

# 2020 - AR Motorsport Morgan Challenge

## Sporting and Technical Regulations

### 1. SPORTING REGULATIONS – GENERAL

#### 1.1 Title & Jurisdiction

The AR Motorsport Morgan Challenge is organised and administered by the Morgan Sports Car Club Ltd in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

- 1 Motorsport UK Championship Permit No:
- 2 Motorsport UK Championship Grade: C
- 3 Race Status: InterClub

#### 1.2 Officials

- 1 Co-ordinator: Mrs Katy Thompson  
8, Kingsgate, Lockington, Derby. DE74 2YX  
Tel: 01509 674410(Home)  
Mob: 07531 005 758
- 2 Licensed Eligibility Scrutineer: Lee Clarke  
Westgate Lodge, Stow Road, Sturton By Stow, LN1 2BZ  
Tel: 01427788078
- 3 Championship Stewards: Simon Scott, Chris Williams, Chas Windridge.  
Contact via Race Co-ordinator.  
Championship Stewards  
(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.  
(G)2.7.1. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).  
(W)2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the

Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

#### 1.3 Competitor Eligibility

- 1 Entrants must:
  - (a) be fully paid up valid membership card holding members of the Morgan Sports Car Club Ltd and
  - (b) be registered for the Championship and
  - (c) be in possession of a valid Motorsport UK Entrants Licence.
- 2 Drivers and Entrant/Drivers must:
  - a) Be current Members of the Morgan Sports Car Club Ltd and
  - b) Be registered for the Championship and
  - c) Be in possession of a valid Competition (Racing) InterClub status Licence, as a minimum
  - d) A professional driver, in possession of a valid Licence (featuring an E.U. Flag) and medical, issued by the ASN of a member country of the European Union, or comparable country ((H)26.2.1. applies)
  - e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.
- 3 All necessary documentation must be presented for checking at all rounds when signing on.

#### 1.4 Registration

- 1 All Championship Registering drivers must register for the Challenge by returning the Registration Form with registration fee and a copy of the

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vehicle registration document or equivalent to the Co-ordinator prior to the Final Closing date for the first round being entered.

- 2 There is a registration fee of £100 – Made payable to the Morgan Challenge Race Series or by bank transfer to the Nat West Bank. Sort Code 54-30-51, Account number 19422970, Account name The Morgan Challenge Please use your full name as payment reference
- 3 Registration numbers will be the permanent Competition number for the Championship. If any competitor wishes to change for a different car from the one originally registered for the Series, a completed registration form must be sent to the Co-ordinator. If the vehicle is in the same class as the one originally registered then, with the approval of the Championship Organiser, challenge points already scored may be transferred. If the new vehicle is of a different class, then points will not be transferable.

#### 1.5 Championship Events

The AR Motorsport Morgan Challenge will be contested over seven Events as follows:

| Date   | Circuit        | Organising Club |
|--|----------------|-----------------|
| 28 <sup>th</sup> or 29 <sup>th</sup> March   | Snetterton     | CSCC            |
| 18 <sup>th</sup> or 19 <sup>th</sup> April   | Silverstone    | VSCC            |
| 9 <sup>th</sup> or 10 <sup>th</sup> May      | Pembrey        | BARC            |
| 25 <sup>th</sup> – 28 <sup>th</sup> June     | SPA            | CSCC            |
| 11 <sup>th</sup> or 12 <sup>th</sup> July    | Donington Park | MGCC            |
| 8 <sup>th</sup> August                       | Silverstone    | BDC             |
| 5 <sup>th</sup> or 6 <sup>th</sup> September | Snetterton     | MGCC            |

#### 1.6 Scoring

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

|   |                          |           |                          |          |
|---|--------------------------|-----------|--------------------------|----------|
| 1 | 1 <sup>st</sup> in Class | 10 points | 2 <sup>nd</sup> in Class | 8 points |
|   | 3 <sup>rd</sup> in Class | 6 points  | 4 <sup>th</sup> in Class | 5 points |

5<sup>th</sup> in Class      4 points      6<sup>th</sup> in Class      3 points

7<sup>th</sup> in Class      2 point      Finisher      1 point

Fastest lap in Class – during race – 1 point.

Bonuses:

Per Round:      None.

Championship: "Competition Points" - 1 point available for every competitor on starting every 3 races

In the event of only two cars competing in a Class, 1<sup>st</sup> place will receive 8 points and 2<sup>nd</sup> place 6 points. If only 1 competitor in class 1<sup>st</sup> place will be awarded 6 points. No point will be awarded for fastest lap. Class I will score points as above but these will count towards the Invitation Cup only and not the overall Championship.

- 2 The totals from all qualifying races run less three, i.e. the best ten race results, will determine final AR Motorsport Championship points and positions. All race totals shall determine the winner of the AR Motorsport Trophy (winner of the AR Motorsport Challenge is excluded),
- 3 Ties shall be resolved using the formula in (W)1.3.4. in the current Motorsport UK Yearbook
- 4 Where the race distance has been reduced (2.6.) it shall count as a full points scoring round.
- 5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
  - (a) be deemed "Guest Competitors"
  - (b) not score Championship points and for the purpose of points scoring will be ignored
  - (c) not qualify for championship awards
  - (d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1.(b) and 1.3.2.(b) as appropriate

#### 1.7 Awards

- 1 All awards are to be provided by the Morgan Sports Car Club unless agreed otherwise
- 2 Per Event:

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A trophy for first past the flag and a trophy for first in Class.

An award for second in Class if there are more than 3 starters.

An award for third in Class if there are more than 7 starters.

#### 3 Championship:

Peter Collins Tray – Winner of the 2020 Challenge Race Series.

AR Motorsport Trophy – Greatest number of points across all races

Other end of season awards may be provided and will be advised by the issue of a Championship Bulletin.

#### 4 Presentations:

Awards will be presented at the end of each event, and /or at the end of the Championship at the designated presentation ceremony.

#### 5 Entertainment Tax Liability

DELETED

In accordance with current government legislation, the Morgan Sports Car Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsman/women and account to HMRC using form FEU1, quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire.

This means that, as the organisers, the Morgan sports Car Club is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

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

For further information contact:- HRMC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488

#### 6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

## 2. CHAMPIONSHIP EVENT METINGS AND RACE PROCEDURES

### 2.1 Entries

- 1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.
- 4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin

### 2.2 Briefings:

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

### 2.3 Qualification Practice:

- 1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or rerun the session; the decision of the Clerk of or the Course shall be final.

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- Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSUK Regulations Q4.5).

#### 2.4 Races:

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

#### 2.5 Starts:

- All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- The start will be via Standing or Rolling start. The minimum Countdown procedures/audible warnings sequence shall be:-
  - 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid
  - 30 seconds – Visible and audible warning for start of Green Flag/Pace Lap
  - A five second board will be used to indicate that the grid is complete
  - The red lights will be switched on five seconds after the board is withdrawn
- Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
- Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSUK Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- In the event of any starting lights failure the Starter will revert to use of the National Flag.

#### 2.6 Session Red Flag

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 Start line and at all Marshals Signalling Points around the Circuit.

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

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

#### 2.7 Pits, Paddock and Pit lane Safety

- Pits and Paddock: Competitors must ensure that the MSUK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 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 all due care and respect the pit lane speed limit.
- Refuelling: May only be carried out in accordance with the MSUK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- Speed Limit: Pit Lane Speed Limit will be as per the Organising Clubs Final Instructions.

#### 2.8 Race Finishes:

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/Paddock Entrance as instructed
- Comply with any direction given by Marshalls or Officials
- Keep their helmets on and harnesses done up while on the circuit or in the pit lane

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#### 2.9 Results:

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

#### 2.10 Timing Modules:

To be used in accordance with the requirements of the Organising Club.

#### 2.11 Qualification Races:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

#### 2.12 Operation of Safety Car:

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

#### 2.13 On-board Cameras:

If used must be fitted prior to Scrutineering.

### 3 SPECIFIC CHAMPIONSHIP REGULATIONS

#### 3.1 Reserves:

Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve number order. 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 Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pit Lane 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 start line or pit lane exit whichever is the later. Such approval to start MUST be obtained from the Clerk of Course.

#### 3.2 Weight Reviews:

Any request to review the weights of any car or cars must be made to the championship organiser who will draw together a sub-committee to review any such request, and take any such decision as seen fit to maintain the performance equation of each class or where it is perceived that competitors have exceeded the spirit of the Morgan challenge in seeking every last advantage over fellow competitors.

#### 3.3 Data Loggers:

The Championship reserves the right to require Drivers to fit a specific Championship Data Logger to their car at a race meeting. Any Driver wishing to race in the Championship should ensure that their car has been wired for the Data Logger prior to presenting their car for the first race. Information about the required wiring is available from the Championship Coordinator.

The Driver will be provided with a Data Logger at Scrutineering and will be expected to run through Qualification and Race with the Data Logger installed. The Championship Co-ordinator, Championship Eligibility Scrutineer or a Championship Steward will be present at the fitment and removal of the Data Logger.

#### 3.4 Sealing of ECUs:

The Championship may require certain cars in certain classes to seal their ECUs. This procedure will be done by the Championship using recognised sealing techniques. Should a Competitor need to replace the ECU they must alert the Championship Eligibility Scrutineer prior to the need to remove the unit or within 3 days of doing so.

#### 3.5 Rolling Road:

Each year the organisers will require each Championship registered driver to make their cars available when required to be run on the defined rolling road facility in order to verify the horsepower & torque of the vehicle so as to ascertain the power

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per tonne of the car.. Graphs and figures from other rolling roads will not be accepted. The Championship has nominated a rolling road and is looking in to approve other rolling roads for competitor use. These will be communicated to all competitors by championship bulletin.

Northampton MotorSport  
Unit 52,  
Rothersthorpe Crescent,  
Northampton,  
NN4 8JD

#### 3.6 Lap Records:

The Championship Coordinator will maintain and administer the list of lap records held for each circuit by members of the Championship classes and these will be published on the Championship website. The Championship reserves the right to amend the records in-line with changes to the class structure.

#### 3.7 Tyres

If the class defined tyre size is unavailable, an alternative from list 1a, 1b or 1c may be agreed to by the Championship Coordinator in writing but only through prior application. This will be notified to all competitors through the issuing of a bulletin. Competitors must ensure that the make and model of the tyre that is used for qualifying is the same that is used for the race.

#### 4 SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current MSUK Yearbook and the AR Motorsport Morgan Challenge. Drivers should familiarise themselves with this section of the yearbook.

##### 4.1 Infringements of Technical Regulations:

1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSUK Regulations: C3.3.

2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSUK Regulations: C3.5.1(a) and (b).

For Infringements deemed to be of more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1(c).

##### 4.2 Additional specific championship penalties:

**The championship takes driving standards seriously and encourages competitors to show due respect to each other when racing on the track and when in the paddock. As such, if a report of a poor standard of driving is received this will be reviewed by the organisers and the Championship Stewards.**

1 Any driver competing in the series may be called before a meeting of the Stewards who, at their discretion, may take further action that could include exclusion from part or all of the Series.

2 The Organisers will use any evidence available to them, including video footage, to request that the Stewards investigate any drivers who are deemed to show poor driving standards, breach of regulations or bring the series into disrepute in any such manner through on and / or off track incidents. This will include any complaints made officially by registered competitors.

3 The Championship Stewards will request any available video footage and written statements from the involved drivers.

For a first offence deemed not avoidable or with extenuating circumstances then a warning will be given to the driver

For a first offence deemed avoidable with no defence then a yellow card will be issued

For a second offence deemed avoidable within 3 races a red card will be issued which will mean exclusion from the next race weekend and this excluded race meeting will not be allowed as a dropped round in the championship

Two red cards in a season will trigger a formal hearing with the Championship Stewards.

3 After holding a formal hearing if the Stewards deem it necessary, can impose a penalty in accordance with MSUK Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C).

One or more of the following may be imposed by the Stewards as appropriate:

a) Warning

b) Fine. This may be also applied in the case of a driver receiving two warnings from the Stewards in one season.

c) Time Penalty.

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d) Suspension from all or part of the series. This may also be applied in the case of a driver receiving two fines from the Stewards in one season.

e) Disqualification.

## 5 TECHNICAL REGULATIONS

### 5.1 Introduction

The following technical regulations are set out in accordance with the MSUK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot.

### 5.2 General Description

The AR Motorsport Morgan Challenge is designed for competitors participating in all road-going four wheeled Morgan Production and Modified sports cars with current MOT (where required) and conforming to UK Construction and Use Regulations.

To promote a great spirit of camaraderie amongst drivers and their assistants . The Championship is divided into Championship Classes 1 -5 by the power per tonne of each vehicle. To ascertain this each Championship registered car will be run on the series defined rolling road(s) prior to the first championship race of the season and the car and driver and safety equipment will also be weighed on an approved weigh bridge or set of corner weights. If a car has not be on the rolling road prior to its first championship race it will be placed into Class 0 (the invitation class).

The Championship classes are defined as follows:

| Championship Class | Power per tonne (Max) | Technical Specifications |
|--------------------|-----------------------|--------------------------|
| Class 1            | 430bhp                | A                        |
| Class 2            | 300bhp                | G, J, H, R               |

|         |                         |            |
|---------|-------------------------|------------|
| Class 3 | 250bhp                  | C, D, R, S |
| Class 4 | 220bhp                  | D, S       |
| Class 5 | 190bhp                  | E          |
| Class 0 | Cars with no RR profile |            |

Cars will be required to be prepared to a Technical Specification A, C, D, E, G, H, J, R or S. These are detailed in the attached spreadsheets. The Technical Specifications are designed to allow some development of cars whilst keeping the spirit of the Morgan Challenge alive.

Cars with a lower technical specification may run in a higher-powered class however cars with a higher technical specification will not be allowed to run in a lower-powered class. Within the Technical Specifications allowance is made for car models to develop and thus move up the Technical Specifications and change their Championship Class.

STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & Definitions in the MSUK Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. It applies to the specified component/s from the manufacturer's parts list for the model / engine shown on the entry form or registration form.

Please refer to the spreadsheets in Appendix 1 and 2 for further detail on the following sections. The Technical Specifications are grouped as follows: Specifications A, G, J, R, S and H and Specifications C, D and E in the technical attachments. Items are only permitted if there is a ✓. Appendix 3 shows the detail allowed for bumpers.

### 5.3 Safety Requirements

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The following Articles of MSUK Appendix K Safety Criteria Regulations will apply: Q19.14 and K1.6.1

### 5.4 General Technical Requirements & Exceptions

All vehicles must be of sound construction and mechanical condition and be well maintained. As a minimum, two mirrors must be fitted, each with a minimum surface area of 50cms<sup>2</sup> and giving a clear view to the rear, one on each side of the centreline of the vehicle.

All cars must comply with the requirements of Sections J and Q19 of the current MSUK Yearbook

Any vehicle may be allowed operational modifications to allow use by a disabled person, proposals to be submitted in writing for approval before registration can be accepted.

### 5.5 Chassis:

#### 5.6 Bodywork:

##### 1 Modifications Permitted

- 1 General
- 2 Interior
- 3 Exterior
- 4 Silhouette
- 5 Ground Clearance

##### 2 Modifications Prohibited

- 1 General
- 2 Interior
- 3 Exterior
- 4 Silhouette – also see Appendix 3 drawings for detail
- 5 Ground Clearance

### 5.7 Engine

- 1 Permitted Modifications
- 2 Prohibited Modifications
- 3 Location
- 4 Oil/Water Cooling
- 5 Induction Systems
- 6 Exhaust Systems
- 7 Ignition Systems
- 8 Fuel Delivery Systems

### 5.8 Suspension

- 1 Permitted Modification
- 2 Prohibited Modification
- 3 Wheelbase Track

### 5.9 Transmission

- 1 Permitted Modification
- 2 Prohibited Modification
- 3 Transmission and Drive Ratios

### 5.10 Electrics

- 1 Exterior Lighting
- 2 Rear Fog Light
- 3 Batteries
- 4 Generators

### 5.11 Brakes

- 1 Permitted Modifications
- 2 Prohibited Modifications

### 5.12 Wheels / Steering

- 1 Permitted Options
- 2 Prohibited Options



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### 3 Construction and Materials

#### 4 Dimensions

#### 5.13 Tyres

If the designated tyre size is not available the championship coordinator may approve an alternative tyre in from list 1a, 1b & 1c in response to a request received in writing before the race meeting. In this case a bulletin will be issued to all competitors.

Competitors must ensure that the make and model of the tyre that is used for qualifying is the same that is used for the race.

#### 1 Specifications

#### 2 Nominated Manufacturers

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

#### 5.14 Weights

There are no minimum weights defined within the Technical Specifications as each car, driver and safety equipment is weighed as part of the power to weight calculations.

However, during the season cars will be selected at random and will be weighed. Driver's co-operation will be appreciated. Tickets from public weighbridges will not be accepted as proof of weight.

#### 5.15 Fuel Tank/Fuel

Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel section of the MSUK Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold / promoted as being legal for UK Competition and / or obtainable from 'roadside' pumps. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the Scrutineers for

analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

#### 1 Types

#### 2 Locations

#### 3 Fuel

#### 5.16 Silencing

#### 1 Specification

All vehicles must comply with the relevant maximum noise limits set out in MSUK Blue Book Regulation J Chart 5.18.

#### 5.17 Numbers and Championship Decals

#### 1 Positions

Race numbers must be displayed on each side of the vehicle alongside the cockpit / driver and as far forward on the front of the vehicle as possible. AR Motorsport decals must be affixed prominently near all number backgrounds. Sponsor's decals (where applicable) must be affixed in or near the positions detailed on any diagram supplied with those decals. AR Motorsport decals take preference to any other decals. Failure to comply with the above renders the vehicle and driver ineligible to race.

#### 2 Suppliers

Sponsors and Club decals will be available at the first Series race in which the vehicle is entered. Numbers are generally available from Organising Clubs at race meetings.

6 The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and /or the MSUK / MSC

#### 6.1 Race Organising Clubs & Contacts

#### 1 Morgan Race Committee

Chairman: Mr Philip Tisdall

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Barn End, Dinsdale Farm  
Baldwins Lane, Upper Tysoe  
CV35 0TX

Co-ordinator: Mrs Katy Thompson  
8, Kingsgate, Lockington, Derby. DE74 2YX  
Tel: 01509 674 410 (Home)  
Mob: 07531 005 758

Technical Secretary: Mr Barry Sumner  
Chavey Down Farm, Long Hill Road, Ascot, SL5 8RD  
Tel: 01344 885 138

Publicity Officer: Mrs Mary Lindsay

Treasurer: Mrs Catherine Emberson

#### 2 Technical Committee Members

##### Driver Representatives

Technical Specification A: Keith Ahlers  
Technical Specification C: Stephen Lockett  
Technical Specification D: Jack Bellinger  
Technical Specification E: Chris Bailey  
Technical Specification G: Simon Baines  
Technical Specification J: Greg Parnell  
Technical Specification R & H: Kelvin Laidlaw  
Technical Specification S: John Richards  
TMT Co-ordinator: Peter Sargeant

##### Preparers

James Gateson: Techniques  
Brett Syndercombe: Brands Hatch Morgans

Richard Thorne: Richard Thorne Classic Cars  
Russell Paterson: Revolutions Perth  
Henry Williams: Williams Automobiles

##### Others

Chas Windridge – Chief Steward

##### Race Committee Members

Philip Tisdall  
Katy Thompson  
Barry Sumner  
Mary Lindsay  
Catherine Emberson

#### 6.2 Commercial Undertakings

DELETED

#### 6.3 Trade Support Vehicle Decals and Overall Patches

DELETED

#### 6.4 Promotional Activities

DELETED

#### 7 Championship Registration Form

See Appendix 4