

Nottingham Sports Car Club



2025 Triple M Motorsport NSCC SPEED CHAMPIONSHIP



Championship Regulations

Signature: Stephen Miles NSCC Championship
Coordinator

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2025 Triple M Motorsport NSCC SPEED CHAMPIONSHIP

I would like to welcome you to the NSCC 2025 Speed Championship and the 77th Anniversary year of Nottingham Sports Car Club.

This year's championship will comprise of 21 events, starting at Cadwell Park and culminating in our season finale at Blyton. We'll visit a range of sprints and hill climbs across the year and with 8 scores to count there's plenty of venues to choose from, including the two NSCC run weekends at Curborough in June and Blyton in September. They'll be bonus points on offer for those attending the NSCC run events so they're not to be missed and could make all the difference in determining who's our 2025 Champion!

The cost of NSCC membership is £12, championship registration is a further £25. As a member of the club, you can compete in NSCC invited events and you'll also receive discounted entry rates to NSCC held events.

Following on from last year's introduction, if target times have not been improved in the last 15 years they have been increased (i.e. made easier) by 1% for 2025, to give greater potential for point scoring. We have also created a couple of new classes following feedback we received from competitors.

The website and prompt email service will keep you updated on championship standings as the season progresses and the NSCC committee are always on hand to answer any queries you may have during the year, just get in touch with one of us.

With awards given to the Top Ten scorers, novice, best improver and best performance in a classic car plus the Harry Driver, Des Richardson and Roger Carrington awards for performances across the season and at the NSCC weekends, there is plenty of silverware up for contention. Our annual awards lunch will be held on the 23rd November this year and we hope you'll join us in celebrating the year.

Every year we support a charity selected by our committee and it gives me great pleasure to confirm that this year we have selected Mission Motorsport. Mission Motorsport is the forces' motorsport charity and aids in the recovery and rehabilitation of those affected by military operations by providing opportunities through motorsport and the automotive industry. We will be asking for donations when you enter our events at Curborough and Blyton, however, please consider donating a little extra at a time during the year that is convenient for you, via the PayPal button, on our dedicated charity page.

We look forward to you joining us for a great season of motorsport in 2025 and please feel free to reach out if you have any questions or comments.

Zoe Shearman
Chair



Triple M Motorsport NSCC 2025 SPEED CHAMPIONSHIP

1 SPORTING REGULATIONS

1.1 Title & Jurisdiction:

The NSCC SPEED CHAMPIONSHIP is organised and administered by Nottingham Sports Car Club [NSCC] in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2025/TBA (C)

Status : Interclub Championship Grade : C

1.2 Officials

The Championship Officials are:

1.2.1 Championship coordinator: Steve Miles technical1@nottinghamsportscarclub.co.uk
3 Abbey Drive, Beeston, Nottingham, NG92QG Tel: 07539 322600

1.2.2 Eligibility Scrutineer: Steve Gregory, 11 Carisbrooke Road, Bushbury,
Wolverhampton. WV10 8AB. Tel: 07785 545624 email: s.j.gregory@blueyonder.co.uk

1.2.3 Championship Stewards: Mike Simpson, Mike Mayfield & Martin Pickles

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid-up valid membership card holding members of the Nottingham Sports Car Club and be in possession of a current Motorsport UK Entrants Licences and any Entrant must also be registered for the championship.

1.3.2 Drivers and Entrant/Drivers must be fully paid-up valid membership card holding members of the Nottingham Sports Car Club, be Registered for the Championship and be in possession of a current Competition RS Interclub Status Licence, as a minimum.

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

1.3.3 Competitors must be able to present all necessary documentation for checking at all rounds when signing-on

1.4 Registration

1.4.1 Complete the official 2025 Championship Registration Form, available from the Club website www.nottinghamsportscarclub.co.uk and enter online.

1.4.2 Fee £25, membership £12.

1.4.3 Registration must be received before the first round in which they wish to compete.

In addition to the requirements of other competitions, display two Triple M NSCC Speed Championship decals, one on the outside of each side of the vehicle, in a clear and prominent position during each qualifying round. Decals are available from the Membership Secretary and will be posted to you on registration. These are the same as 2023 and 2024 if you have these already.

1.5 Championship rounds



Triple M Nottingham Sports Car Club 2025 Speed Championship

29th March	Saturday	Cadwell Park	BARC (Midlands)
6th April	Sunday	Curborough (1Lap)	MGCC (Midlands)
13th April	Sunday	Harewood	BARC (Yorkshire)
26th April	Saturday	Mallory Park (0.75 Lap)	Bentley Drivers Club
17th May	Saturday	Blyton (Eastern)	Longton DMC
18th May	Sunday	Blyton (Outer)	Longton DMC
31st May	Saturday	Aintree	Liverpool Motor Club
21st June	Saturday	Mallory (1.5 Lap)	Sheffield and Hallamshire
22nd June	Sunday	Mallory (1.5 Lap)	Sheffield and Hallamshire
28th June	Saturday	Curborough (Fig 8)	NSCC
29th June	Sunday	Curborough (2 Lap)	NSCC
19th July	Saturday	Barbon	Liverpool Motor Club
20th July	Sunday	Three Sisters (1 Lap)	Longton DMC
27th July	Sunday	Scammonden Dam	Mid Cheshire MRC
10th August	Sunday	Curborough (Fig 8)	Mid Cheshire MRC
23rd August	Saturday	Snetterton	BARC (Midlands)
24th August	Sunday	Snetterton	BARC (Midlands)
6th September	Saturday	Aintree	Liverpool Motor Club
7th September	Sunday	Three Sisters (2 Lap)	Longton DMC
27th September	Saturday	Blyton (Eastern)	NSCC
28th September	Sunday	Blyton (Outer)	NSCC

Please note NSCC run rounds qualify for an additional point

1.6 Championship scoring

1.6.1 The system of Championship points is defined in these Regulations. The table of target times will be published on the Club website, www.nottinghamsportscarclub.co.uk, before the first event. Points will be gained according to classification in an eligible class against the appropriate

Target time at each venue, as follows:

- a) Equaling the Target time will gain 20 points.
- b) A slower time than the Target time will reduce this by 0.01 point for each 0.01-second difference, with a minimum score of zero.
- c) A faster time than the Target time will increase this by 0.01 point for each 0.01-second difference up to a maximum of score of 21 points.
- d) All timed runs that count for awards at a meeting will be eligible to score Championship points.
- e) A competitor must be classified as a finisher to gain Championship points.
- f) Where classes are merged by the organisers of an event, or where the class structure is not run in accordance with these Regulations, it is the responsibility of the competitor to inform the Championship Scorer of any ineligibility within his or her Class.

It is recognised that changes in climatic conditions such as rain, cool temperatures etc. and subtle changes to course layout caused by the temporary nature of some venues can affect a competitor's ability to challenge meaningfully for Target times in some instances. In the event that these changes make a significant difference to the competitor's ability to meaningfully challenge any target times, as defined below, the following scoring system will apply.

- I. If 51% or more of the total entry achieve a time that is 113%, or more, slower than the NSCC target times, then regulation 1.6.1.1.i will apply.
- II. If 51% or more of the total entry achieve a time that is faster than the NSCC target time, then regulation 1.6.1.1.i will apply.
- III. Where no target time exists for a 'new' venue (i.e. where no speed event records exist for the classes defined in these regulations) or if an existing venue has been revised, then rule 1.6.1.1.i will apply.

1.6.1.1.i Where regulation 1.6.1 i), ii), or iii) is applied, 20 points will be gained in each class by the fastest competitor complying with these regulations, whether registered for the Championship or not. Points will then be gained by a reduction of 0.01 point for each 0.01 second difference to the time of that competitor.

Target times for all venues may be challenged for a period of 21 days after the publication on the Club web site of the scores. After this period all target times will be deemed final. Target times are reviewed annually by the Technical Sub-Committee.

The Classic Car Award operates on a separate set of calculated Target Times based on the Target Time for the appropriate Championship class, with an allowance for the age of the vehicle and the engine size in cubic centimeters. Points for the Classic Car Award will be calculated as follows:

- (a) Competitors must compete for the main Championship but only cars from SA-SB and 1A-1C are eligible for the Classic Car Award,
- (b) Vehicle Age must be over 25 years from Jan 1 2025.
- (c) Points calculation is based on factors for age and engine size compared to the entered class, as follows:
 - (i) Age Factor (AF) = $1 - (1 / \text{age}) + 0.195$
 - (ii) Engine Age Factor (EAF) = $0.1 + (0.005 \times (\text{Age} - 25))$
 - (iii) Engine Size Factor (ESF) = $1 - (\text{engine actual size} / \text{engine max size for class})$
(For classes without an upper limit a notional limit of 5000cc will be used.)Then the Overall Engine Factor (OEF) = EAF x ESF
Finally the New Target Time = Standard Target Time x (AF + OEF)
There will be no upper limit for points scored at each round for this Class.

In each qualifying round, a competitor will compete in the appropriate class for the awards offered for the meeting. Championship points will be gained according to the

appropriate NSCC championship class at the time of the meeting. The Championship organisers reserve the right to re-classify any vehicle to a more appropriate Championship class.

- a) The best 8 scores of each competitor will count towards the Overall Championship subject to there being 10 or more Championship rounds. In the event of a reduction in the number of Championship rounds to 9 rounds then the best 7 scores will count, in the event of a reduction round to 8 rounds then the best 6 scores will count. In the event of a reduction to less than 8 rounds then all events will count.
- b) The scores from the 4 NSCC organised events will qualify for a separate award, with the points being gained in the same way as for the Overall Championship. For this award, if one or more rounds are cancelled then all remaining rounds will count. Competitors in the first three places of the Overall Championship will not be eligible for this award.
- c) Championship scores will be declared final 21 days after the championship results for each round are issued. Competitors who wish to query a score with the Championship Scorer must do so in writing/email during this period.
- d) A minimum of 5 rounds must take place for the championship to be valid

1.6.2 In the event of a tie for a Championship place or other award, except the Harry Driver award, the placing will be determined in favour of the competitor whose total score was achieved at the earliest round of all the rounds in which they competed, including any discarded rounds. If the tie remains, it will then be determined in favour of the competitor with the highest individual score at all rounds. If the tie still remains, the award will then be shared.

1.7 Championship Awards

1.7.1 & 1.7.2 At the end of the championship NSCC will award the following: -

First Place	1½ Litre Trophy + 3 x free single day entry to NSCC events in 2026
Second Place	Keith Douglas Trophy + 2 x free single day entry to NSCC events in 2026
Third Place	Mitchell Trophy + 1 x free single day entry to NSCC events in 2026
4th to 10th Place	Award + a £50 voucher towards an NSCC event in 2026
Des Richardson Trophy	Highest placed competitor over the NSCC run events
Harry Driver Trophy	Fastest NSCC Competitor
Miller Trophy	Winner of Classic Car Class
Gail Thomas Trophy	Highest placed Novice
Vi Selby Trophy	Best Improver over last season
Andy Offer Trophy	Marshals Award for the Driver of The Day - Curb.
Roger Carrington Trophy	Fastest aggregate time road going car over the Blyton events
Bruce Widdowson Trophy	Marshal of the Year at NSCC run events
The Wonky Trophy	Potentially Awarded for the 'best' 'incident' in the season!

All the above 12 perpetual trophies come with an award to keep.

Harry Driver trophy. Awarded based upon the fastest times achieved by NSCC championship registered competitors at each round, with points gained as follows: Fastest NSCC time of the day: 10 points, 2nd fastest 8 points, 3rd 6 points, 4th 4 points, 5th 3 points, 6th 2 points, 7th 1 point. The best 8 scores from all entered rounds will count. In the event of a tie on the day for any position, the points will be determined in favour of the competitor with the best second run time. In the event of a tie for the FTD award after completion of all rounds, the position will be determined in favour of the competitor who achieved the scores at the greatest number of different venues. If a tie remains, the position will then be determined in favour of the competitor with the highest placing in the main Championship.

Miller trophy. An award will be made to the highest placed competitor in a Classic Car who qualifies for the Championship.

Gail Thomas Trophy. An award will be made to the highest placed novice who qualifies for the Championship. A novice is defined as a registered competitor competing in their first or second consecutive season of speed events who has not previously held a Motorsport UK licence prior to that and who has not won a first-in-class award before the first round.

Vi Selby Trophy. An award will be made to the competitor who shows the greatest improvement over the previous season's performance. The average points scored by each competitor in the two seasons will be compared. To qualify for this award a competitor must have a minimum of 4 scores in each season and must not have finished in the top three of the NSCC championship in the previous 3 years.

All vouchers for the top 10 championship places will only be given if the competitor attends the NSCC awards dinner at Morley Hayes Golf club on 23rd November 2025.

Perpetual trophies will be able to be kept until the last round of the calendar in 2026 or the end of September (whichever is later). It will be the award winners responsibility to ensure the safe return of the trophy to NSCC.

1.7.3 A single bonus point will be awarded for each NSCC run event entered. This is in addition to any points scored and not subject to the maximum 21 points per round rule above.

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** in accordance with NCR Chapter 2.

2.2 **Championship:** in accordance with NCR Chapter 2.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

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

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

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

- 3.2 Due to both safety and environmental concerns, vehicles **must not** be left unattended under any circumstances when the engine is running.
- 3.3 Except as defined below, all vehicles must comply with the general, technical and safety requirements in the National Competition Rules, appropriate to the class. If a competitor is in doubt about the eligibility of his vehicle the Eligibility Scrutineer should be consulted.

Championship classes are defined in these Regulations

- 3.4 Temporary Car Substitution - Competitors may change car and / or class on a maximum of two occasions during the course of the Championship provided they notify the championship co-ordinator in writing/SMS/email on or immediately after the event. Points will be awarded against the relevant class. The points obtained so far will be kept against the drivers name.

4. TECHNICAL REGULATIONS

This document relates to NCR version 8

GENERAL REGULATIONS FOR ALL CLASSES

Vehicles competing in **CLASSES S, 1, 2** must comply with the following:

1. All vehicles must comply with Motorsport UK Technical Regulations 2025 NCRs Chapter 14 Appendix 4 Articles 1-11 and with the specific regulations for each category/class as specified therein.
2. Cars must compete in a totally road legal form at all times defined in 2025 NCRs Chapter 14 Appendix 4 Article 12. It is the competitor's responsibility to ensure that all data held by the DVLA is accurate for the vehicle being entered into competition. Trade plates and traders or company group insurance policies will not be accepted.
3. 4-wheel drive vehicles will compete in a new class 1D.
4. The only permitted tyres within these classes are those defined in the 2025 NCRs Chapter 8 Appendix 4. For cars in Class S, *ONLY* tyres in List 1A are permitted. For other classes, tyres in List 1A and 1B are permitted. It is prohibited to re-groove tyres in the list.
5. Tyres fitted at scrutineering for an event must not be changed without being re scrutineered.
6. Some of the venues used by the Championship have more stringent silencing requirements than others. Cars competing at any event must meet the silencing requirements as specified in the Supplementary Regulations for that event.
7. Please note the 2025 NCRs Chapter 14 Appendix 14.7 regarding suspension and steering, has the following previous clarification still applied. The Motorsport UK Technical Dept wishes to clarify that if an uprated shock absorber had a metal top bush as part of the shock absorber assembly, it would be permitted because this bush would be considered part of the shock absorber assembly, which may be uprated.

Competitors found to be not complying with the above will be re-classified accordingly

Standard Cars conforming to Chapter 14 Appendix 4 Articles 13

Class SA: Standard Cars up to and including 1400cc.

Class SB: Standard Cars over 1400cc up to and including 2000cc.

These classes are intended to attract new inexperienced competitors driving unmodified cars, as a low-cost entry to the sport.

NSCC clarification.

Wheels and tyres must be as per 2025 NCRs Chapter 8 Appendix 4 Article 16 (list 1A only). "Standard" means a component that was listed in the car manufacturer's price list for that model of car.

Road cars – Series Production: Saloons and Sports Cars: Specialist Production conforming to Chapter 14 Appendix 4 Article 14

Class 1A: 2 wheel drive **Series Production:** Saloons and **Sports Cars** up to and including 1400cc, excluding Specialist production.

Class 1B: 2 wheel drive **Series Production:** Saloons and **Sports Cars** over 1400cc up to and including 2000cc, excluding Specialist production.

Class 1C: 2 wheel drive **Series Production:** Saloons and **Sports Cars** over 2000cc excluding Specialist production.

Class 1D: 4-wheel drive **Series Production:** Saloons and **Sports Cars** of any cubic capacity excluding Specialist production.

Class 2A: Road Cars Specialist Production with single engines up to and including 1700cc excluding cars fitted with sequential gearbox.

Class 2B: Road Cars Specialist Production and non-ferrous chassis construction cars with single engines over 1700cc and cars of any capacity with sequential gearbox or motorbike derived engine.

Class 2E: Road Cars: Lotus Elise and Elise derived Cars up to and including 2200cc

Class 2F: Road Cars: Lotus Elise and Elise derived Cars over 2200cc

NSCC clarification

Brakes: Brake callipers, discs, master cylinder, shoes & pads can be modified. Non-ferrous discs are only permitted in accordance with Chapter 7 Appendix 2 Article 10. Modification of the brake pedal is permitted. The fitting of aftermarket pedal assemblies is not permitted. Anti-Lock braking systems can be removed but cannot be added to a vehicle that does not have one as a manufacturer specified option.

Suspension: Must comply with Chapter 14 Appendix 4 Article 14.7. Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place.

Safety: Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed.

Modified Cars – conforming to Chapter 14 Appendix 4 Article 15

Class 3A: Modified Cars – Series Production up to and including 1400cc excluding Specialist production.

Class 3B: Modified Cars – Series Production over 1400cc up to and including 2000cc excluding Specialist production.

Class 3C: Modified Cars – Series Production over 2000cc excluding Specialist production.

Class 3F: Modified Cars Specialist Production up to and including 1800cc.

Class 3G: Modified Cars Specialist Production over 1800cc.

Sports Libre Cars – conforming to Chapter 14 Appendix 4 Article 16

Class 4A: Sports Libre Cars up to and including 1700cc.

Class 4B: Sports Libre Cars over 1700cc.

Racing Cars – conforming to Chapter 14 Appendix 4 Article 17

Class 5A: Racing Cars up to 1100cc.

Class 5B: Formula Ford 1600 Racing Cars manufactured before January 1st 1994.

Class 5C: Racing Cars over 1100cc up to and including 1600cc.

Class 5D: Racing Cars over 1600cc up to and including 2000cc.

Class 5E: Racing Cars over 2000cc.

NSCC clarification

Class 5B: Only full sets of the following tyres are to be used:

Cars manufactured before 31.12.1971 – Cooper/Avon Formula Ford Specification ACB9 or Dunlop Historic Formula Ford tyres.

Cars manufactured 1.1.1972 to 31.12.1993 – Cooper/Avon Formula Ford Specification ACB9 or ACB10 tyres.

Electric/Hybrid Vehicles

Due to lack of data and target times, at this stage EV's are not allowed in the Championship.

5 ENVIRONMENTAL CONCERNS

Single-use plastic tyre-wrapping is prohibited. Chapter 14 Appendix 3 Article 1.3



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.