

Midland Automobile Club (Est.1901) Limited

BEST of BRITISH

1st & 2nd June 2019

SUPPLEMENTARY REGULATIONS



NATIONAL A & B HILL CLIMBS

Contact Details:

Lucy Hart
Competition Secretary
lucy@mac1901.co.uk

Club Office Telephone: 01886 812211

FOREWORD

This booklet contains the Supplementary Regulations for the **BRITISH RACING GREEN** National A and National B events at Shelsley Walsh on the weekend of 1st & 2nd June 2019

ENTRY PROCEDURE

All entries will be held in abeyance for consideration immediately after the closing date, and notification of acceptance or refusal will be emailed shortly after this date for each event. Competitors requiring confirmation of receipt of entries should contact the office.

Entry fees will be banked as received. Entries cancelled 14 days or more prior to the meeting will be refunded in full less a £15.00 administration charge. Entries cancelled between 7 and 13 days prior to the meeting will be refunded in full less a £40.00 administration charge. Entries cancelled less than 7 days prior to the meeting may be refunded Motorsport UK per capita charges only, upon application to the Secretary of the Meeting.

Entries accompanied by post-dated cheques will not be considered.

In line with Motorsport UK Regulations an entry may be made by fax provided that it is received before the time laid down for the closing of entries, together with the entry fee.

Late entries may be accepted at the discretion of the organisers as long as the events are not over-subscribed, and subject to the payment of a late entry fee of £15.00

COMMENTARY SHEETS

All entrants are requested to complete a Commentary Sheet and return it with their first entry. It may be worthwhile to spend a few minutes completing a Commentary Sheet, for the following reasons:

- (i) If you have not been to Shelsley before, the additional information will be useful to the Selection Committee
- (ii) You are far more likely to be mentioned by the Commentator, which may please your entrant or sponsor.

CAMPING

Please note that Camping should be booked on the Entry Form and the fee included when paying the entry fee.

Camping Permits must be displayed in the left front corner of motorhome windscreens, or attached to the left front of tents and caravans.

ADVERTISING, HOSPITALITY SITES, ETC.

A leaflet giving details and costs of advertising at Shelsley Walsh through the media of Programmes, MAC News Magazine, Digital Displays and Banner Sites, together with costs of hiring Hospitality Sites and Trade Stand Sites, may be obtained from the Club Office.

(See below).

Office Manager

Midland Automobile Club (Est. 1901) Ltd

Shelsley Walsh Hill Climb

Worcester

WR6 6RP

Telephone: (01886) 812211 (office hours) Fax: (01886) 812917 e-mail sarah@mac1901.co.uk

EVENT SUMMARY

1st & 2nd June 2019

NATIONAL A & B HILL CLIMBS

Motorsport UK Permit Numbers: TBC

Entry Fee: £173 (MAC Members £159) 2-Day meeting BHC & MHC Championship

Entry Fee: £145 (MAC Members £130) Saturday only entrants

The closing for entries is 7th May 2019. Entries will be accepted up until 30th May 2019 subject to the maximum entries not being exceeded and on payment of a late entry surcharge of £15.

PLEASE NOTE: Anybody entering the 2-day meeting comprising of practice on Saturday and Competitive runs on Sunday (e.g. British & Midland Hill Climb Championships) will be ineligible to additionally enter other championship rounds that take place over just 1 day.

This event will constitute a round (or rounds) of the following championships:

2-Days (Saturday Practice & Sunday Practice & Competitive Runs)

Avon Tyres / Wynn Developments Motorsport UK British Hill Climb Championship
Avon Tyres / Wynn Developments Motorsport UK Hill Climb Leaders Championship
BMTR Midland Hill Climb Championship
Wynn Developments Top Ten Challenge

1-Day (Saturday)

Petro-Canada Lubricants Porsche Club National Hill Climb Championship **POR**
Pirelli Ferrari Hill Climb Championship **FER**
Westfield Sports Car Club/Northampton Motorsport **WSS**
Speed Series
BOC New Barn B Licence Speed Championship **NEW**

Other Invitations

- Members of Clubs in the **Association of West Midland Motor Clubs** and the **Welsh Association of Motor Clubs**
- **Shelsley Specials**
- All other enquiries: contact the Secretary of the Meeting

Please note that, in the event of entries being oversubscribed, priority for entries will be as follows:

Entries received prior to the Closing Date

Priority 1: Entrants in an invited championship who are members of the MAC
Priority 2: Entrants in an invited championship (who are not a member of the MAC)
Priority 3: MAC Members not in a championship
Priority 4: Invited club members (in date of entry order)

Entries received after the Closing Date (if the maximum numbers have not yet been reached)

Priority 5: MAC members
Priority 6: Championship entrants
Priority 7: Invited club members

Maximum entries

2-Day (BHC & MHC) = 150

1-Day = 50 (Saturday)

SUPPLEMENTARY REGULATIONS

1. The Midland Automobile Club (Est. 1901) Limited is the organising Club and is a registered club of Motorsport UK (Club ID 120882)
2. The Meeting will be governed by the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising Club may issue for the events.
3. Motorsport UK Permits as specified in the Summary have been applied for.
4. The event is open to:
 - (a) Two day event – All competitors holding a valid Motorsport UK **Speed National A** (or **National A Open** in certain classes) or **Race National A**, International or appropriate EU licence.
 - (b) One day event – All competitors holding a valid Motorsport UK **Speed National B** or **Race National B** licence, except for classes G1b, J2b, K1b (&L2b in an over 1100cc car) which require a higher grade.
 - (c) Competitors in the Championships specified in the summary of event.
 - (d) All fully elected members of the organising club holding a licence suitable for the event.
 - (e) Members of invited Clubs or specially invited groups as shown above or in the Final Regulations.
5. All Competitors must produce a valid Competition Licence, proof of Club membership and proof of Championship Registration.
6. The event constitutes rounds of the Championships specified in the Summary.
7. The programme for the meeting (and running order) will be advised in the Final Regulations
8. The length of the course is 1000 yards with left and right hand corners. The average gradient is 1 in 8.9.
9. Classes are set out in Appendix I. All vehicles must comply with Motorsport UK Technical Regulations.
10. Awards will be presented as shown in Appendix II.
11. Entry lists open on publication of these supplementary regulations.

All entries must be made on the official form obtained from the Club office or downloaded from the Club's website (www.shelsleywalsh.com) or online via the Club's website (and be accompanied by the appropriate fee). Entry forms may be used for either single or multiple entries.

Entries made on behalf of a competitor who is under 18 years of age cannot be made online and the form must be completed where indicated by a parent/legal guardian or guarantor.

Entry fees must be paid in sterling.

12. All entries must be sent to the Secretary of the Meeting at:

Competition Secretary
Midland Automobile Club (Est. 1901) Ltd
Shelsley Walsh Hill Climb
Worcester
WR6 6RP

Telephone: 01886 812211

Fax: 01886 812917

Email: competition@mac1901.co.uk

The maximum number of entries for this meeting is: 150 (2-Day BHC & MHC) & 50 (1-Day Saturday)

13. Reserves may be taken and any entrant so designated will be advised after the late entry date. The Organisers have the right to change the numbers above or to cancel the meeting or to merge classes in the event of insufficient entries.

All entries are accepted or refused at the discretion of the Organisers. In the event of refusal, the entry fee will be refunded **IN FULL** regardless of when the refusal is notified. Entry fees will be refunded as indicated in the Entry Procedure section of the Foreword where the entry is withdrawn by the entrant/competitor.

14. The appointed Officials will be notified to Competitors in their Final Instructions and published in the event programme. Any other changes will be notified on the meeting notice board adjacent to the Times Display in the Paddock.
15. Provisional results will be published as soon as possible following the end of the event.
16. Any protest must be lodged in accordance with Motorsport UK Regulations.
17. Starting order will be as shown in the Programme. Cars will start singly. A green light indicates that the driver may start in his own time. The electronic timing apparatus is activated by the vehicle breaking a light beam. Competitors are reminded that a timing strut in accordance with the Motorsport UK Yearbook is required. The finish line will be indicated by black and white chequered boards on either side of the Course.
18. **Practice:** Competitors will be given the opportunity of at least two practice runs (unless a championship specifically foregoes this opportunity in favour of substituting one of the designated practice runs as a timed competitive run) and the opportunity to walk the course prior to the start of Practice.

In the event of 'force majeure' the Clerk of the Course may determine a different procedure which will be notified to all competitors via the paddock tannoy system or notice board or both.

19. Competitors will be identified by competition numbers (as defined in accordance with Motorsport UK regulations or as agreed by the Chief Timekeeper) displayed on both sides of the car. **A third set of numbers which can be smaller should be displayed on the front left of the car to assist the timekeepers in identifying cars approaching the start line.** Numbers may be purchased at the paddock office. When two drivers compete in the same car, two sets of suitable numbers must be provided by the entrant and changed as necessary. Cars will not be permitted to run with two sets of numbers displayed at the same time.
20. Cars running in road going classes must compete in a road legal condition. Competitors must be able to produce proof of current road tax, insurance and MOT certificate. Proof of road tax will be via taxation receipt or vehicle enquiry printout using the DVLA enquiry website. Competitors will also be required to provide the vehicle registration number of the car on the entry form. Tyres must comply with S.11.6.2. List 1a or List 1b.
21. **Reserves:** Entries which are accepted as reserves will be so indicated on the provisional entry list, together with the order in which they may be brought in to replace non-starters from amongst the competitors listed in the printed programme. The number of reserves to run in the event will be notified by the conclusion of practice. All reserves will be given practice and those who are not brought in to run in the event will be made a refund of the entry fee paid less £60.00.
22. **Noise:** All vehicles must meet the silencing levels set out in Motorsport UK Technical Regulations, except for period defined cars in groups A to H and cars running in special, historic or invitation classes that are allowed, at the absolute discretion of the Clerk of the Course. Competitors are also requested to minimise revving of engines in the return road when descending the hill and to refrain from running engines in the Paddock after the end of the meetings. Under no circumstances may engines be started in the paddock before 8.45am (except road legal cars). The Environmental Scrutineer will be the judge of fact in noise related matters and may request additional testing of any car suspected of creating excessive noise
23. **Start Area:** The entry to the area is defined by the Pre-Start Line. Once this line is passed, a car will be deemed to be under starter's orders. No more than two people in addition to the driver and officials may

attend each car in the identified start area. In the interests of safety, any cleaning of tyres must be carried out **below** the Pre-Start Line, and wheels may only be spun in the designated area. For the avoidance of doubt there are two lines that define the area between which tyre spinning can start and must finish.

24. **Tyre Spinning:** May only be carried out between the two designated spin lines. If a driver stalls his engine, he will not be permitted to spin the wheels again until the car reaches the point at which the stall occurred.
25. **Start Procedure:** On arrival at the Start Line with the engine running, the rear wheels will be chocked, and the driver will be expected to commence his run immediately when the red light changes to green. A car will be deemed to have started when the vehicle, by breaking the beam, starts the electronic timing apparatus.
26. **False Starts:** If a competitor makes an unsatisfactory start, provided that neither of the rear wheel centres has crossed the Start Line, he may be permitted to re-start. If, however, the car stops due to mechanical failure and cannot be immediately re-started, it must be removed as directed by marshals. Unless it can be returned to the Start Line within two minutes, a re-start will not be permitted. Judges of Fact will be on the Start Line to determine whether a false start has been made, and a re-start allowed.
27. **Flag Signals:**
Ascending: A Red Flag means STOP as soon as practicable and await further instructions from the Marshals.
Descending: No flags will be shown but speed must be moderated. A Red flag will only be shown in an emergency, if shown it means STOP as soon as practically possible and await instructions.
28. **Return to Paddock:** After each batch is completed, cars will return down the hill on the signal from the Finish Paddock Marshal. Under no circumstances will a car that is descending the hill overtake or stop for any reason other than as outlined in paragraph 27 above. It is particularly important that cars do not stop in the first section of the Return Road between Triangle and the Church. This prevents following cars from coasting back to the Paddock and is the major cause of delay in batch changeovers.
29. **Target times:** Target times will be assessed after practice for each event, based on a competitor's known performance or practice times. If any competitor improves on his target time by more than 5% that time will be excluded from the meeting's results.
30. **Ties:** In the event of two competitors tying for an Award, the competitor with the lowest Aggregate times will be the winner. If the result is still a tie, the Stewards of the Meeting shall decide on a suitable solution.
31. Championships will be run in accordance with the Regulations issued for the individual championships. Times recorded in the Championship Run Off will only count for the absolute Best Time of Day Awards, not for any other Class or definitive awards within the event. If any non-registered competitor has qualified for an absolute Best Time of Day Award at the end of the Class runs he will have the opportunity of becoming an additional runner in the Championship Run Off and will be integrated into the order of running.
32. **On Board Cameras:** Vehicles can only carry cameras if authorised by the Chief Scrutineer and Event Organiser in accordance with Motorsport UK regulations. Mountings will be closely inspected. Please advise the scrutineer at the time of inspection.
33. Electric and hybrid cars are not permitted until further notice. Commercial vehicles are allowed subject to the approval of the Chief Scrutineer.
34. No Trailers, motorhomes or support vehicles will be allowed into the Paddock whilst the meeting is in progress.
35. All other Motorsport UK General and Technical Regulations apply as written. All references are to the 2019 edition of the Motorsport UK Yearbook

APPENDIX I – CLASSES

For all “A” licence holders who are competing in the British, Leaders or Midland Hill Climb Championships or who are entering the 2-day event rather than the single day event

| | |
|----|--|
| A1 | Road Going Series Production Cars up to 2000cc |
| A2 | Road Going Series Production Cars over 2000cc |
| B | Road Going Specialist Production Cars (see note 3) |
| C1 | Modified Series Production Cars up to 1400cc |
| C2 | Modified Series Production Cars over 1400cc up to 2000cc |
| C3 | Modified Series Production Cars over 2000cc |
| D | Modified Specialist Production cars (see note 3) |
| F | Sports Libre Cars up to 2000cc and Hill Climb Super Sports Cars |
| G | Sports Libre Cars over 2000cc |
| H | Racing Cars up to 600cc |
| I | Racing Cars over 600cc up to 1100cc |
| J1 | Formula Ford Racing Cars up to 1600cc pre 1994 (see note 1) |
| J2 | Racing Cars over 1100cc up to 1600cc |
| K1 | Racing Cars over 1600cc up to 2000cc (normally aspirated engines) |
| K2 | Racing Cars over 1600cc up to 2000cc (forced induction engines) |
| L | Racing Cars over 2000cc |
| M | Sports Racing and Racing Cars manufactured up to 1971 inclusive (see note 2) |
| N | Sports Racing and Racing Cars manufactured from 1972 to 1985 inc. |
| O | Racing Cars manufactured from 1986 to 1992 inclusive |
| P | Classic Saloons and Sports Cars pre 1975 (target times) |
| R | Shelsley Specials (target times) |

The following classes apply to all competitors who are competing in the single day event

| | |
|-----|---|
| A1b | Road Going Series Production cars up to 2000cc |
| A2b | Road Going Series Production cars over 2000cc |
| B1b | Road Going Specialist Production Cars up to 1700cc |
| B2b | Road Going Specialist Production Cars over 1700cc |
| C1b | Modified Series Production Cars up to 2000cc |
| C2b | Modified Series Production Cars over 2000cc |
| D1b | Modified Specialist Production Cars |
| F1b | Sports Libre Cars up to 2000cc and Hill Climb Super Sports Cars |
| G1b | Sports Libre Cars over 2000cc |
| I1b | Racing Cars up to 1100cc |
| J1b | Formula Ford Racing cars up to 1600cc pre 1994 (see note 1) |
| J2b | Racing Cars over 1100cc up to 1600cc |
| K1b | Racing Cars over 1600cc |
| L1b | Classic Saloons and Sports Cars pre1975 |
| L2b | Classic Sports Libre and Racing Cars pre 1975 |
| Z1b | Commercial Vehicles |

NOTES

1. Cars competing in Class J1 must comply with the appropriate Motorsport UK Formulae regulations.
2. To be eligible for Class M (Sports Racing and Racing Cars manufactured up to 1971 inclusive) vehicles of monocoque construction and those with rear wings will be allowed, provided that they were standard on the car at the appropriate date. Wheel rim width may be increased by no more than 25mm, but period style must be retained.

The use of slick tyres is prohibited in Class M; the type, size and tread of tyre must remain the same throughout the meeting. Post 1945 cars must run on treaded tyres which may be road tyres complying with the Motor Vehicles (Construction and Use) Regulations, or racing tyres as long as the latter have grooves in the tread pattern which must be lateral and circumferential and any 40mm diameter areas of the tyre must have grooves in at least two different directions, which themselves must have a minimum width of 3mm.

3. All Caterhams, Lotus Sevens, Westfields and other kit cars complying with S.11 and S.12 of the Motorsport UK yearbook will enter Classes B and D. All other cars of this type which do not comply with the above will enter Class F or G and comply with the relevant safety regulations.

Additional Classes

POR Petro – Canada Lubricants Porsche Club National Hill Climb Championship
FER Pirelli Ferrari Hill Climb Championship
WSS Westfield Sports Car Club/ Northampton Motorsport Speed Series
NEW BOC New Barn B Licence Speed Championship

**Classes may be sub-divided or amalgamated at the organiser's discretion.
Cars must comply with the specific regulations governing the championships
in which they are competing.**

APPENDIX II - AWARDS AND TROPHIES

(a) **Cash Awards:**

| | |
|--------------------------|---------|
| Best Time of Weekend | £200.00 |
| 2nd Best Time of Weekend | £150.00 |
| 3rd Best Time of Weekend | £125.00 |

(b) **Best Time of Day Plaque:**

Held only until the next qualifying event, and remains the property of the Club. It must be returned by the holder in time for re-presentation at the next qualifying event, and must also be returned for engraving prior to the Club's Annual Trophy Presentation.

(c) **Special Awards:**

| | |
|---|---|
| The Cyril Paul Trophy | Best Time of Day |
| The T.R. Gomm Cup | For the Best Time by a Member of the MAC |
| MAC Sports Car Challenge Trophy | For the Best Time by a Sports or Sports Racing Car |
| Shelsley Ladies Challenge Trophy | For the Best Time by a Lady Driver |
| The Michael Ward Trophy | For the Best Time by a Competitor under the age of 24 years on the Day of the Competition |
| The Joe Devlin Trophy | For the Best Time by a Racing Car not exceeding 1100cc |
| The Birmingham International Motoring Festival Trophy | For the Best Time by a 500cc Racing Car Complying with the 500 OA Eligibility Rules |
| George Heath Trophy | For the Best Time by an MAC Member who has not previously won an Annual Shelsley Award |
| The Rossiter Trophy | BTD by a Shelsley Special running in Class R |
| The E.J. Moor 1928 Wasp Trophy | Best Improvement on or approach to target time by a Shelsley Special running in Class R |

(d) **Aggregate Awards:**

| | |
|---------------------------------|---|
| The J.H. Russell Trophy | For the Lowest Aggregate of Best Times made by a Competitor in Top Ten Run Offs at BHC meetings |
| The Mark Colton Memorial Trophy | For the Greatest Aggregate Improvement Upon (or nearest approach to) Qualifying Times Recorded in the Championship Run-Offs at BHC Meetings |
| The Martini Trophy | For the Lowest Aggregate of Best Times by a Competitor in Class Runs at BHC meetings |
| The Ken Wharton Memorial Trophy | For Lowest Aggregate of Best Times made by an MAC Member at BHC meetings |
| The Tommy Wisdom Trophy | For Lowest Aggregate of Best Times made by a Competitor over 60 years at BHC Meetings |
| The Grimley and Son Plate | For the Lowest Aggregate of Best Times made by a Competitor driving a front-engined two wheel drive Specialist Production Car at BHC Meetings |
| The Lycett Cup | For the Competitor in Class M at all MHCC Meetings who scores the Lowest Aggregate of Best Times |
| The Newsome Trophy | For the Competitor in Class N at all MHCC Meetings who scores the Lowest Aggregate of Best Times |
| Chris Southall Trophy | For the Competitor in Class O at all MHCC Meetings who scores the lowest aggregate of best times |

(e) **Class Awards - All Meetings:**

- First in each class (subject to 3 starters)
- Second in each class (subject to 6 starters)
- Third in each class (subject to 10 starters)

- (f) **The Basil Hope Davenport Memorial Trophy:**
To the MAC Member who, during the May, June or August meetings, makes the greatest improvement on (or nearest approach to) the Established Record for his Class standing at the beginning of the May Meeting.
- (g) **The Raymond Mays Shelsley E.R.A. Challenge Trophy:**
For the Best Time of Year (at any meeting) by a competitor driving an E.R.A. Car.
- (h) **The Jean Bugatti Trophy:**
For Best Time of Year (at any meeting) by a competitor driving a Bugatti Car.
- (i) **The Frank Hepworth Memorial Trophy:**
For the Best Time of the Year (at any meeting) by an MAC Member who does not score points in the British Hill Climb Championship for that year.
- (j) **The John Cozens Trophy:**
Held by current holder of the outright hill record, but must be available at Shelsley Walsh for presentation in case a new record is established and be returned to the Club as necessary for re-engraving.
- (k) **The Peter Collins Mille Miglia Trophy:**
To the Competitor in a Modified Specialist Production, Hill Climb Super Sports or Sports Libre Car making the greatest improvement during the May, June or August meetings to the established record for the Class as standing at the beginning of the May meeting.
- (l) **The 1928 Davenport Shelsley Trophy**
The fastest time of the year at any meeting by a pre-war chain driven car.
- (m) **The Henry Segrave 1925 Shelsley Trophy**
For the competitor who makes the greatest percentage improvement during the year to the record that exists for their class at the start of the season.
- (n) **The Ladies' Performance Challenge Trophy**
The lady competitor who makes the greatest improvement during the year to the record existing for her class at the start of the season
- (o) **The Martyr Trophy**
Best Time of the Year at any meeting by a Pre-War V Twin Engined Car

Eligibility for Awards:

All Special Awards other than Absolute BTD Awards will be decided on Class Runs. A Competitor may win a special award or absolute BTD award and a class award but may not win more than one special award.

Aggregate Awards:

Aggregate awards (other than the J.H. Russell and Mark Colton Memorial Trophies) will be decided on Class Runs. To qualify for an Aggregate Award, the driver must compete in the same car at both meetings. No competitor may win more than one Special Award and one Aggregate Award.

Period of Holding Awards:

All Annual Trophies and Cups remain the property of the Club, and are held by the recipient for not more than eleven months. By entering for and competing in the competition, the recipient undertakes to return the Trophy on demand, to make himself or herself responsible for its proper care and to make good any damage or loss sustained while the Trophy is in his possession. Class Awards remain the property of the recipient.

Shelsley Special Awards:

The classification of vehicles eligible for these Awards shall be at the discretion of the eligibility Scrutineer, bearing in mind the spirit in which such vehicles have traditionally been constructed in the history of Shelsley Walsh. A completed Shelsley Special questionnaire signed by the Scrutineer must be lodged with the office before the event.

Credit Points:

Regular Competitors have the option to accumulate credit points during the season instead of receiving Class Awards, at the following rates:

1st in Class = 100 points

2nd = 75 points

3rd = 50 points

Points will be valued at 30 pence per point and may be exchanged for vouchers at the end of the season. Vouchers will be available for the purchase of goods from selected suppliers or Entry Fees to MAC Events.

The allocation of Annual Awards depends on information given on entry forms.

Failure to give full information may result in an award being allocated to the wrong competitor.

It is the competitor's responsibility to provide the information requested.

GENERAL INFORMATION

TRACK LICENCE Motorsport UK Track Licence for 2019 has been applied for.

LOCATION Shelsley Walsh is situated about 10 miles north-west of Worcester and 9 miles south-west of Stourport-on-Severn. At map reference 138/721631
AA Signs from M5 junctions 6 and 7 and from Stourport on Severn revert to Brown Signs on the approach to Shelsley.

CAMPING Camping is permitted for Motor Homes, Caravans and Tents upon prior booking provided that they are parked in the Competitor's Car Park. There will be a flat rate charge of £10.00 per unit inclusive of VAT which covers the weekend irrespective of time of arrival. Competitors are asked to include the camping fee with their entry for each event. An inspection of the passes is made during the weekend. Anybody who has not booked may be able to purchase their pass at the paddock office.

CATERING Restaurant facilities, Licensed bars, hot and cold snacks and ice creams are available in the Paddock, Car Park and at Bottom Ess.

The Paddock Restaurant will be open until 7pm on Friday evenings and 8pm on Saturday evenings, unless a private function is taking place and the restaurant is closed earlier.

ANIMALS are NOT PERMITTED in the Paddock, Main Car Park or Spectator Areas whilst practice or competition is taking place.