

# The TR Register Speed Championship

## The Fundamentals for Competing in Sprints and Hillclimbs

### (effective 2024)

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.

#### First, yourself:

1. **MOTORSPORT UK COMPETITION LICENCE/DOCUMENTS** - Apply to Motorsport UK, 141 Command Works, Bicester Motion, Bicester OX27 8FY (Tel. 01753-765050). They will send you an application form, or you can get the documents at [www.motorsportuk.org](http://www.motorsportuk.org)

For our sport, you will need any Interclub licence, which currently costs £78 per annum. This will cover you for Speed events, but not circuit racing. No medical is required, just a self-declaration of good health.

The "Blue Book" as it is known, is no longer issued as a book to all competitors, but is available to view or download from the Motorsport UK website. 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 we will quote paragraph numbers.

2. **CRASH HELMET** – (See section K.10) - mandatory, buying the wrong type can be costly! There are no British Standard types allowed. Most suppliers will be able to advise on suitability:

Allowable standards:

FIA 8860-2004 (not valid after 31/12/2020)

FIA 8860-2010

FIA 8859-2015

SNELL SA2010 (not valid after 31/12/2023)

SNELL SA2015 (not valid after 31/12/2026)

SNELL SAH2010 (not valid after 31/12/2023)

SNELL SA 2020

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 Motorsport UK, this is a blue sticker, some come marked thus from the manufacturer, otherwise it will cost you £2.50 from a Motorsport UK Scrutineer at your first event. Goggles or a visor must be worn unless in a closed vehicle. (See K.11). Ensure that the helmet can be fitted with FHR posts. If you buy an open faced helmet but compete with the roof down you must wear goggles, alternatively buy a full face helmet with visor.

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**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. In addition, the FHR has to be authorised by the Motorsport UK Scrutineer by fixing a sticker to the yoke of the FHR. FHR are available in a number of different seating angles. They can only be used with helmets that have FHR posts. Read the Motorsport UK Competitor Guidance ([www.motorsportuk.org/assets/fhrguidance.pdf](http://www.motorsportuk.org/assets/fhrguidance.pdf)) for lists of suitable helmets and other information.

**4. OVERALLS** – (See S 9.2.1.1.) – For Road Cars overalls must comply with K9.1.4. This standard includes overalls manufactured with Proban, obtainable for less than £100. For non-Road Cars overalls must comply with FIA 8856-2000, FIA 8856-2018 or FIA 1986 manufactured from Nomex III typically starting at £250 from race suppliers. However it should be noted that some individual clubs do not allow Proban at their events and it is worth considering buying the higher standard overalls.

**5. OTHER CLOTHING** – Gloves that are flame resistant are compulsory for non-Road Cars. For Road Cars they are recommended (See K.14.3(e)); balaclavas, boots etc. to Motorsport UK 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. Again it should be noted that some clubs are insisting on all drivers in all classes wearing fireproof gloves so it is worth considering buying them.

**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.

## 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 heatresistant 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** – Batteries in the driver's compartment must comply with J.5.14.1. Mark the battery earth lead with yellow paint/tape (see J.5.14.5); cover your battery live terminal (J.5.14.2); mark the ignition switch clearly ON/OFF (S.10.7.1). An external circuit breaker switch (see S.10.7.3) is mandatory for all cars except open cars of period A-E and cars licensed for road use for which it is recommended.

**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.10.2.13) except for Period Defined A-E.

**D. SEATBELTS** - (See K.2.1 & S.10.2.7, 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. Suitable rear anchorages may be included on the rollbar, or

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it may be possible to wrap the harness round the rollbar provided the harness is fitted with adjustable loop mountings.

**E. ROLLBAR (ROPS)**- (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. Rear harness anchorages may be included.

**F. TIMING STRUT** - (See S.10.10) - 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.

**H. OIL CATCH TANK** - (See S.10.4.5) - 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 Motorsport UK standard decibellimits, so if you have bought a rorty exhaust or a competition car whole from someone else, have itchecked if possible, there are items that one can attach to the tailpipe to reduce the noise.

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

**K. TOW POINTS** – (See S.10.2.15) – Are now mandatory for all cars. They must be of adequate strength and size, clearly identified and suitably marked using a contrasting colour and be accessible to the front and rear of the vehicle

**L. TYRES** Except for period defined vehicles (non-rally) classes A-H) roadgoing cars may use any road legal tyre. (S.12.6) from the Blue Book List 1A and 1B. However read our Regulations regarding compliance.

**M. HILLCLIMB & SPRINT MOTORSPORT UK LOGBOOKS / VEHICLE PASSPORTS** - (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 Motorsport UK Logbook / Vehicle Passport. 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.

All these regulations are set by MSUK and are what the scrutineers will be using when they check your car at an event. However, when you read the Championship regulations you will also see a set of technical regulations which we use to categorise cars into classes for championship scoring purposes. These are based on the state of tune of the car, whether it is road legal and the horsepower per ton it generates. If in doubt contact the co-ordinator who will provide advice.

## 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 it is the club that owns the Championship and is invited to the events.

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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 six 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 £35

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 see D14.1.1) may be based on when received.

Entry fees to events typically 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 £70.

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 (if required) 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 commentator's 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 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. You will either get one practice run followed by three or more timedruns, or two practice and two or more timed runs. Use the practice run to learn the course, assess the grip and judge the braking points; it is amazing how many experienced drivers crash on the first practice run.

The scrutineer will normally check over the car in its paddock position, The scrutineers will check cars more or less in programme order. They will check things like battery security, throttle springs, Please reply to: Larry Jeram-Croft, Bluebell Cottage, 16 Hurst, Martock, Somerset, TA12 6JU.

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steering play, wheels and hubs by shaking, 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 hour for 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. Make sure that when you are called up you are ready to go with all kit on. S9.2.1 states "throughout practice and competition upon exiting from and until returning to the paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K9 to 11."

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 the best driver in the fastest car 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.

Results are published regularly throughout the season in a spreadsheet to all competitors so you can determine how you are performing against other competitors. At the end of the season your best six 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. There is a Drivers Meeting at the end of the season followed by a Dinner and Prizegiving in the evening (and quite probably a hangover the next morning).

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