

**DUNLOP TVR  
Challenge Regulations  
2011**

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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The 2011 Dunlop TVR Challenge is organised and administered by the British Racing and Sports Car Club (BRSCC) 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: CHR2011/R073

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 D11.1.3 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: 07855165587  
E:Mail crook\_jonathan@hotmail.com

#### 1.2.3 Challenge Stewards

B Armstrong, D Wells, R Smith & 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.

### 1.3 Competitor Eligibility

1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence, where applicable.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid Racing Membership card holding members of the BRSCC, be registered for the Challenge and be in possession of a valid MSA Competition (Racing) National (B) (or equivalent MSA Regulation H26.1.5) or above licences or be 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, (MSA Regulation H26.2.1 to

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H26.2.6).

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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 must register as competitors for the Challenge by returning the Registration form with the Registration fee to the Challenge Co-ordinator prior to the Final closing date for the first round being entered.

1.4.2 The Registration Fee is £160 plus VAT - Made payable to Readman Racing

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

1.4.3 Upon registration permanent competition numbers for the Challenge will be issued.

## 1.5. Challenge Rounds

1.5.1 The 2011 TVR Challenge will be contested over 10 Rounds as follows:

Round	Dates		DH	Venue	Grade	Club
1	May 29	May 30	X	Snetterton 200	Nat B	BRSCC
2	June 11	June 12	X	Brands Hatch	Nat B	BRSCC
3	July 23		X	Donington Park	Nat B	BRSCC
4	August 20	August 21	X	Rockingham	Nat B	BRSCC
5	October 15		X	Oulton Park	Nat B	BRSCC

X = Double Header

## 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 point 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 according to MSA Regulation **W1.3.4** of the current MSA Yearbook.

## 1.7 Awards

1.7.1 All awards are to be provided by **Readman Racing**

### 1.7.2 Per Round

1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> per round in class

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1.7.3 **Challenge**  
1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> per class

1.7.3 **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.

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**  
In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen.

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 the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is 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: - The Inland Revenue, Foreign Entertainers Unit, Centre for Non-residents, standard, John's House, Merton Road, Merseyside L69 9BB. Tel. 0151 472 6488.

1.7.6 **Title To All Trophies**  
In the event of any Provisional Results or Challenge Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the BRSCC in good condition within 7 days.

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

### **2.1 Rounds**

In accordance with Section C of the current MSA Yearbook

### **2.2 Challenge**

In accordance with Section C of the current MSA Yearbook

2.3.1 Disputes on the Sporting Regulations and their application by the Challenge Co-ordinator 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 judgement will be subject only to the Right to appeal to the MSA. An appeal against any decision of the Challenge Co-ordinator 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.

2.3.1 Any clarifications necessary during the year will be notified in writing to all registered competitors in an Official Bulletin.

2.3.2 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 judgements will be subject only to the right of appeal to the MSA

## **3. SPORTING REGULATIONS CHALLENGE RACE MEETINGS & RACE PROCEDURES**

### **3.1 Entries**

- 3.1.1 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.
- 3.1.2 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 Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the Stewards of the Meeting before signing on.
- 3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5 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 3.13 of these Regulations.
- 3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

### **3.2 Briefings**

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, or subsequent bulletins, competitors must attend all briefings.

### **3.3 Practice/Testing**

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Challenge/series criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 Should the need arise to stop a practice session RED LIGHTS will be switched on at the Start Line and at all Marshals' Signalling Points around the circuit. This is the signal for all drivers to cease racing speeds, to slow to a safe and reasonable pace and to return to the START LINE, which will automatically become a Parc Fermé. Cars may not enter the pits unless directed to do so.

### **3.4 Qualification**

- 3.4.1 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations Q4.5. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Q4.5.3.
- 3.4.2 A qualification session of a minimum of 15 minutes in duration will be provided,

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3.4.3 Grids will be formed using the finishing positions from the qualifying session.

3.4.4 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 1st race may take up position on the back of the grid for the 2nd race in reverse order of retirement from the 1st race.

## 3.5. Races

3.5.1 The standard minimum scheduled distance shall be 12 miles.

## 3.6 Starts

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.

3.6.2 The Countdown procedures shall be:

### Standing Starts

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

30 Seconds - Visible and audible warnings for the start of Green Flag lap.

At certain venues and under certain conditions two green flag laps may be given. This will be notified at the venue.

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q12.13.2. Any drivers 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.

3.6.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

3.6.7 After the Green Flag lap has been completed and once the starter is satisfied that the cars are ready, a 5 Second Board will be shown to indicate that the start lights are imminent. 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.

## 3.7 Race Stops

3.7.1 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 starting grid area, which will automatically become a Parc Fermé area.

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.

3.7.2 **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.

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## 3.7.3 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 Q5.4.2) 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.

## 3.7.4 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 Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards, deem it appropriate to restart the race.

## 3.8 Rescrutiny

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.

## 3.9 Pits and Pit Lane Safety

3.9.1 PITS: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 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 drive at minimum speeds in the Pit Lanes.

3.9.3 REFUELLING: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.9.4 Speed Limit: The pitlane speed limit will be 60km/hr.

## 3.10 Race Finishes

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

## 3.11 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.

## 3.12 Timing Modules

3.12.1 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.

3.12.2 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.

## 3.13 Qualification Races

In the event of any qualification races, the procedures will be as published in the Final Instructions for the events

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### 3.14 Operation of Safety Car

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

## 4 CHALLENGE RACE PENALTIES

### 4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of MSA Regulation C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations C3.5.1 (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 C3.5.1 (c).

### 4.2 Infringements of Non-Technical MSA Regulations and the Sporting Regulations Issued for the Challenge

4.2(a) The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation Q12.6.

4.2.1 As per current MSA Judicial Procedure Regulations.

#### **Single Qualifying Session, Single Race.**

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the challenge gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

#### **Multiple Qualifying/Multiple Race.**

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

(a) Reckless or dangerous driving in the course of a meeting. (see MSA Regulation C1.1.5).

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 two such reports during one racing season they will receive a written warning from the Challenge Co-ordinator that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Challenge Stewards' enquiry, with possible loss of Challenge points and refusal of further race entries, are the discretion of the organisers.

## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format & 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 J4 - J5- Q19– 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 three classes as follows:

**Class A**, cars distinguished by white roundel or square backgrounds with black numbers. Up to 3.litre with forced induction/turbo/supercharger/ above 325 Bhp, above 5.0 litre and 325 Bhp.

**Class B**, cars distinguished by a yellow roundel or square number back ground with black numbers. Cars between 176 and 300 Bhp per ton measured at the wheels, all other cars 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 distinguished by blue roundel or square backgrounds with black numbers.

Cars upto 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'

Forced injection allowed but subject to the 175Bhp/Ton and must run a data logger. Cars running modified engine contact Co-Coordinator.....

#### Invitation Class

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.

#### 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
- 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

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- 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 K1.2.1 & K1.2.2- K1.2.3 & K1.2.4 - K1.3.2 or K1.3.3- K3.1.2(a) & K5 - K6 - K8 - K9 - K10- K11, K12 & K13, 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.

<b>Class A</b>	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 K3.1.2(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** 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

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

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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 e.g. Rear top spoiler and boot lid area if repaired or replaced must be replaced that it is fitted within the tolerance as per the profile template, which has been supplied to the MSA Technical Scrutineer.

### 5.6.1 Modifications Permitted

Class A

A  
Tuscan & Sagaris  
It is permitted to cut out the boot lid in order to improve access for crash repairs etc.

B,  
Tuscan & Sagaris  
As supplied, in 1999 a new bonnet was available from the factory, the existing pattern of bonnet will still be permitted providing the air intake & outlet comply to the new pattern. (The bonnet has 4 air intake areas & 3 air outlet areas - it is permitted to bore 2 holes (6" X 3" maximum) on each side of the number plate recess. Such holes should be painted body colour so as not to be unsightly. It is also permitted to cut two holes on the top of the bonnet for the air filter housings of the TVR Speed 8 engine. These holes should not exceed the size of the air filter by more than 1" all round.

C,  
Tuscan & Sagaris  
The only other permitted aperture enlargement is the modifying of the concave conical trumpets on the lower front valence of the bonnet which may have the cone shortened hence enlarging the inner hole.

D,  
Tuscan & Sagaris  
The minimum ride height is 3.5". It should be noted that this is an absolute clearance & is not measured to a chassis rail. Other than the exhaust system (silencer/tailpipe & associated mountings) & the front spoiler, which are exempt from this ruling, when the underside of the vehicle is swept by a 3.5" block on a bar, this block should not jam against any component.

E,  
Tuscan & Sagaris  
In order to fit the new larger silencer for 2000, there is a new nearside door & sill moulding available, with a revised bodyline.

### 5.6.2 Modifications Prohibited

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

Whilst 5.6.1.C allows the enlargement of the inner holes under the given circumstance the enlargement of the entry/outer hole is expressly forbidden.

No additional air inlets/outlets, other than those specified in 5.6.1.B, are permitted, whatsoever.

The exterior bodywork must not be altered (e.g. in order to gain down force) & the silhouette of the vehicle is to remain as standard. No aerodynamic devices are permitted other than the:

Front air dams (Part No. T45B 022R)  
Rear spoiler (Part No. T45 023R)  
Under tray splitter (Part No. T45 024R).  
Exterior Top Air/out Bonnet ( Part No T45B064R)  
Radiator Air Box ( Part No T45B065R)

#### **Trim for rear Undertray ( Part No T45B066R)**

Tuscan & Sagaris hard top Part No RR001

The front air dam must be fitted in the standard position & not lowered in any way.

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Cars must run at all times with the air boxes & inlet tracts fitted. No alterations are permitted to the inlet system. Only original 'as supplied' factory parts may be used.

## 5.7 ENGINES

Class A;B;C Invitation All engines are free as long as they conform to their class regulations

### 5.7.1 Oil System

Tuscan & Sagaris The dry sump tank must remain in the standard location, as originally fitted at the factory (i.e., under the tonneau cover) & be covered in heatproof wrap. Additional oil coolers/filters are permitted. The oil pipes may be replaced with metal braided items.

### 5.7.2 Water System

The radiator must be as supplied by the Organisers. Additional header tanks swirl pots etc. may be fitted. The radiator cowling may be modified for improved ducting. Hoses may be replaced with metal braided items.

### 5.7.3 ECU (MBE)

There must be two ECU's available for each car entered in any meeting, these must comply with the Regulations in all respects. The ECU's will be sealed by the **series eligibility scrutineer** using a wire seal.

All sensors to the ECU must be as fitted at the factory & all sensors must function as they are intended, & not altered in any way. The sensors may not be substituted by any part other than a Part numbers.

Crank sensor	T45 E151R
Water temperature	NO 113
Air Temp	NO 112
Throttle pot	T45 E136R

All standard production engine sensors, which have any influence whatsoever, on the engine management system, must be retained in the correct position & in working order. It is not permitted to change the strength, or form, of any of the sensor signals, to or from, the ECU.

## 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 & Bottom.

**(Front upright top hat inserts are not BUSHES)**

Class A	TOP Spherical	Part No	U0963
Tuscan & Sagaris	Bottom Spherical	" "	T45C069R
	Top Carrier	" "	T45C070R
	Bottom Carrier	" "	T45C071R
	Top hat insert	" "	T45C072R
	Bottom Top Hat Insert		T45C073R
	Large Washer Top	" "	T45C074R
	Large Washer Bottom	" "	T45C075R

### 5.8.2 Wheelbase And Track

Tuscan & Sagaris The wheelbase is: -2336mm + 6mm.  
Front Track: -1482mm + 6mm  
Rear Track: -1482mm + 6mm

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

**Tuscan & Sagaris** It is also mandatory that they are crack tested after 16th June until 18th July (Checked on a magnetic tester e.g. Magnaflux) a certificate must be obtained & presented at scrutineering. Alternatively new replacements may be fitted.

## 5.9 Transmission

5.9.1 Class A.B.C Free Invitation

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 Tuscan & Sagaris. Free

## 5.10 Electrics all classes

### 5.10.1 Exterior Lighting

**Class A.B.C** The TVR's are equipped with headlights brake lights, taillights and indicators & 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 & leak proof design & 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 & 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 & two master cylinders split front to rear. There are ventilated curved vane discs all round. The discs, callipers (See below) & mounting bells must remain as standard, the pad material & 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, all classes.

Class A It is permitted to use 2, 4 & 6 pot alloy callipers. In the following combinations.

	Option 1		Option 2	
Front callipers.	R/H	Part No.T45J 070R	R/H	Part No T45J094R
	L/H	Part No.T45J 071R	L/H	Part No T45J095R
Front brake disc.	R/H	Part No.T45J 053R	R/H	Part No T45J096R
	L/H	Part No.T45J 054R	L/H	Part No T45J097R
Front disc mounting bells.	R/H & L/H	Part No.T45J 057R	R/H & L/H	Part No T45J098R
Rear callipers.	R/H	Part No.T45J 068R	R/H	Part No.T45J 068R
	L/H	Part No.T45J 067R	L/H	Part No.T45J 067R

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Rear brake discs.	R/H & L/H	Part No.T45J 073R	R/H & L/H	&	Part No.T45J 073R
Rear disc mounting bells.	R/H & L/H	Part No. T45J072R	R/H & L/H	&	Part No. T45J072R
Front Calliper Carriers.			R/H & L/H	&	Part No T45J099R

### 5.12 Wheels and Steering

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

Class A

Tuscan & Sagaris part no. T45G 011R. (This is a two piece wheel & no modifications are permitted

Part No. T45G 015R Dymag Wheel.

Part No. T45G 017R

Part No. T45G 018R Techno wheel.

Part No. T45G020R Magnesium Wheel.

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 as specified below:

Class A Part No. T45H041R.

Tuscan & Sagaris

**All Classes Electric or hydraulic assisted power steering**

### 5.13 Tyres

Two types of tyre are permitted, all Dunlop. There is a single compound slick tyre & a wet tyre of defined tread & compound. Class A-B-C

Class A Slicks : 250/640/18 -----

Tuscan & Sagaris Wets : 235/640/R18 B44W404/SP9000

Class B & C TBN depending on tyre sizes

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

A, The competitor is only allowed four new slick tyres per race meeting and two slick tyres used at a previous race meeting. The onus is on the driver to prove that this is done.

B, If a tyre is damaged during an event it may be replaced only if it is deemed unsafe by the **series eligibility scrutineer** or a representative from Dunlop. This replacement may be a used tyre with similar wear.

C, During the event, random checks will be carried out to ensure that the tyres used carry the correct serial numbers for the event. The minimum penalty for non-compliance will be exclusion from the event.

D, Wet weather (treaded) tyres will not be subject to this number limiting regulation, except that it is not permitted to use wet weather tyres on dry tracks during timed practice.

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E, 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 & 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.

F, The use of any heating/heat retention devices, tyre treatments, & compounds is prohibited.

G, Given the variable format of racing the organisers reserve the right to waive the tyre quantity control ruling at certain meetings. Competitors will be notified (in writing) should such a waiver be in force.

## 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 & 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 & 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 prohibited. 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.

### 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

Tuscan & Sagaris

Exhaust system - The exhaust system is to remain standard. It may only be repaired or replaced using unmodified factory spare parts as supplied under the following Part No's

	<b>Class A</b>
Complete L/H system	T45 S013R
Complete R/H system	T45 S012R
Top silencer & pipes	T45 S015R
Lower silencer & pipes	T45 S014R
Pipe-Cylinder 1	T45 S020R
Pipe-Cylinder 2	T45 S021R
Pipe-Cylinder 3	T45 S022R
Pipe-Cylinder 4	T45 S023R

The following new exhaust manifolds are also permitted:

	<b>Class A</b>
Silencer	T45S024R
Downpipe Upper	T45S025R
Downpipe Lower	T45S032R
Offside front manifold	T45S026R OR T45S036R
Nearside front manifold	T45S027R OR T45S037R
Offside Rear Manifold	T45S028R OR T45S038R

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Nearside Rear Manifold	T45S029R OR T45S039R
Collectors	T45S030R OR T45S040R

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 J4 Challenge decals, as per the official diagram of design.

5.17.2 Suppliers: Numbers are for sale & 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/MSC.

BRSCC H.Q. 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 2011**

## **REGISTRATION FORM**



All drivers wishing to compete in the 2011 season of the Dunlop TVR Challenge must register with Readman Racing. This is done by completing the registration form below. 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 the Readman Racing.

**PLEASE NOTE: ALL DRIVERS (INCLUDING GUEST DRIVERS) MUST SIGN THIS REGISTRATION FORM AND IT'S INDEMNITY.**

### **2011 DUNLOP TVR CHALLENGE REGISTRATION FORM**

I wish to register as a competitor for the 2011 Dunlop TVR Challenge, which is organised by Readman Racing, under the auspices of the BRSCC.

In signing this registration form I undertake to abide by the Rules and Regulations set out in the 2011 Dunlop TVR Challenge Regulations and conform receipt of a copy of the same. I also undertake to abide by the Rules and regulations of the MSA Ltd.

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.

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 2011 season.

I also understand that the TVR race car is neither registered nor approved for use on the public highway.

NAME \_\_\_\_\_ CAR NO. \_\_\_\_\_ CLASS \_\_\_\_\_  
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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# Dunlop TVR Challenge

## 2011 Challenge 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 2010 and who are competing in 2011 can retain their 2010 race number. All new registered competitors for 2011 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:-

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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 <i>(tick if being used as tow vehicle)</i>		
Reg No		Length		Width <i>(inc Awning)</i>	
Caravan length		Reg No of tow vehicle			
We wish to be based in the paddock near car nos					

### 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](mailto:Readman.racing@lineone.net)

Use above address for postal correspondence