ordinator by the end of the season and provide evidence. This can be a URL from an official timing web site or a photograph of a printout from the event.

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 Championship awards shall be perpetual.

1.7.3

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

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.7 Rounds: In accordance with Section C of the current Motorsport UK Yearbook and

Page 7 of 10 Issue No 1 14 Jan 2022

Published: by TR register, Revington TR/TR Register Sprint and Hillclimb Championship

the supplementary Regulations for the event.

2.8 **Championship:** In accordance with Section C of the current Motorsport UK Yearbook and the Revington TR/TR Register Srint and Hillclimb regulations.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 Championship Governance

Regulation Alterations. Changes to the Technical Regulations may be proposed at least six weeks before the Drivers' Meeting by any registered driver in writing to the Championship Coordinator. Proposals and any comments received thereon will be circulated 6 weeks before a Drivers Meeting to all registered drivers. The proposals will be voted on at the Drivers' Meeting. Drivers unable to attend the meeting may indicate their vote to the Championship Coordinator in writing who will present their vote at the Drivers' Meeting. Agreed proposals will be in force for the calendar year immediately following the Drivers' Meeting unless specifically agreed otherwise.

4 TECHNICAL REGULATIONS

4.1 Eligible Vehicles:

4.1.2 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.

4.1.3 Vehicles must comply with MOTORSPORT UK general technical and safety

regulations as per current MOTORSPORT UK yearbook as appropriate.

- 4.1.4 Cars are not necessarily required to be taxed, insured nor have an MOT certificate, however, contestants must comply with MOTORSPORT UK yearbook regulations in S10 for safety and regarding the classification of roadgoing and non-roadgoing vehicles as follows:

Standard Cars (S11)

Road Cars (S12)

Modified Cars (S13)

As per current MOTORSPORT UK Yearbook

Standard Cars and Road Cars must be taxed, insured and have current MOT. (S10.11)

5 ENVIRONMENTAL CONCERNS

Motorsport UK are exceedingly concerned of the impact of single-use plastic tyre wrapping and with reusable alternatives available competitors are encouraged to reduce plastic usage in this regard. Use of these plastic wraps is to be eradicated by 2023.



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.