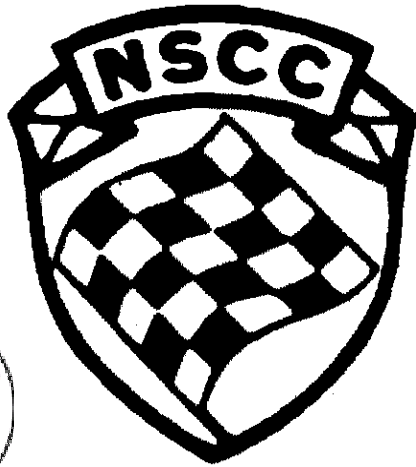


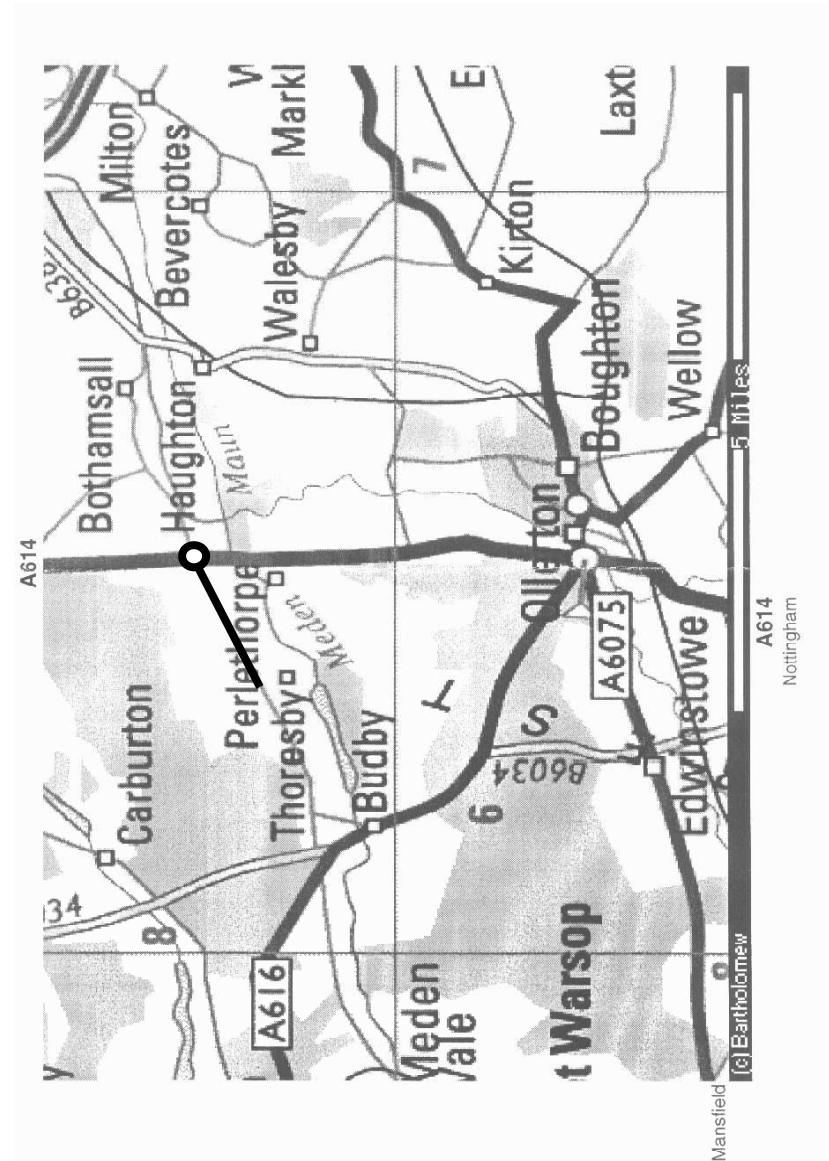
NOTTINGHAM SPORTS CAR CLUB



SUPPLEMENTARY REGULATIONS FOR THORESBY PARK SPRINTS

Saturday 18th September 2010
Sunday 19th September 2010

These Regulations may be obtained in electronic format via the Internet at www.gosprinting.co.uk. At all times the published hard-copy is the final and complete version.



The circuit can be approached **from the south** via Ollerton, continuing north on the A614 from the Ollerton roundabout and turning left at the next roundabout after approx 3 miles, towards Thoresby Park. Follow the circuit markers turning left into the circuit after 1 ½ miles and follow the signed route to the paddock. **From the north** the circuit may be approached via the A1 and A614 (approx 4 miles south of the A1 / A614 junction) turning right at the roundabout towards Thoresby Park and following the circuit markers turning left after 1 ½ miles.

Chairman's Introduction

On behalf of Nottingham Sports Car Club I am pleased to invite you to our September weekend at Thoresby Park. This is our 17th year at Thoresby thanks to the permission and support of Lady Rozelle & her husband, Dr Raynes. The Estate is now run on a day-to-day basis by the Stonebridge Trust and we are indebted to the staff and Estate workers for their assistance before and during the weekend.

As always we are pleased to extend invitations to our friends at other clubs, some of whom have the event as a round of their championship. Your support is appreciated in keeping these events going every year.

The venue, located in the grounds of a private estate, will be familiar to many of you as one of the most pleasant settings for a motor sport event. The narrow track, with its mixture of tight corners, fast straights and chicanes presents a unique challenge to every competitor and requires total commitment if you are to achieve a quick time.

As I write we anticipate that the track will be resurfaced from the Start through Kiosk and up to Fiveways by September. Century Straight from Rise Esses down to Century Hairpin has already been re-dressed this year and is looking in great condition.

All the information you need to enter is contained in these Supplementary Regulations. If you are new to the sport or have any problems understanding the information please contact one of the Club officials who will be very pleased to help.

As with all our events entries are accepted on a strictly "first come, first served" basis so please get your entry in early. (we don't bank your cheque until the closing date!)

There are no changes to the track length or layout this year but if any Clubs or Championships require advice on handicap issues or accommodating their own class structure please contact the Entry Secretary or Martin Pickles (0116 2796125 / inapickle@fsmail.net)

We have again arranged catering facilities in the Paddock and an evening meal for the Saturday night in Perlethorpe Village Hall, a short walk from the Paddock along the Estate roads. This evening get-together is always an enjoyable opportunity to wind-down with a beer and a natter. The meal is worth it just for the 'puddings', but numbers are limited so book your tickets with your entry.

If you wish to camp during the weekend please let the Entry Secretary know with your entry so that the Estate can be informed – there is no charge.

As we are often reminded motor sport can be dangerous and on those rare occasions that head injuries result from an accident Headway, the brain injury charity, can offer vital support and the reason we are supporting them this year – as with all our events this year there is an option to add a small donation on the entry form.

I hope you join us at Thoresby, whether it's for one or both days, - we'll be doing our very best to give you two days of enjoyable sprinting.

Roger Carrington,
Chairman

NOTTINGHAM SPORTS CAR CLUB LTD SPRINTS AT THORESBY PARK Saturday 18th September 2010 Sunday 19th September 2010 SUPPLEMENTARY REGULATIONS

1. The Nottingham Sports Car Club will promote National B Sprint meetings on Saturday 18th September 2010 and Sunday 19th September 2010 at Thoresby Park, near Mansfield Notts. (MR 120/639713).
2. The meetings will be held under the General Regulations of the Motor Sports Association Ltd (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising club may issue in the future for the events.
3. **MSA Permit No.:** 18th September applied for, 19th September applied for, Grade : National B
- 4a. The event on Saturday 18th September is open to all fully elected members of Nottingham Sports Car Club Ltd and members of the following Clubs and Associations; Pegasus and Bristol MC, HSA, BTRDA, Coalville Car Club, Hagley & Dist LCC, Midland Speed Championship, Shenstone & District CC, Wallasey Motor Club, VSCC, MAC, 500 Owners Club Championship (not MSA registered).
- 4b. The event on Sunday 19th September is open to all fully elected members of Nottingham Sports Car Club Ltd and members of the following Clubs and Associations; Pegasus and Bristol MC, HSA, BTRDA, Coalville Car Club, Hagley & Dist LCC, Midland Speed Championship, Shenstone & District CC, Wallasey Motor Club, MAC, VSCC
5. All competitors and drivers must produce a valid Competition Licence, Club Membership Card and, where applicable, a Championship Registration Card. Competitor's attention is drawn to 2010 MSA Yearbook Section S 9.1.7

The event on Saturday 18th September is a round of the Nottingham Sports Car Club 2010 Speed Championship, Permit No CHS2010/059 Grade D, HSA CHS2010/031 Grade C, Chester & Liverpool Motor Club Permit No CHS 2010/013 Grade C, Lancs & Cheshire CC CHS2010/025, Westfield SCC CHS2010/035 Grade C, East Midlands Speed Championship 2010 Permit No CHS2010/089 Grade E

The event on Sunday 19th September is a round of the Nottingham Sports Car Club 2010 Speed Championship, Permit No CHS2010/059 Grade D, Chester & Liverpool Motor Club Permit No CHS 2010/013 Grade C, Lancs & Cheshire CC CHS2010/025, PWA7 Bert Hadley Memorial Championship CHS2010/068, Westfield SCC CHS2010/035 Grade C, East Midlands Speed Championship 2010 Permit No CHS2010/089 Grade E

6. The programme on the day for all meetings will be as follows:
Signing on commences 07.30: Scrutineering commences 07.45
Driver's briefing at 08.40, to which all drivers are requested to attend. Course closed.
Practice commences 09.00
First timed runs commence at 13.00, or a minimum of 10mins after completion of practice runs. A lunch break will be taken.
Note: Any competitor who has not signed on by 10.00am may be excluded.
Your attention is drawn to Supplementary Regulation 20 regarding order of running.
7. The length of the course is 1035 metres (1132 yards) and consists of a tarmac surface with left and right bends and a finishing straight. Please be aware that this is a course constructed on country estate roads and is not a racetrack surface.
8. Cars will start singly in their own time after the green light. Timing will be by electronic beam and the finish-line will be indicated by a chequered board. A timing strut is required in accordance with the MSA 2010 Yearbook Section S.10.9
9. Competitors will have the opportunity for two practice runs on each day, having previously had the opportunity to walk the course.
10. Competitors will be identified by numbers, which will not be provided by the organisers. Numbers must be displayed on both sides of the competing car. Where a car is driven by two drivers, the numbers not in use must be clearly masked. If this is not done satisfactorily, the MSA Timekeeper may not give a time and no claim for a re-run will be considered.

11. Parking in the paddock is available for one competition car and one service vehicle only in each allocated position. Parking for trailers and other vehicles is available in the area outside the paddock entrance. Please park with due consideration for other competitors. The organisers remind all drivers and mechanics to wear crash helmets whilst towing open-top cars and, while doing so, to take due care towards other users of the paddock.
12. Judges of fact will be shown as a bulletin by the Secretary of the Meeting on the day of the event and will adjudicate in accordance with MSA 2010 Yearbook Section C.
13. There will be a minimum of two timed runs. There may be further timed runs depending on the number of entries and the weather conditions. All timed runs will count towards the following awards:
 Fastest Time of the Day
 1st in class (subject to 4 starters in each class)
 2nd in class (subject to 6 starters in each class)
 3rd in class (subject to 8 starters in each class)
 N.B A trophy will be presented where there are only two or three starters in a class.
 At any one event no competitor may win more than one award.
14. The maximum entry for each of the meetings on the 18th September and the 19th September is 85 and the minimum is 50. Entries will be selected in order of receipt. The minimum for each class is 3. Should any of the minimum figures not be reached the organisers have the right to cancel the meeting or to amalgamate classes as necessary. All entries will be acknowledged.

15. The entry list opens upon publication of these SR's. Closing dates and entry fees are as follows :

	18th September 2010	19th September 2010
Closing date	Tuesday 7th September 2010	Tuesday 7th September 2010
Entry fee NSCC members	£93.00	£93.00
Non-members	£99.00	£99.00

Entry fees include MSA levy and insurance. All entries must be made on the official entry form and be accompanied by the appropriate fee. Cheques and P.O's must be crossed and made payable to "Nottingham Sports Car Club Ltd". Late entries after the above dates will be accepted subject to a £5.00 late entry supplement. Entry fees may be refunded, less a £10.00 administration fee, if one week's notice of withdrawal is given.

Competitors should note that Entries cheques are not banked until after the closing date.

16. The Entries Secretary for 18th & 19th September meetings and to whom entries must be sent is:
 Martin Pickles, 21 The Lea, Kibworth Beauchamp, Leicestershire. LE8 0SE (0116 2796125)

Acceptance of Entry, Final Instructions and Entry Lists will be emailed or posted providing the appropriate box is ticked on the entry form.

FINAL INSTRUCTIONS & ENTRY LISTS WILL ALSO BE MADE AVAILABLE FOR DOWNLOAD FROM THE CLUB WEBSITE UNDER THE "DOCS" TAB AT www.gosprinting.co.uk

17. Other officials of the meeting are:-

	18th September 2010	19th September 2010
MSA Steward	TBA	TBA
Clerk of the Course	Alan Smith	Alan Smith
Deputy Clerk of Course	David Brice	David Brice
Secretary of the Meeting	Vi Selby	Jan Schofield
Chief Timekeeper	Francis Shortall	Francis Shortall
Chief Scrutineer	John Barlow	Gerry Walton
Deputy Scrutineer	Gerry Walton	David Swann
Environmental Scrutineer	Richard Moyses	David Swann
Chief Medical Officer	Tim Slater	Tim Slater
Rescue Unit	NRS Rescue	NRS Rescue
Recovery Unit	Mark Walker	Mark Walker
Club Stewards	Elaine Brice	Elaine Brice
	Henry Woodgate	Henry Woodgate

18. Provisional results will be published as soon as possible after the last run. Awards will be presented 30 minutes after the publication of the provisional results, when the period for protest has elapsed.

POSTAL COPIES AND EMAILED RESULTS WILL BE SENT WITHIN 14 DAYS OF THE EVENT. RESULTS WILL ALSO BE AVAILABLE ON THE CLUB WEBSITE AT www.gosprinting.co.uk UNDER THE "RESULTS" TAB WITHIN 7 DAYS.

19. Any protest must be lodged in accordance with MSA 2010 Yearbook C.

20. Starting order for practice and timed runs will be determined by class order and competitor number. The meetings will run in the order of the classes defined in these Supplementary Regulations.

21. The organisers reserve the right to transfer a car out of a class for which it is entered, if they deem it appropriate. The organiser's decision on classification shall be final and they reserve the right to sub-divide or amalgamate classes at their discretion; however, every effort will be made to ensure parity within amalgamated classes.

22. Markers and penalties.
 A ONE SECOND PENALTY WILL BE IMPOSED FOR MOVING EACH SPECIFIED MARKER. All four wheels leaving the tarmac or driving across in a straight line between any two adjacent markers will result in no time being recorded and the competitor must stop until directed to proceed by an official.

23. NO CYCLES, MOPEDS OR THE LIKE ARE ALLOWED ON THE SITE. IT IS NOT PERMITTED TO USE FREE-STANDING COOKING STOVES.

24. NO DOGS ARE ALLOWED ON THE SITE (Guide dogs excepted).

25. Overnight caravan/camping must be arranged with the Secretary of the Meeting.

THORESBY SPRINT SOCIAL EVENING AND MEAL AT PERLETHORPE VILLAGE HALL ON SATURDAY 18th September

The usual social evening has been arranged for the Saturday night at Perlethorpe Village Hall, which is only a short walk from the track. An excellent three-course meal and a licensed bar will be available.

Why not come along and discuss your days excursions, both on track and off!, pick each others brains as to the best "lines" through those chicanes missing the cones, and negotiate Five-Ways without disappearing up the "return road".

It might improve your chances for Sunday's event!

Please indicate any food ticket requirements on your entry form.

2010 NSCC SPEED CHAMPIONSHIP CLASSES

GENERAL REGULATIONS FOR ALL CLASSES

- 4-wheel drive vehicles will compete in a Class according to cubic capacity (including equivalence calculations) and the target time will be reduced to 0.95 of the target time for the Class.
- Vehicles competing in **ROADGOING SERIES PRODUCTION CLASSES S, 1, 2A, 2B & 2E** must comply with the following:
- A valid tax disc must be displayed and cars must compete in a totally road legal form at all times; a current MOT certificate (if appropriate) and a valid certificate of insurance must be available for inspection. Registration identification must be displayed at both front and rear; trade plates are not permitted.
- With the exception of cars in Class 2**, the only permitted tyres within these classes are those defined in the 2009 or 2010 MSA Yearbook Section L, list 1A. It is prohibited to re-groove tyres in the list.
- Tyres fitted at scrutineering for an event must not be changed without being re-scrutineered.
- Some of the venues used by the Championship have more stringent silencing

requirements

than those specified by MSA 2010 Yearbook Section J.5.18. Cars competing at any event must meet the silencing requirements as specified in the Supplementary Regulations for that event.

7. All vehicles must comply with Technical Regulations and with the specific regulations for each category/class as specified in S.10 MSA Technical Regulations 2010.
8. Equivalence factors are as per 2010 MSA Yearbook S.10.3.1, S.10.3.2 with the addition of diesel engines x 0.714 and forced induction engines x 1.4.
9. Competing cars must comply with MSA regulation section S 2010.

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

Standard Production car classes.

Class SA: Standard Saloon and Sports Cars up to 1400cc.

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

Class SC: Standard Saloon and Sports Cars over 2000cc.

These classes are intended for near-standard cars with very few modifications (as listed), to encourage low-cost entry into the sport.

All cars must have current VED & insurance in the name of the main driver, with a current MOT if age requires it.

Note. Trade plates and traders or company group insurance policies will not be accepted.

Cars running in Standard classes SA to SC inclusive must conform to the regulations for Road-Going Series Production Cars defined in the 2010 MSA Technical Regulations Section S.11.

NO modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions:

Wheels & Tyres; The standard wheel rim width may be increased by a maximum of one inch and fitted with tyres to suit. Tyres must be from 2009 (Yearbook C(e) 15) or 2010 MSA Yearbook Section L, list 1A and be Road Legal.

Engine & Exhaust; The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted. Electronic ignition may be fitted.

Suspension & Steering; The steering wheel may be replaced by a non-standard item. Up-rated dampers may be fitted.

Body; In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not a bare shell. Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. Original equipment seatbelts may be removed if a competition harness is fitted.

General; No other modifications, except the fitting of a roll cage, are allowed in classes SA, SB and SC.

Kit cars, limited production cars, space framed or non-ferrous chassis construction road cars and one-off road-going cars are not permitted in Classes SA, SB and SC. In the event of an unresolved eligibility issue, the driver of the car concerned may be required to produce within four weeks of the event in question, a manufacturer's catalogue to substantiate any queried modifications / specifications and allow championship points to stand.

Any modifications not specifically permitted are, by definition, not allowed.

Roadgoing Series Saloons

Class 1A: Road Modified Saloon and Sports Cars up to 1400cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.

Class 1B: Road Modified Saloon and Sports Cars over 1400cc up to 2000cc, excluding Kit, Replica, Space-framed and nonferrous chassis construction cars.

Class 1C: Road Modified Saloon and Sports Cars over 2000cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.

Cars running in Road Modified classes 1A to 1C inclusive must conform to the regulations for Road-Going Series Production Cars defined in the 2010 MSA Technical Regulations Section S.11. Tyres must be from 2009 (Section C(e) 15) or 2010 MSA Yearbook Section L, list 1A Tyres and must be in a road legal condition. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999

Engine & Gearbox; The engine block &/or cylinder head must remain as original type and material. Internal modifications are allowed but the cubic capacity must remain within the same capacity class as the original car. Gearbox and differential casing must be of the original type and material and remain in the original position. Internal modifications are allowed.

Brakes; Brake calipers, discs, master cylinder & pads can be modified. Carbon discs are not permitted. Modification of the brake pedal is permitted. Brake bias adjustment is allowed. The fitting of 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; The suspension type and mountings must remain the same as that fitted by the vehicle manufacturer. The shock absorbers may be of any make and may be up-rated from standard. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the vehicle manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials.

Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. Otherwise as specified in 2010 Technical Regulations Section S.11.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

Strut Braces across the top of the front suspension turrets are allowed but these must

be removable and not welded in place.
Kit, Replica, Space-framed and non-ferrous chassis construction cars are not permitted in Classes 1A, 1B and 1C.
The requirements of the current MSA regulations with regards to safety provisions for Sprint and Hillclimb cars and requirements of Classes 1 A-C must be adhered to.

NOTE :

The limited modifications listed above are **all** that are permitted. The onus is on the competitor to prove eligibility. In the event of any unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications and to allow the Championship points to stand. Homologation specials, limited-production cars, Group B cars, Kit cars, Replica cars, space-framed or non-ferrous chassis construction cars and any other cars which, in the opinion of the Eligibility Scrutineer, are not standard production cars are not permitted in this class.

Class 2A: Road Modified Kit, Replica, Space-framed and non-ferrous chassis construction cars with single engines up to 1700cc.

Class 2B: Road Modified Kit, Replica, Space-framed and non-ferrous chassis construction cars with single engines over 1700cc.

Cars running in Road Modified classes 2A and 2B must conform to the regulations for Road-Going Specialist Production Cars defined in the 2010 MSA Technical Regulations Section S.11.

The only permitted tyres within these classes are radial-ply tyres defined in the 2010 MSA Yearbook Section L, list 1A or list 1B. Tyres must be in a road legal condition. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

All cars in 2A & 2B must have a full windscreen fitted with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen. With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified. The air intake filter may protrude above the silhouette of the car to a maximum of 75mm. When the filter is removed, the silhouette must remain as standard. Exhaust systems are not considered to be part of the silhouette of the car. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999

Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item. Original equipment seatbelts may be removed if a competition harness is fitted, otherwise as specified in Section S.

All cars must have operable reverse gear at all times as per MSA 2010 Technical Regulations S.10.8.1

Class 2C: Road-going TVR Cars of 4 and 6 cylinders manufactured before January 1st 1992.

Class 2D: Road-going TVR Cars not eligible for class 2C.

Class 2E: Road-going Lotus Elise and Elise derived Cars

Cars competing in these classes must conform to Road Going Production and Road and Road-Going Specialist Production Cars defined in the 2010 MSA Technical Regulations Section S.11. Cars eligible for class 2E include but are not limited to the following: Lotus Elise, Lotus Exige, Lotus 340R, Lotus 2-Eleven, Vauxhall VX220 and Opel Speedster.

Cars competing in Class 2E must be totally based upon a standard production car. Modifications to enhance the performance are permitted but the cars must remain in totally road legal form at all times. They must be taxed, MOT'd (if applicable) and insured with documents available for inspection.

For all cars in classes in 2C and 2D the only permitted tyres are those defined in the 2010 MSA Technical regulations section L, list 1A or list 1B. Cars running in class 2E may use any road legal tyre.

In the event of an unresolved eligibility problem the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specifications and allow the championship points to stand.

Modified Production Car classes

Class 3A: Modified Production Cars excluding Kit, Replica and Space-framed cars up to 1400cc.

Class 3B: Modified Production Cars excluding Kit, Replica and Space-framed cars over 1400cc up to 2000cc.

Class 3C: Modified Production Cars excluding Kit, Replica and Space-framed cars over 2000cc.

Class 3F: Modified Production Kit, Replica and Space-framed cars up to 1800cc.

Class 3G: Modified Production Kit, Replica and Space-framed cars over 1800cc.

Cars running in classes 3A to 3G inclusive must conform to the regulations for Modified Limited Production Cars and Modified Specialist Production Cars defined in the 2010 MSA Technical Regulations S.12.

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

Class 4B: Sports Libre Cars over 1700cc.

Cars running in classes 4A and 4B must conform to the regulations for Sports Libre cars defined in the 2010 MSA Technical Regulations Section S.13 & S.14.

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 1600cc.

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

Class 5E: Racing Cars over 2000cc.

Cars running in classes 5A to 5E inclusive must conform to the regulations for Racing Cars defined in the 2010 MSA Technical Regulations Section S.15

NOTE : Modern racing cars in Class 5E are at present not allowed to compete at Thoresby Park.

For all cars running in class 5B the permitted tyres are as follows: Avon ACB10 – Front tyres marked “Formula Ford” with the code 7317, rear tyres marked “Formula Ford” with the code 7319. Avon ACB9 – Front tyres marked “FF” with the code 7267, rear tyres marked “FF” with the code 7290.

Safety Requirements

Drivers must comply with 2010 MSA Technical Regulations Section S 9.2.1

CLASS 6 : CLASSIC CARS

See General Regulations for All Classes.

To qualify for this Class :

1. An entry in this Class will also be entered in an appropriate Championship class. The Organisers decision on a suitable class will be final.
2. The car must have been registered 25 years prior to 1st January 2010. The vehicle log-book must be available to verify this.

In addition to the Championship, points will be scored in this Class according to performance against a separate set of target times and in the same way as previously defined, namely based around 20 points for equalling the target. The best 8 scores of each competitor from all rounds will decide the winner.

Classic Car Class target times will be calculated based on the record for the appropriate Championship class, with an allowance for the age of the vehicle and the engine size in cubic-centimetres.

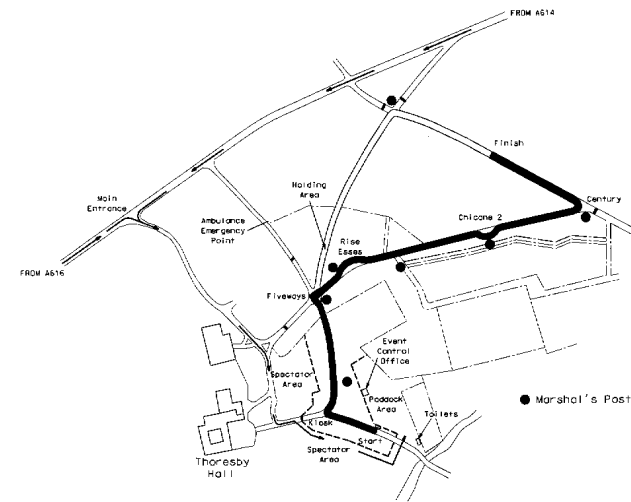
CLASS 7 : PRE-WAR AUSTIN 7's (Sunday 19th September ONLY)

For competitors entered in the Bert Hadley Memorial Championship

7A Road-going cars

7B Track cars

The Thoresby Track 1035m (1132yds)



If you require any information regarding accommodation in the Thoresby Park area, then please contact Dennis Turner on 01909 484027.

Alternatively try:-

Woodend Farm Guesthouse, Cuckney, Mansfield, Nottinghamshire, NG20 9NR
For Booking enquiries, and special rates for NSCC members, call 01623 – 844339, or contact through their website : www.woodendguesthouse.co.uk
Early breakfasts available, CCTV surveillance, ample parking.