

**The Liverpool Motor Club**  
**BARBON SPEED HILL CLIMB**  
**Saturday 13<sup>th</sup> June 2015**  
[www.barbonhillclimb.co.uk](http://www.barbonhillclimb.co.uk)



**SUPPLEMENTARY REGULATIONS**

1) The Liverpool Motor Club will organise, and Barbon Hillclimb Ltd will promote, a National B Speed Hillclimb on Saturday 13<sup>th</sup> June 2015 at Barbon Manor Estate, near Kirkby Lonsdale, Cumbria under **MSA Permit No 85607**. The Meeting will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) these Supplementary Regulations and any written instructions that the promoting Club may issue for the event.

2) **OFFICIALS:**

MSA Steward	To be advised
Club Stewards	Robin Jager and Mike McVeigh
Clerk of the Course	Phil Gough
Deputy Clerks of the Course	Andrew Fell & John Harden
Assistant Clerk of the Course	David Powell
Course Controller	David Hunt
Chief Timekeeper	David Clay
Chief Scrutineer	Roger Whittaker
Environmental Scrutineer	Ian Johnson
Chief Medical Officer	Graham Hundley
Secretary of the Meeting	Bob Milloy

**JUDGES OF FACT:** All listed Officials, plus Start Line Officials, are **JUDGES OF FACT** in determining whether Competitors have crossed the start line, failed to finish a run, failed to come to the start line, and are eligible for the event, Class or any Award.

3) **ELIGIBILITY:** The event is open to any holder of a MSA National B (or higher) competition licence who is a member of Liverpool Motor Club, Kirkby Lonsdale Motor Club, Lancashire Automobile Club, Longton & District Motor Club, Midland Speed Club, any club in the Association of North Western Car Clubs or the Association of Northern Car Clubs, or is a registered entrant in any of the following championships:

- Chester & Liverpool Motor Clubs' Speed Championship.
- ANWCC Hillclimb Championship.
- ANCC Sprint & Hillclimb Championship.
- Auto 66, Northern Counties Speed Hill Climb and Sprint Championship.
- Brockbank's Solicitors, Wigton Motor Club Speed Championship.
- Formula Junior Historic Racing Association Speed Championship.
- Lancashire Automobile Club Speed Championship.
- Longton & District Motor Club Northern Speed Championship.
- Nottingham Sports Car Club Riverside Speed Championship.
- Pre-War Austin 7, Bert Hadley Memorial Championship.
- SD34 Motorsport Group Non-Race/Rally Championship.
- Westfield Sports Car Club Speed Championship.

Further championships may be added after publication of these regulations. Please see our website for details.

A Speed National A (open) or Race National A Licence is required for drivers of vehicles defined in S7.1

All competitors must produce a valid Competition Licence, Club Membership card and any relevant Championship Registration Card at Signing On.

It is recommended that competitors familiarise themselves with the 2015 MSA Yearbook, especially Section S. References in these SR's relate to regulations in the 2015 MSA Yearbook (The Blue Book) (e.g. S9.2.5).

4) **THE COURSE:** The course is situated close to Barbon Village on the Barbon Manor Estate near Kirkby Lonsdale, Cumbria. Nearest postcode is LA6 2LJ  
The course length is approximately 627m and is made up of left and right hand bends including a hairpin and is of tarmac surface, the average gradient is 1:12.

5) **PROVISIONAL TIMETABLE:**

**08:00:** Signing-On followed by Scrutineering (in your paddock position).

**09:00:** All drivers must attend the drivers briefing.

Competitors will have the opportunity to walk the course prior to the commencement of practice.

**09:30:** Practice commences in accordance with the running order provided to competitors at signing-on.

Any competitor not signed on by 10:30 may be excluded.

Timed Runs will start after the completion of Practice.

The timetable will be confirmed in the Final Instructions

- 6) **CLASSES:** The event will consist of the following classes:  
(Note that you must be able to produce a current Tax Disc or evidence of VED (see Appendix 1), Insurance (and MOT certificate, where applicable) at scrutineering if your car is in one of the Road-going classes.)

**Road-going Series Production Cars: (S11 & North & Midland Speed Clarifications - See Appendix I)**

Classes SA to SC & 1A to 1C must use MSA List 1A tyres, Classes 1D to 1G may use List 1B tyres.

- SA:** Standard Saloon Cars up to 1400cc
- SB:** Standard Saloon Cars over 1400cc up to 2000cc
- SC:** Standard road-going Forced Induction Diesel Saloons 1500cc up to 2000cc (actual capacity before using the forced induction 1.4 multiplier)
- 1A:** Modified Saloon Cars up to 1400cc
- 1B:** Modified Saloon Cars over 1400cc up to 2000cc
- 1C:** Modified Saloon Cars over 2000cc
- 1D:** 2 & 4 Seater Sports cars up to 2000cc
- 1E:** 2 & 4 Seater Sports cars over 2000cc
- 1F:** Road-going Saloon Cars that are not eligible for any of the above Classes
- 1G:** Road-going Lotus Elise and other non-ferrous chassis construction Cars up to 2200cc

**Road-going Specialist Production Cars: (S11 & North & Midland Speed Clarifications - See Appendix I)**

- 2A:** Road-going Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)
- 2B:** Road-going Kit, Replica & Spaceframed Cars over 1700cc (car derived engines)
- 2C:** Road-going Kit, Replica & Spaceframed Cars (motorcycle derived engines)
- 2D:** All Road-going Specialist Cars that are not eligible for Classes 2A, 2B or 2C

**Modified Series Production Cars: (S12)**

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

**Modified Specialist Cars: (S12)**

- 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 that are not eligible for classes 3F, 3G or 3H & Rally Cars (as per R18-20)

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

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

**Racing Cars: (S15)**

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

**Classic Cars & Classic Racing Cars:**

- 6A:** Classic & Racing Cars manufactured before 1<sup>st</sup> January 1968
- 6B:** Classic Road-going Cars first registered on or before 1<sup>st</sup> January 1985
- 6C:** Classic Racing Cars manufactured before 1<sup>st</sup> January 1985
- 6D:** Pre-war Austin 7 Championship

**Class E: Electrically powered cars, (excluding hybrids)**

(Additional classes may be added at the discretion of the organisers)

**All vehicles must comply with MSA Technical Regulations and with the specific regulations for each category/class as specified in S10. See the current MSA Yearbook Section B for the definition of a Sports Car.**

(All classes) Cars shall have a towing point of adequate strength at both front & rear identified using a contrasting colour. A suitable point on the roll hoop will generally suffice for open single seater and open sports racing cars.

**Equivalence factors are as per S10.3.1, S10.3.2 with the addition of non-forced induction diesel engines x 0.714 and forced induction diesel engines x 1.4.**

All road-going vehicles must have a reverse gear operable at all times (S10.8.1)

The minimum in each class is THREE. The maximum entry for the meeting is 100 (including 10 reserves) the minimum is 60. Should any of the above minimum figures not be reached, the Organisers reserve the right to combine classes or cancel the meeting.

A car may be entered in **ONE CLASS** only. Dual Entries will be permitted as specified in D17.1.

A driver may drive up to two cars, each in a different class (S9.2.3).

- 7) **COMPETITION NUMBERS** must comply with S9.2.5 and be affixed before scrutineering. Numbers will **not** be supplied by the organisers.

8)

**ENTRIES:**

The entry list opens upon publication of these regulations and closes finally on 3rd June 2015.

The Official Entry Form must be used for all postal entries, completed in all respects and sent with the full entry fee to: **The Entries Secretary, Barbon hillclimb:-**

**290 Big Meadow Road,  
Upton,  
Wirral  
CH49 9AW**

Tel: 0151 677 5346 (before 9.00pm)

Email for queries: [barbonentries@gmail.com](mailto:barbonentries@gmail.com)

**Cheques should be made payable to Barbon Hillclimb Ltd**

Acceptance will be on a first come first served basis. Entries will not be accepted by e-mail or fax.

**Entries may also be made via Liverpool Motor Club's on-line booking facility. By entering on-line, competitors are deemed to be bound by the event and MSA Regulations (D13.2.3).**

The organisers reserve the right to recover from the competitor concerned any charges incurred if their cheque does not clear upon first presentation

9)

**ENTRY FEES:**

The entry fee is £92 per driver, except for current members of Kirkby Lonsdale Motor Club &/or Liverpool Motor Club, for whom the entry fee is £89 per driver. (Each includes the MSA per capita and insurance fee of £20.40).

**Withdrawn Entries:** fees may be returned at the discretion of the promoting Club and may be subject to a £25 deduction towards administration costs. Entries withdrawn less than 48 hours prior to the event may only be eligible for a refund of the MSA fee.

**Competitor Passes** are not being issued by post for this event. Instructions on the entrance procedure will be included in the Final Instructions. Car parking will be free.

10)

**TIMING:** Timing will be automatic, activated by a light beam. All vehicles must be fitted with a vertical strut complying with the requirements of S10.9

11)

**TIMED RUNS:** Cars will start singly. The Course Clear signal will be given by a green light. Competitors may then start in their own time. Times will be recorded from the timing strut breaking the light beam at the start line until it breaks a light beam at the finish line, which will be indicated by Chequered Boards.

Fastest time to count for awards. Track conditions and event programme permitting, competitors will be allowed a minimum of two timed competitive runs.

12)

**ORDER OF ASCENT:** Will be in class order (as above), and in numerical order within class.

A complete list of the order of ascent will be given to all COMPETITORS at signing on for the event.

Any Competitor who is not ready to start a run when called to do so will be considered to have failed that run.

13)

**FLAG SIGNALS:**

**RED FLAG** - Immediately stop and await further instruction from the nearest marshal.

14)

**RESULTS AND PROTESTS:**

A list of times will be posted at the Secretary's Office in the Paddock. Provisional Results will be displayed at the Secretary's Office following the final timed run. In the event of a tie, a result will be decided by taking the total times of the best two timed runs, the holder of the lesser time being declared the winner. (D25.1.17)

Protests/appeals must be made in writing in accordance with C5.2.

Final results will be issued by email, or in writing if so requested, to every Competitor within 7 days of the event and will also be available via the Barbon Hillclimb website.

15)

**AWARDS:**

- (1) **Fastest Time of the Day:** The David Reese Cup to be held for one year, plus replica.
- (2) Best performance by a competitor who was a paid-up member of the Kirkby Lonsdale Motor Club on 1<sup>st</sup> April 2015: The Westmorland Trophy to be held for one year, plus replica.
- (3) Best performance by a competitor who was a paid-up member of the Liverpool Motor Club on 1<sup>st</sup> April 2015: The 1927 Trial Awards Cup to be held for one year, plus replica.
- (4) The Scrutineers Award: An award for the car the scrutineers decide is the best prepared car competing on the day.

**THE BARBON STAR:**

This will be awarded to the Competitor who, during this event, makes the fastest ascent which is under the existing outright course record.

**CLASS AWARDS – ALL CLASSES:**

- 1<sup>st</sup> - An Award, subject to 3 competitors starting the event in that class
- 2<sup>nd</sup> - An Award, subject to 5 competitors starting the event in that class
- 3<sup>rd</sup> - An Award, subject to 9 competitors starting the event in that class

Note: Winners of the Fastest Time of the Day/Best Performance Awards may only win one award and will not be eligible for individual class awards. Time permitting, awards will be presented after the completion of final runs. All perpetual trophies will remain the property of the organisers and must be returned cleaned and in good order no later than the eleventh month after the event at which it was presented.

16) **CANCELLATION OF THE MEETING:**

The organisers reserve the right to cancel the event, due to severe or extreme weather conditions if they consider the safety of Spectators, Officials or Competitors are at risk, in accordance with D29

17) All other Regulations of MSA will apply as required by Section S of the current MSA Yearbook.

Liverpool Motor Club wishes to thank the members and officials of Kirkby Lonsdale Motor Club and all the volunteer marshals for their assistance in setting-up, organising and running the meeting.

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## Appendix 1

### Clarifications for Road-going Series Production Cars

*All cars in the road-going classes must be taxed and have a current VED Disc or Receipt of VED Payment or a recent copy of the DVLA enquiry website ([www.vehicleenquiry.service.gov.uk/](http://www.vehicleenquiry.service.gov.uk/)), plus a current MOT if age requires it, and insurance in the name of the driver. It is the driver's responsibility to prove compliance.*

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

#### **Classes SA, SB & SC**

*These classes are intended to attract new inexperienced drivers, using 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.*

**NO modifications (optional or otherwise) are permitted which are likely to improve performance and/or handling & the car must also comply with the following:**

**Wheels & Tyres;** Only standard\* width wheel rims may be used. Tyres must be from MSA list 1A and be Road Legal.

**Engine, Induction & Exhaust;** The air cleaner and exhaust system must remain as production or OEM pattern replacement including catalyst if fitted.

**Suspension:** Non-adjustable uprated dampers may be fitted.

**Brakes;** An alternative or OEM pattern replacement brake friction material can be fitted, but modifications to the brake discs, drums or calipers are not permitted.

**Body;** In the interests of safety front seats may be replaced by competition versions which must be fully trimmed, not a bare shell. Loose over-mats may be removed but the original carpets, fixed floor mats, and floor trim, etc, must remain and in their original locations. All fittings e.g. electric windows etc must be in working condition. 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.

Sports Cars, 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.**

\* "Standard" means components that were listed in the manufacturer's price list for that model of car.

#### **Classes 1A to 1G**

**Tyres:** Classes 1A, 1B & 1C must use tyres from MSA list 1A, (1D, 1E, 1F & 1G may use list 1B tyres) and must be Road Legal.

**Exhaust systems;** must include a working catalytic converter on all cars manufactured after 31<sup>st</sup> December 1999.

**Brakes;** Brake calipers, discs, master cylinder, shoes & pads can be modified. Carbon discs are not permitted.

Modification of the brake pedal is permitted. Brake bias adjustment is allowed. (Brake balance adjusters must not be available for adjustment during running. MSA Year Book S 10.7.2). The fitting of aftermarket 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;** (As per S11)

Non-adjustable Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place.

**Safety;** Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners 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-G must be adhered to.**

#### **Classes 2A to 2D**

Tyres must be from MSA list 1A or 1B, and be Road Legal

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

Otherwise as specified in Section S.

**All other classes as specified in Section S of the current MSA Year Book**

**Note:** Scrutineers and event officials reserve the right to check all road-going competition vehicles' taxation status via the DVLA website to ensure compliance with these regulations. It is the competitor's responsibility to ensure that all data held by the DVLA is accurate for the vehicle being entered into competition.