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2016 Dunlop TVR Challenge Regulations

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1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2016 Dunlop TVR Challenge is organised and administered by the British Racing and Sports Car Club (BRSCC) and promoted by Readman Racing in accordance with the General Regulations the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Challenge Regulations.

MSA Championship Permit No: **CH2016/R072**

Race Status: **National B**

MSA Championship Grade: **C**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the Challenge and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Challenge Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the Challenge that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 Officials

1.2.1 Co-ordinator

John Reid
Readman Racing
15 Warrick Place
Normoss
Blackpool
FY37 5SS
Mobile 07799 117211
E:Mail readman.racing@lineone.net

1.2.2 Licenced Eligibility Scrutineer

Jonathan Crook
9, Hughes Close
Harvington, Evesham
Worcs. WR11 8NZ.
Tel: 07855 165587
E.Mail crook_jonathan@hotmail.com

1.2.3 Challenge Stewards

B Armstrong, D Wells, R Norbury and D Walton

Any three Challenge Stewards will constitute a quorum. In the event of any of the Challenge Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Challenge Steward or, if deemed to be necessary, more than one alternative Challenge Steward.

(G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G) 2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

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(W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 Competitor Eligibility

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BRSCC and
- (b) be registered for the Championship and
- (c) be in possession of a valid Entrants Licence.

1.3.2 Drivers and Entrant Drivers must:

- (a) be fully paid up valid Racing Membership card holding members of the BRSCC,
- (b) be registered for the Dunlop TVR Challenge
- (c) and be in possession of a valid MSA Competition (Racing) National (B) **as a minimum**
- (d) a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, **or comparable country** [H 26.2.1] applies.
- (e) 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 Challenge 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 Challenge

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

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 Registration

1.4.1 All drivers who are deemed suitable to compete in the Challenge will be invited to do so. Any driver wishing to compete in the Challenge must submit a Driver Registration Form to the Championship Co-ordinator prior to racing giving full details of the driver and vehicle and be accompanied by the full registration fee.

On receipt of a completed Driver Registration Form and fee, the Championship Co-ordinator will issue confirmation of your invitation to compete in the 2016 Challenge. The Organisers reserve the right to decline any driver's registration application for the Challenge, without explanation. Should you be deemed not suitable to compete in the Challenge, the registration fee will be returned to you in full.

1.4.2 The Registration Fee is £264 including VAT - Made payable to Readman Racing

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.

1.4.4 Registration will be accepted from 1st January until the closing date for entries to the last round.

1.5. Challenge Rounds

1.5.1 The 2016 TVR Challenge will be contested over 12 Rounds as follows:

Round	Date	Venue	Licence Status	Club
1 & 2	8 May 2016	Silverstone National	Nat B	BRSCC
3 & 4	11/12 June 2016	Rockingham	Nat B	BRSCC
5, 6 & 7	16/17 July 2016	Snetterton 300	Nat B	BRSCC
8, 9 & 10	6/7 August 2016	Anglesey International	Nat B	BRSCC
11 & 12	17 September 2016	Oulton Park	Nat B	BRSCC

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1.6 Scoring

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:

The points in all classes - (A, B or C)

1st 21 / 2nd 19 / 3rd 17 / 4th 15 / 5th 13 / 6th 12....this goes down to 17th 1 point

Only full points will be awarded, but there must be more than three cars in class (A, B or C) starting the race. If less than three cars only half point awarded. Fastest lap per (A, B or C) class each race 1 bonus point (as long there is a minimum of three cars in the class racing). Less than three cars in class no fastest lap point awarded to that class.

1.6.2 The totals from all qualifying rounds will determine final challenge points and positions.

1.6.3 Ties will be resolved using the formula in MSA Regulation [W 1.3.4] of the current MSA Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) Be deemed "Guest Competitors"
- (b) Not score points and for the purpose of points scoring will be ignored
- (c) Qualify for event awards
- (d) Comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1.(b) and 1.3.2.(b), as appropriate.

1.7 Awards

1.7.1 All awards are to be provided by Readman Racing

1.7.2 Per Round

1st 2nd 3rd per round in class

1.7.3 Challenge

1st 2nd 3rd per class

1.7.4 Presentations

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round/event.

1.7.5 Entertainment Tax Liability

Prize money and Bonuses, if appropriate, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that as the Organisers, the BRSCC is required to deduct tax at the current rate applicable, from such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

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1.7.6 **Title To All Trophies**

If provisional Results or Challenge Tables are revised after any presentations and these revisions affect the distribution of any awards the Competitors concerned must return such awards to the BRSCC in good condition within 7 days.

1.7.7 **Bonus and Awards**

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Challenge. Competitors will be notified via an organisers "challenge bulletin" of any such awards.

2. CHALLENGE RACE MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection dates, which shall be 14 days before every round.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organiser in writing. D25.1.12 applies.
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves will be listed in the Final List of entries published with the Final Instructions or in a Bulletin.
- 2.1.6 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the Challenge Co-ordinator may at their discretion run Qualification Races. For Qualification Race Procedures see 2.13 of these Regulations.

2.2 Briefings

Organisers should notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Competitors must attend all briefings.

2.3 Qualification Practice

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify MSA regulations [Q 4.5].
- 2.3.3 A qualification session of a minimum of 15 minutes in duration will be provided,
- 2.3.4 Grids will be formed using the finishing positions from the qualifying session.
- 2.3.5 In a case where two races are scheduled and only one qualifying session can be scheduled the finishing order of race one will dictate the grid order for race two. Any cars which are not classified in the first race may take up position on the back of the grid for the second race in reverse order of retirement from the first race.

2.4 Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4) (1.6.4. above applies).

2.5 Starts

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via Standing start.

The minimum Countdown procedures/audible warnings sequence shall be:

- I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.

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- II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane and may start the race after the last car has passed the startline or pitlane exit, whichever is later whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. In addition any driver unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 The race start is when the red lights go out. In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 Race Stops

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

- 2.6.2 **Case A – Less than two laps completed by the race leader.**
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 2.6.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.**
The race will restart from a grid set out by the finishing order of part one (as per MSA Regulation [Q 5.4.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.
- 2.6.4 **Case C - More than 75% of race completed**
If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA General Regulations [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards, deem it appropriate to restart the race.

2.7 Pits, Paddock and Pit Lane Safety

- 2.7.1 **Pits & Paddock**
Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2 **Pit Lane**
The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and the Pit Lane speed limits.
- 2.7.3 **Refuelling**
May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and SR's or Final Instructions issued for each circuit/meeting.
- 2.7.4 **Speed Limit**
The pitlane speed limit will be as per the Final instructions.

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2.8 Race Finishes

- 2.8.1 After taking the Chequered Flag drivers are required to:
- I. progressively and safely slow down,
 - II. remain behind any competitors ahead of them,
 - III. return to the pit lane/paddock entrance as instructed,
 - IV. comply with any directions given by marshals or officials
 - V. keep their helmets on and harnesses done up while on the circuit or pit lane.

2.9 Results

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3)

2.10 Timing Modules

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Challenge qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 Qualification Races

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races. The procedures will be as published in the Final Instructions for the events concerned.

2.12 Operation of Safety Car

2.12.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2.13 Onboard Cameras

Where cameras are fitted, but not mandated by the organiser, they may be mounted in any location on the vehicle which is considered safe by the eligibility scrutineer.

The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. MSA Regulation (J) 5.21 applies.

3 SPECIFIC CHALLENGE REGULATIONS

3.1 **Re-Scrutiny**

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

4. CHALLENGE RACE PENALTIES

In accordance with Section C of the current MSA Yearbook and, these sporting regulations.

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of MSA Regulation [C 3.3].

4.1.2 Arising from post race Scrutineering or Judicial Action

Minimum Penalty: The provisions of MSA Regulations [C 3.5.1 (a) & (b)].

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are empowered to invoke the provisions of Regulation [C 3.5.1 (c)].

4.2 Additional Specific Challenge Regulations

4.2.1 Disputes on the Sporting Regulations which arise during the season will be settled by the Challenge Stewards in accordance with the MSA Regulations, these Regulations and any Official Bulletins that have been issued. The case for any dispute must initially be submitted to the Challenge Co-ordinator in writing together with the appropriate MSA prescribed protest or appeal fee. The Stewards decision will be subject only to the Right to appeal to the MSA. An appeal against any decision of the Organisers must be submitted in writing to the Challenge Stewards within 7 days of the date of despatch of such decision, accompanied by the MSA prescribed appeal fee.

4.2.2 If it appears from the official video recordings or from any other additional evidence that there may have been a breach of driving standards or behaviour on or off the track, in a manner considered to have brought the Challenge into disrepute, the Challenge Co-ordinator will be entitled to request that the Challenge Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event, may or may not, have already investigated the incident. Penalties may include individual race bans, loss of awards. The Challenge Stewards decisions will be subject only to the right of appeal to the MSA.

4.2.3 In order to maintain standards of conduct, the Challenge Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports during one racing season they will receive a written warning from the Organisers that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Challenge Stewards' enquiry, with possible loss of Challenge points and refusal of further race entries, are the discretion of the organisers.

4.2.4 Championship Penalties

For offences under MSA regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.5] the Clerk of the Course, as his discretion, may additionally impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read MSA Regulation Section [J 4], [J 5], [Q 19], Section B Nomenclature & Definitions & Section L of the current MSA Yearbook.

5.2 General Description

The Dunlop TVR Challenge is for Competitors participating in cars manufactured by TVR Engineering Limited. The challenge will include four classes as follows:

Class A Cars up to 3.0litre with forced induction/turbo/supercharger above 325BHP, above 5.0litre and 325 BHP. Any TVR Tuscan cars using downforce or are modified must contact the Challenge Co-ordinator prior to registration in order to determine if their car will be allowed to run in the Challenge.

Class B Cars between 176 and 325 BHP per ton measured at the wheels. All cars other than those running a normally aspirated Rover V8 engine between 3 and 4 litres in capacity must run data logger. Forced induction allowed up to class Bhp/Ton limits. All cars with forced induction must run a data logger.

Class C Cars up to 3 litre* without data logger 3 & 4 litres restricted to 175 Bhp/Ton limit and must run a data logger.
No V8 in class 'C' except TVR Chimaera & Griffith with standard 4.0 litre Rover V8 engine but must contact the Challenge Co-ordinator prior to registration. These must not exceed a power to weight ratio of 250bhp/ton and must be fitted with a working data logger at all times.
Forced injection allowed but subject to the 175 Bhp/Ton and must run a data logger. Cars running modified engine contact Co-ordinator

Invitation The organisers reserve the right to invite other vehicles to race in the invitation class. These vehicles must comply with the relevant Series/Challenge regulations in which the vehicle was originally built to race in.

5.2.1 Data Logging

Where regulations require it drivers must provide a DL1 data logger fitted with and working in the car and have a minimum of 2 data cards ready for each meeting, it will be the drivers responsibility to start the logger as the cars leave the holding area, the data card will be collected by the challenge data officer for analysis immediately after cars leave the circuit, cars maybe required to weighed as they leave the circuit. Each car subject to Data logging (B & C) will be required to provide 3 data traces of coast down test before they enter the challenge. At any event there may be a requirement to provide a further coast down test to compare with these samples.

Power to weight figures for all controlled cars will be published, all other data remains confidential to the competitor.

5.2.2 Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the Challenge to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or

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- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Challenge unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers Challenge Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

The Challenge organisers may at any time have a car sealed by the MSA Eligibility Scrutineer for the Challenge. That car will be checked by Readman Racing in accordance with MSA General Regulations.

5.3 Safety Requirements

The following Articles of the current MSA Yearbook Section K Safety Criteria Regulations will apply [K 1.2.1] & [K 1.2.2]- [K 1.2.3] & [K 1.2.4] – [K 1.3.2] or [K 1.3.3] - [K 3.1.2(a)] & [K 5] - [K 6] – [K 8] – [K 9] – [K 10]- [K 11], [K 12] & [K 13], subject to these Challenge Regulations.

The main roll cage is to remain as standard. It is mandatory to fit additional door bars & carbon fibre absorption panel as supplied by the factory under Part No's.

Class A - Tuscan	Rear tube	T45 U058R
	Door bars	T45 U059R & T45U073R
	Absorption panel	T45 B054R

The fire extinguisher system must not be reduced in capacity – see MSA Regulation [K 3.1.2(a)]. It is acceptable to fit additional extinguishers. The system must be “armed” at all times during the event (inc. post-event scrutineering).

The pedal box is braced inside the cockpit to the front roll cage leg. This must remain in place. It can be welded in if required or additional support fabricated. A floor mounted pedal box is available.

Class A - Tuscan A floor mounted pedal box is available part No. T45J082R This pedal box does not require the pedal box brace to the roll cage.

5.4 General Technical Requirements and Exceptions

5.4.1 There should be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with MSA Regulation [Q 19.1.3] in respect to front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

It is strongly recommended that all Race Cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word “tow” and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

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The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

Each complete towing eye must be certified as meeting this load requirement.

Webbing towing eyes are not permitted.

This regulation is highly recommended for 2016, but will be compulsory from January 2017.

The intention is to allow an angled pull away in the event in the event of a crumpled or obscured vehicle corner e.g. +/- 45 degrees from straight ahead.

Examples of steel wire towing eyes that can be bolted to the chassis:



5.4.2 The Dunlop TVR Challenge class "A" cars are built to a strict specification. Should you have any doubts as to definitions or interpretations within these regulations it is strongly recommended that you communicate with the Eligibility Scrutineer before taking any course of action. Where an item is described as "free" this is to be taken as within the constraints of the MSA regulations technical/safety. No liability can be accepted for any inaccuracies or omissions in this publication, although every possible care has been taken to make it as complete & accurate as possible. If the regulations do not say you can do it, you cannot. - **ASK FIRST!**

5.5 Chassis

The chassis is a tubular space-frame manufactured from cold drawn seamless steel tubing. It is complete with outriggers & all necessary-mounting brackets.

5.6 Bodywork

Class A+ Any Tuscan challenge or Sagaris running with Aero or Sequential gearbox shall run in this class. Also running a non standard (Not Original) TVR fitted engine will need to contact Co-ordinator

Class A Tuscan & Sagaris The bodywork is a light-weight GRP moulding complete with a rigid tonneau cover that transforms the passenger seat area & foot well in to a compartment that houses the fuel system, oil system, battery & fire extinguisher. It is however, also permitted to fit the battery and fire extinguisher in the boot area.

The rear tail section of the car (rear top spoiler and boot lid) if repaired or replaced must retain the original profile and may be checked using the profile template retained by the Eligibility Scrutineer.

The windscreen profile must remain as original with the original angle and may be checked by the profile template as retained by the Eligibility Scrutineer.

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**Class C
Chimaera &
Griffith Only** The cars are to have a standard body with no additional aerodynamic elements. They must be open topped and are not permitted to fit side or rear windows. The headlights can be open or faired and the windscreen can be Glass or Lexan provided it complies with the relevant requirements of the current MSA Year Book.

5.6.1 Modifications Permitted

Tuscan & Sagaris In order to fit the new larger silencer for 2000, there is a new nearside door and sill moulding available, with a revised bodyline. Two additional NACA ducts may be fitted to the bonnet to aid cooling.

5.6.2 Modifications Prohibited

Class A – Tuscan As supplied the bonnet has 4 air intake and 4 air outlet areas. These must not be enlarged in any manner.

No additional air inlets/outlets are permitted.

The exterior bodywork must not be altered (eg. In order to gain downforce) and the silhouette of the vehicle is to remain as standard.

5.7 Engines

All engines are free as long as they conform to their class regulations excluding Class C Chimaera and Griffith only.

**Class C
Chimaera &
Griffith Only** The engine must be a standard 4.0 litre V8 road engine with Standard Kent Cam No. TVR 51 / TVR 435 and Vernier timing gear. It must also be fitted with a standard Intake system with 65mm throttle body, Standard airflow meter, Exhaust manifolds, Distributor and Ignition coil. A standard Land Rover 14 CUX ECU and injectors must also be fitted.

5.8 Suspension

5.8.1 The suspension system is of the double-wishbone type with coil-over dampers all round.

Springs dampers & anti-roll bars are free but must attach to original mounting points. Spring & damper operation are to remain as original, i.e. coil over damper. Additional springing & damping mediums are prohibited. The basic concept is to remain as original i.e. double-wishbones. Suspension bushes are free but must attach to the original pick-up points, both at the chassis & the upright. It is allowed to replace ball joints with spherical bearing kits top and Bottom.

**Class C
(Chimaera &
Griffith only)** The cars are permitted to use only original suspension layout with bushed wishbones, original uprights and hubs and standard TVR steering rack (PAS or non PAS). Rose joints are not permitted. One way adjustable dampers with adjustable spring platforms are permitted

5.8.2 Wheelbase And Track

Tuscan & Sagaris The wheelbase is: -2336mm + 6mm.
Front Track: -1482mm + 6mm
Rear Track: -1482mm + 6mm
The wheelbase and track will be measured with 1° of negative camber.

5.8.3 No machining of the front & rear hubs is permitted.

**Class A
Tuscan & Sagaris** Front hubs are available in EN24T part no. (LHS) T45C064R (RHS) T45C063R all parts carry a serial number mandatory from January 2000.

Tuscan & Sagaris It is also mandatory that they are crack tested **at the start of each racing season** (Checked on a magnetic tester e.g. Magnaflux) a certificate must be obtained and presented at scrutineering. Alternatively new replacements may be fitted.

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5.9 Transmission

5.9.1 All classes can use standard or close ratio T5 gearbox except Class C Chimaera & Griffith as detailed below.

Any car ABC class must have normal H gate, sequential gearbox are only allowed in Class A+ only

5.9.2 It is permissible to fit an oil pump & cooler in order to cool the gear box oil. It is also acceptable to fit oil pick up & return pipes to the gearbox casing for this purpose only.

5.9.3 **Class C (Chimaera & Griffith only)** The gearbox can be Borg Warner T5 or LT 77/80. In both cases standard ratios must be used with the exception of a straight cut lower ratio 5th.
The differential can be BTR or GKN with any ratio **with Standard** LSD

5.10 Electrics all classes

5.10.1 **Exterior Lighting Class A,B & C** The TVRs are equipped with headlights brake lights, taillights and indicators and high density rear light. All lights must work.

All lighting must be operational at all times on all classes.

5.10.2 **Battery**
Batteries are of sealed and leak proof design and may be replaced with a standard "wet plate" type battery, provided it is covered by a battery cover as long it's a non-conductive cover. As the earth lead is braided it is readily identifiable and so does not require yellow markings. Should this braided lead be replaced with the insulated variety then please note that it should be marked yellow.

5.11 Brakes

5.11.1 The brakes are hydraulically operated with a bias bar pedal box and two master cylinders split front to rear. There are ventilated curved vane discs all round. The pad material and fluid is free. A cockpit adjustable brake bias bar is permitted. The copper alloy brake lines may be substituted for aircraft type metal braided hoses. The master cylinder sizes may be altered in all classes.

Class C (Chimaera & Griffith only) The brakes must be to the standard layout but can be any specification.
The pedal box may be changed to non servo and adjustable bias

5.12 Wheels and Steering

5.12.1 The permitted wheels are a 9" x 18" front and 11" x 18" rear wheel as shown below.

Class C (Chimaera & Griffith only) The permitted wheels are 8 x 17 front and rear but offsets are free. Magnesium or carbon wheel material is not permitted.

5.12.2 It is not permissible to adjust the track width beyond the safety tolerances of the Goldline Rose Joints. The measurements from the centreline of the rose joint to the boss on the lower wishbone should be 42mm maximum. That for the top wishbones with the quick adjusters should be a maximum of 38mm.

5.12.3 Power steering is permitted.
All Classes Electric or hydraulic assisted power steering

5.13 Tyres

Two types of tyre are permitted, all Dunlop. There are four compounds of slick tyre and one wet tyre of defined tread and compound. Class A-B-C

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Class A & A+	Slicks	250/640/18 - 285/660/ 18"
Tuscan & Sagaris	Wets	235/640/R18 B44W404/SP9000
Class B & C	Slick and Wets maximum size 250/640/18	
Class C	Slicks	210-620/R17 A460 – LA720 215/45R17 Cpd 4
(Chimaera & Griffith only)	Wets	210-620-R17 A22W – 404 – CR9000

It is not permitted to use the wet weather compound uncut, as a slick.

5.13.2 No other tyres or compounds are currently permissible, but the organising club retains the right to introduce an optional, additional slick tyre, notified by bulletin, during the season.

5.13.3 Tyre quantity control is as follows: All classes

It is not permitted to use wet weather tyres on dry tracks during timed practice.

Tyre must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of the tyre is forbidden. The only exceptions are the use of pure or domestic water for cooling purposes and lubricants applied to the tyre bead for fitting purposes. The organisers reserve the right to take samples of the tyre material at any time for laboratory analysis.

5.14 Minimum Weight Limit

The minimum vehicle weights are shown below. This weight is defined as the weight of the vehicle in running order i.e. in race trim, containing sufficient fluids to enable it to be driven. It will be regularly checked, without the driver seated and the limit takes into account circuit weighbridge discrepancies.

Tuscan & Sagaris Class A 850Kg.

5.15 Fuel Tank and Fuel

5.15.1 Type of Fuel Tank and Location

Tuscan & Sagaris The tank must remain in the standard location as designed, it may be turned by 90° to move the fuel tank further away from the silencer. The cover over the exhaust, which isolates the exhaust from the oil tank, battery, & fuel tank must be fitted. A bag tank is permitted with internal fuel pumps. Additional fuel tanks are permitted. The fuel filler must be of the funnel type fitted above the tank in the tonneau cover. The pumps, hoses, filters etc. are free but the pumps must be electrically operated. A fuel cooler is permitted.

Class C (Chimaera & Griffiths only) The petrol tank must be located behind the driver.

5.15.2 **Fuel**

Fuel is to be pump fuel as defined in the current MSA Yearbook [MSA Regulations Nomenclature and Definitions see Pump Fuel].

5.16 Silencing

Additional silencing devices, e.g. Supertrapp, may be fitted in order to meet silencing levels as defined under MSA regulations.

5.17 Competition Numbers/Decals

5.17.1 **Positions**

Numbers as per MSA competitor regulations Section [J 4]. Challenge decals, as per the official diagram of design.

5.17.2 **Suppliers**

Numbers are for sale and BRSCC decals (which must be displayed on each side of the car in an un-obscured manner) are available at signing on at each BRSCC meeting.

6. APPENDICES

6.1 Race Organising Club And Contacts

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Challenge Stewards and/or the MSA/MSA.

BRSCC HQ BRSCC
 Homesdale Business Centre
 Platt Industrial Estate
 Maidstone Road
 Borough Green
 Kent
 TN15 8JL

Tel: 01732 780100

Fax: 01732 885783

6.2 Commercial Undertakings

The Dunlop TVR Challenge and all intellectual rights and properties are owned solely by Mr J. Reid and/or Readman Racing.

6.2.1 Vehicle Presentation

The presentation of the car is fundamental to the profile of the Challenge and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the Challenge or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

6.2.2 Advertising/Glass

6.2.2.1 All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the Challenge Co-ordinator.

6.2.2.2 The only exception being the rear side windows that should have the drivers' surname and Challenge class (if any), clearly displayed in simple bold type, unless these Challenge regulations specify a different option.

6.2.2.3 All surfaces, which have not been claimed for stickers by the Challenge, its sponsors or used for the application of starting numbers, are free for use. The Challenge Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Challenge Co-ordinator.

6.2.3 Vehicle Decals & Overall Patches.

The Dunlop Challenge decals must be positioned on the vehicle in a clear unobstructed manner in locations as per the drawing specified by the Co-ordinator.

All Challenge Drivers/Vehicles must display a Challenge Sponsor's decal positioned on the top section of their windscreen and a cloth patch sewn on to their Race overalls in the position as stated by Readman Racing, if not a fine will be imposed. Readman racing reserve the right to add to this requirement (in writing) during the Challenge season.

6.2.4 Promotional Activities.

Drivers may be required to co-operate with promotional activities e.g. pits walkabouts, spectator rides & driver parades.

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DUNLOP TVR CHALLENGE 2016 **REGISTRATION FORM**



- 1 All drivers wishing to compete in the 2016 season of the Dunlop TVR Challenge must register with Readman Racing. This is done by completing the registration form below.
- 2 Your signature on this form confirms your agreement to abide by the Rules and Regulations of the Dunlop TVR Challenge along side those of the MSA Ltd. Please note it is the driver who must register. If you intend a second person to drive the car additional registration forms are available from John Reid at Readman Racing.
- 3 ***ALL DRIVERS (INCLUDING GUEST DRIVERS) MUST SIGN THIS REGISTRATION FORM AND IT'S INDEMNITY. If you don't register you do not RACE.***
- 4 I wish to register as a competitor for the 2016 Dunlop TVR Challenge, which is organised by BRSCC and promoted by Readman Racing.
- 5 The Driver and the Entrant hereby authorise Readman Racing to use and license the use of images and representations of the driver and team paraphernalia including (in so far as the same appear on clothing worn by the driver in the Dunlop TVR Challenge) the logo and decals of all sponsors of the driver and/or the entrant for the purpose of producing merchandise exploiting the reputation of the challenge.
- 6 All drivers MUST register for the championship to make sure that their car is eligible prior to them joining the BRSCC. Any competitors competing in non standard cars must contact the Championship Co-ordinator before filling in this Registration Form.
- 7 I further undertake to abide by any future amendments of clarifications that are sent to me by Readman Racing & Total Vehicle Restorations, the BRSCC or the MSA Ltd during the course of the 2016 season.
- 8 I also understand that the TVR race car is neither registered nor approved for use on the public highway.

Registration Fee for 2016 - £160 plus £60 Hospitality plus VAT = £264 including VAT payable to Readman Racing

NAME _____ CAR NO. _____ CLASS _____
SIGNATURE _____ DATE _____

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Dunlop TVR Challenge 2016 Registration Form



DRIVER AND ENTRANT DETAILS

ENTRANT				
Full name of Entrant				
Address				
		Post Code		
Contact Name				
Telephone	Daytime	Evening	Mobile	
Email				
Nature of Business				
DRIVER				
Name				
Address				
		Post Code		
Telephone	Daytime	Evening	Mobile	
Email				
Occupation			Date of Birth	
Licence & Club	MSA Licence Grade	MSA Licence No.	BRSCC Membership No.	BRSCC Membership Expiry
Car Details	Transponder No.		Body Colour	

PRIZE MONIES TO BE PAID TO (please delete as applicable) DRIVER/ENTRANT

If monies are to be paid to the driver then both driver and entrant are to sign below.

ENTRANT

DRIVER

RACE NUMBER APPLICATION

All drivers/entrants who competed in 2015 and who are competing in 2016 can retain their 2015 race number. All new registered competitors for 2016 will be issued with a race number around those existing numbers.

FIRST CHOICE		SECOND CHOICE		THIRD CHOICE	
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Race car will be transported in:-

Articulated truck* <input type="checkbox"/>	Rigid truck/van* <input type="checkbox"/>	Vehicle/trailer combination* <input type="checkbox"/>
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*Please ✓ tick as applicable

Race Transporter details

Make		Model		Reg No.	
Total length <i>(inc. trailer if applicable)</i>		Width			
Awning No.					
Motorhome & Caravan details				Motorhome <small>(tick if being used as tow vehicle)</small>	
Reg No		Length		Width <small>(inc Awning)</small>	
Caravan length		Reg No of tow vehicle			
We wish to be based in the paddock near car no's					

PUBLICITY AND COMMENTARY INFORMATION

It will be of assistance to both us and yourselves to supply as much information as possible about yourselves, your sponsors, preparation company etc. The resulting information along with further publicity information regarding the Challenge will be processed and distributed to race commentators.

DRIVERS PREVIOUS RACING EXPERIENCE

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CAR PREPARATION

Name of Company			
Address			
		Post Code	
Contact Name			
Previous Preparation work			

Readman Racing

12a Wood Street, Poulton Bus Park, Blackpool, FY68JY

Tel 07799 117211 Fax 01253 894638

Readman.racing@lineone.net

Use above address for postal correspondence