

Northern Speed Classes

Roadgoing Production Cars: (Section S11)

You must be able to produce a current Tax Disc, Insurance and MOT certificate, where applicable, at Scrutineering.

- SA:** Standard Saloon & Sportscars up to 1400cc
- SB:** Standard Saloon & Sportscars 1401cc up to 2000cc
- SC:** Standard Saloon & Sportscars over 2000cc

- 1A:** Saloon Cars up to 1400cc
- 1B:** Saloon Cars 1401cc up to 2000cc
- 1C:** Saloon Cars over 2000cc
- 1D:** 2 & 4 Seater Sportscars up to 2000cc
- 1E:** 2 & 4 Seater Sportscars over 2000cc

- 2A:** Roadgoing Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)
- 2B:** Roadgoing Kit, Replica & Spaceframed Cars over 1700c (car derived engines)
- 2C:** Roadgoing Kit, Replica & Spaceframed Cars (motorcycle derived engines)
- 2D:** Roadgoing Specialist Cars

Modified Production Cars: (Section S12)

- 3A:** Saloon Cars up to 1400cc
- 3B:** Saloon Cars 1401cc. up to 2000cc
- 3C:** Saloon Cars over 2000cc
- 3D:** 2 & 4 Seater Sportscars up to 2000cc
- 3E:** 2 & 4 Seater Sportscars over 2000cc

- 3F:** Modified Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)
- 3G:** Modified Kit, Replica & Spaceframed Cars over 1700cc (car derived engines)
- 3H:** Modified Kit, Replica & Spaceframed Cars (motorcycle derived engines)
- 3K:** Modified Specialist Cars

Sports Libre & Hillclimb Super Sports Cars: (Section S13, S14)

- 4A:** Cars up to 1700cc & Hillclimb Super Sports
- 4B:** Cars over 1700cc

Racing Cars: (Section S15)

- 5A:** Up to 1100cc
- 5B:** Formula Ford 1600 Racing Cars manufactured before 1 January 1994
- 5C:** From 1101cc up to 1600cc
- 5D:** From 1601cc up to 2000cc
- 5E:** Over 2000cc

Classic & Racing Cars (to be calculated on handicap or by splitting by type and or capacity)

- 6:** Classic & Racing Cars manufactured prior to 1973

Extra classes for single make & Championships etc can be added as required

All vehicles must comply with Technical Regulations and with the specific regulations for each category/class as specified in S10. See the 2010 Competitors & Officials Yearbook Section B for the definition of a Sports Car. Equivalence factors are as per S10.3.1, S10.3.2 with the addition of diesel engines x 0.714 and forced induction engines x 1.4

Clarifications for Roadgoing Series Production Cars

Classes SA, SB & SC

These classes are intended for near-standard cars with very few modifications (as listed), to encourage low-cost entry into the sport. All cars running in the above classes must remain in totally road legal form at all times.

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.

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 MSA 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 pretensioners may be disconnected or removed.

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.

Classes 1A to 1E

Tyres must be from MSA list 1A and be Road Legal

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, but rose-joints or similar metal joints are prohibited unless fitted as the vehicle manufacturer's specified option. The fitting of spherical type joints is not permitted, **except as the top mounting of a suspension strut.**

Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed.

Otherwise as specified in Section S11.

The requirements of the current MSA regulations with regards to safety provisions for Sprint and Hillclimb cars and requirements of Classes 1 A-E must be adhered to.

Classes 2A to 2D

Tyres must be from MSA list 1A or **1B of radial construction only** and be Road Legal

All cars in 2A & 2B must have a full windscreen fitted

Class 2C must have an operational reverse gear fitted (I 64)

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

Otherwise as specified in Section S.

All other classes as specified in Section S

Please note that all cars must have operable reverse gear at all times (S10.8.1)

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The above has been produced by representatives of the following clubs/championships, who will be adopting these classes from January 2010;  
Chester Motor Club, Lancashire & Cheshire Car Club, Lancashire Automobile Club, Liverpool Motor Club, Longton & District Motor Club, MG Northern Speed Championship, Luffield MG Car Club Speed Championship, The Chester & Liverpool Motor Clubs Speed Championship, Auto66, Yorkshire Sprint & Hillclimb Championship, Westmorland Motor Club and ANWCC, Midland Speed Championship, Shenstone & District Car Club, Nottingham Sports Car Club, BARC Yorkshire (Harewood), HSA and is currently under consideration by Hagley & District Motor Club.