

AUTO 66 CLUB

2012 YORKSHIRE CAR SPEED HILL CLIMB & SPRINT CHAMPIONSHIP REGULATIONS

1.0 SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction

The 2012 Yorkshire Car Speed Hill Climb and Sprint Championship is organised and administered by the Auto 66 Club in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No:CH2012/ S020 Status: National 'B' MSA Championship Grade C

1.2 Officials:

1.2.1 Co-ordinator: Sue Micklethwaite, The Circuit Office, Oliver's Mount, Scarborough, N.Yorks, YO11 2YW.

1.2.2 Eligibility Scrutineer: Jim Kilmartin

1.2.3 Championship Stewards: Mrs Ann Kilmartin, Geoff Peters, Mike Thorpe.

1.3 Competitor Eligibility:

1.3.1 Entrants must be a fully paid up valid member of the Auto 66 Club and in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must be fully paid up members of the Auto 66 Club, be Registered for the Championship and be in possession of valid MSA Competition Licence (minimum National 'B' Speed).

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-in.

1.4 Registration:

1.4.1 Competitors wishing to enter the Championship must do so on the registration form printed in this booklet.

1.4.2 The registration fee is included in the Auto 66 Club competition membership fee.

1.4.3 Entry into the Championship commences from the date of registration and points will not be awarded retrospectively.

1.4.4 To be eligible for points in an event, contenders must visibly display Championship stickers on both sides of their vehicle at all Championship rounds. Stickers will be sent to all contenders before the first event or will be available at the first meeting.

1.4.5 Only vehicles registered for the Championship are eligible for points. A competitor entering more than one class at a qualifying event must record with the Championship Co-ordinator(s), prior to the start of the event, which class shall qualify for Championship points.

1.5 Championship Rounds:

1.5.1 Venues and dates for the Championship: -

Sunday, 15 th April 2012	Three Sisters	Sprint	Longton & DMC
Saturday, 28 th April 2012	Olivers Mount	HillClimb	Auto 66
Sunday, 29 th April 2012	Oliver's Mount	Hillclimb	Auto 66
Monday 4 th June 2012	Teesside	Sprint	York Motor Club
Sunday, 1 st July 2012	Three Sisters	Sprint	Longton & DMC
Sunday, 5 th August 2012	Harewood	HillClimb	BARC
Sunday, 19 th August 2012	Oliver's Mount	HillClimb	Auto 66
Saturday 1 st September 2012	Aintree	Sprint	Liverpool Motor Club
Sunday 9 th September 2012	Three Sisters	Sprint	Longton & DMC
Sunday 23 rd September 2012	Harewood	HillClimb	BARC
Sunday 14 th October 2012	Elvington	Sprint	Auto 66

Organising Club Contacts:

Auto 66 Club	Mrs Sue Micklethwaite	01723 373000
Longton & DMC	Ms Moya Leighton	01772 725985
BARC	Mr Tim Wilson	01423 339062
Liverpool Motor Club	Mr Ron Hunt	0151 677 5346
York Motor Club	Ms Tracey Cook	07960 182557

1.5.2 It is the responsibility of each individual entrant/driver to obtain the Regulations and to enter each round of the Championship.

1.5.3 Registration in this Championship does not imply nor guarantee acceptance of an entry for any event.

1.6 Scoring:

1.6.1 For marking purposes cars will be divided into the classes, **One Make Classes are not eligible to score points in the championship.** These vehicles must enter classes within the normal regulations for each event.

1.6.2 Standard time will be set by the competitor finishing second in each class, whether registered for the Championship or not, who will be deemed to have scored 100 points. All other places in the classes will be calculated on a percentage of the second place time, up to a maximum of 104 points. Registered Championship contenders will be awarded 5 bonus points for each Auto 66 round contested.

Example:

Class Position	Time	Points Awarded
1 st	50.12 secs	101.08
2 nd	50.66 secs	100.00
3 rd	52.46 secs	96.57
4 th	52.93 secs	95.71

If there is only one starter in any class, the points awarded for completing at least one timed run will be 99 points. If there are two starters in a class, the maximum points awarded to the class winner shall be 101 points, for completing at least one timed run.

Merged classes:

If the organisers, of a Championship round merge classes, then the points awarded to the Championship drivers will be calculated as if they had not been merged.

1.6.3 Each car may only be entered in its correct class for the meeting, i.e. – capacity, category and eligibility. Furthermore, the same car cannot be entered for the same award more than twice, and then only provided it is driven by a different driver, ref: Section S (9.2.4).

1.6.4 If any particular event is cancelled, the Championship co-ordinator reserves the right to nominate a substitute event, providing that there are enough available places for Championship Contenders and that there is sufficient time for notification (min. 6 weeks) Ref: D11. Alternatively, the qualifying Championship rounds will be reduced to 9 out of 11, and so on.

1.6.5 Points scored in the Championship will be gained from the contender's **best ten** events to determine the Championship placing. In the event of a tie the final placings and awards will be determined by the following criteria:

- The contender with the highest number of class wins
- If a tie still persists then all the timed runs of each individual tying contender in the last event of the season will be added together to give an aggregate score, divided by the number of timed runs and expressed as a percentage of that competitor's best timed run. The competitor with the percentage figure closest to 100% shall be declared the winner of the tie. Should any tying competitor decline to undertake or fail to compete any of the timed runs of the last event of the season, the tie shall be decided in favour of the other competitor(s), using the above method. Should any timed run be unable to be completed by all tying competitors due to unforeseen external circumstances (accident, bad weather, lack of daylight, etc), that run shall be declared void for the purposes of tie-deciding.

Example:

	Run 1	Run 2	Run 3	Best	
A	70.87	70.26	71.01	70.26	(212.14/3 = 70.713/70.26 x 100 = 100.645%)
B	61.02	61.02	60.40	60.40	(182.44/3 = 60.813/60.40 x 100 = 100.683%)
C	75.23	74.83	74.17	74.17	(224.23/3 = 74.743/74.17 x 100 = 100.772%)

1.6.6 An appeal against points awarded (or not awarded) in the Championship must be lodged with the Championship co-ordinator(s) within seven days of the first publication of the points under dispute, in any official document (Championship results, Club website and/or Club bulletin). Final results will be communicated to all contenders by 31st October 2012.

1.7 Awards:

1.7.1 The awards for the Championship are as described below and will be presented at the Club's annual presentation, full details of which will be announced during the year.

1st Trophy and entry vouchers to the value of £315 for 2013

2nd Trophy and entry vouchers to the value of £210 for 2013

3rd Trophy and entry vouchers to the value of £105 for 2013

4th Trophy and entry vouchers to the value of £ 80 for 2013

5th Trophy and entry vouchers to the value of £ 60 for 2013

6th Trophy and entry vouchers to the value of £ 30 for 2013

SPECIAL AWARDS:

A trophy will be awarded for the:

- 1st Highest Placed Novice/Newcomer
- 2nd Highest Placed Novice/Newcomer
- 3rd Highest Placed Novice/Newcomer
- Highest placed Lady Competitor

To qualify for the Novice/Newcomer award you must be competing in your first or second season and not won a first-in-class award.

2. SPORTING REGULATIONS – JUDICIAL PROCEDURES

2.1 Rounds:

In accordance Section C of the 2012 MSA Yearbook with the Auto 66 Club 2012 Yorkshire Car Speed Hill Climb and Sprint Championship Regulations.

2.2 Championship:

In accordance with Section C of the 2012 MSA Yearbook and the Auto 66 Club 2012 Yorkshire Car Speed Hill Climb and Sprint Championship Regulations.

3. TECHNICAL REGULATIONS

3.1 Eligibility:

All competing cars must comply with MSA General, Technical & Safety Regulations included in Sections S10 – S15 as relevant.

3.2 Classes:

Roadgoing Series Production & Specialist Cars: (Section S11)

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

- 1. (SA): Standard Saloon & Sportscars up to 1400cc
- 2. (SB): Standard Saloon & Sportscars 1401cc up to 2000cc
- 3. (SC): Standard Saloon & Sportscars over 2000cc
- 4. (1A): Saloon Cars up to 1400cc
- 5. (1B): Saloon Cars 1401cc up to 2000cc
- 6. (1C): Saloon Cars over 2000cc
- 7. (1D): 2 & 4 Seater Sportscars up to 2000cc
- 8. (1E): 2 & 4 Seater Sportscars over 2000cc
- 9. (2A): Roadgoing Kit, Replica & Spaceframed Cars up to 1700cc (*car derived engines*)
- 10. (2B): Roadgoing Kit, Replica & Spaceframed Cars over 1700cc (*car derived engines*)
- 11. (2C): Roadgoing Kit, Replica & Spaceframed Cars (*motorcycle derived engines*)
- 12. (2D): Roadgoing Specialist Cars

Modified Production Cars: (Section S12)

- 13. (3A): Saloon Cars up to 1400cc
- 14. (3B): Saloon Cars 1401cc. up to 2000cc
- 15. (3C): Saloon Cars over 2000cc
- 16. (3D): 2 & 4 Seater Sportscars up to 2000cc
- 17. (3E): 2 & 4 Seater Sportscars over 2000cc
- 18. (3F): Modified Kit, Replica & Spaceframed Cars up to 1700cc (*car derived engines*)
- 19. (3G): Modified Kit, Replica & Spaceframed Cars over 1700cc (*car derived engines*)
- 20. (3H): Modified Kit, Replica & Spaceframed Cars (*motorcycle derived engines*)
- 21. (3K): Modified Specialist Cars

Sports Libre & Hillclimb Super Sports Cars: (Sections S13 – S14)

- 22. (4A): Cars up to 1700cc & Hillclimb Super Sports
- 23. (4B): Cars over 1700cc

Racing Cars: (Section S15)

24. (5A): Up to 1100cc

25. (5B): Formula Ford 1600 Racing Cars manufactured before 1 January 1994

26. (5C): From 1101cc up to 1600cc

27. (5D): From 1601cc up to 2000cc

28. (5E): Over 2000cc

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

29. (6): Classic & Racing Cars manufactured prior to 1973

Subject to entries, a category will also be included for Pre War Vintage Sports Cars and Single Seaters

Extra classes for single make & Championship etc. can be added as required, in accordance with D11.1.3

Sunday 29th April to include Class 32 – TVRCC

All vehicles must comply with Technical Regulations S10 and with the specific regulations for each category/class as specified in S10. See the 2012 Competitors & Officials Yearbook for the definition of a Sportscar.

(All Classes) Cars shall have a towing point of adequate strength at both front and rear, clearly marked by an arrow and the word "Tow" using a contrasting colour. A suitable point on the roll hoop will generally suffice for open single seater and open sports racing cars. This wording or similar will come into force for 2013

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. An alternative or OEM pattern replacement brake friction material can be fitted, without modification to the brake disc, calliper drum or shoe

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. Loose over – mats may be removed for safety purposes but the original carpets, fixed floor mats, and floor trim etc. must remain, and, in their original locations. Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed.

General: The spare wheel and any mounting or cover which is not permanently fixed to the body may be removed. 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 updated 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

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)

3.3 Safety:

All competing cars and drivers must comply with all the safety requirements detailed in S10.1. in the 2012 MSA Yearbook.