

The Liverpool Motor Club
BARBON SPEED HILL CLIMB
Saturday 11th June 2016
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 11th June 2016 at Barbon Manor Estate, near Kirkby Lonsdale, Cumbria under MSA Permit No 91672. 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) **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, Longton & District Motor Club, Preston & District Vintage Car Club, Westmorland Motor 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:
- Liverpool Motor Club Speed Championship.
 - Association of North Western Car Clubs Hillclimb Championship.
 - Association of Northern Car Clubs Sprint & Hillclimb Championship.
 - Auto 66, Northern Counties Speed Hill Climb and Sprint Championship.
 - Cross Border Speed Championship.
 - Hillclimb & Sprint Association, SBD Speed Championship.
 - Longton & District Motor Club Northern Speed Championship.
 - Nottingham Sports Car Club Speed Championship.
 - Pre-War Austin 7, Bert Hadley Memorial Championship.
 - Reliant Sabre & Scimitar Owners Club Speed Championship.
 - SD34 Motorsport Group Sprint & Hillclimb Championship.
 - Westfield Sports Car Club / Northampton Motorsport Speed Series.

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

All competitors must produce a valid Competition Licence, Club Membership card and any relevant Championship Registration Card at Signing On. A Speed National A (open) or Race National A Licence is required for drivers of vehicles defined in S7.1

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

- 3) **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.
- 4) **Provisional Timetable:**
From 07.30: Signing-On followed by Scrutineering (in your paddock position) – including FHR's where mandatory. Any competitor not signed on by 10:30 may be excluded.
Drivers Briefing: Time will be confirmed in Final Instructions: All drivers must attend the drivers briefing.
Competitors will have the opportunity to walk the course prior to the commencement of practice.
There will be a minimum of two practice runs, and a minimum of two competitive runs, in accordance with the running order provided to competitors at signing-on, track conditions and event programme permitting.
Approx 09:15: Practice commences in accordance with the running order provided to competitors at signing-on.
The Competitive Runs will start after the completion of Practice.
The full timetable will be confirmed in the Final Instructions

5) **Officials:**

MSA Steward	To be advised
Club Stewards	Brian Whittaker & TBA
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
Child Safeguarding Officer	Katy Mashiter

Tel: 07736 346 836

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, or are eligible for the event, a class or an award.

6) **Classes:** The event will consist of the following classes:

Road-going Series Production Cars: (S11)

Drivers of Road-Going cars must be able to produce proof of current UK Road Tax, Insurance and MOT (where applicable) at Scrutineering. Proof of Road Tax will be via DVLA Confirmation of Vehicle Tax or a recent copy of the DVLA enquiry website (www.vehicleenquiry.service.gov.uk). Classes SA to SC & 1A to 1C must use 2016 MSA List 1A tyres, classes 1D to 1G & 2A to 2D may use 2016 MSA List 1B tyres, all tyres must comply with (L2.3).

- 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 2200cc (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 Sportscars up to 2000cc
- 1E:** 2 & 4 Seater Sportscars 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 1700c (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 Sportscars up to 2000cc
- 3E:** 2 & 4 Seater Sportscars 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 ineligible for classes 3, 3G or 3H & Rally Cars (as per R18-R20 or R46-R49)

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

- 4A:** Cars up to 2000cc & Hillclimb Super Sports
- 4B:** Cars over 2000cc

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 1st January 1968
- 6B** Classic Road-going Cars first registered on or before 1st January 1986
- 6C** Classic Racing Cars manufactured before 1st January 1986
- 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.

The requirements of the current MSA regulations regarding safety provisions for Sprint and Hillclimb cars must be adhered to, including the use of suitable frontal Head Restraints & "in date" FIA homologated seat belts where mandatory.

The minimum in each class is two. Should any class not meet the minimum the organisers reserve the right to amalgamate classes where possible within categories.

A car may be entered in **ONE CLASS** only. 'Dual Driver' 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 on 5th March and closes finally on 1st June 2016. The maximum entry for the meeting is 110 (including 10 reserves) the minimum is 60. Should the entry not meet the minimum, the Organisers reserve the right to cancel the meeting.
 The Official Entry Form must be used for all postal entries, completed in all respects and sent with the full entry fee to: **The Barbon Entries Secretary:-**
 Ron Hunt
290 Big Meadow Road, **Cheques should be made payable to Barbon Hillclimb Ltd**
Upton,
Wirral Tel: 0151 677 5346 (before 9.00pm)
CH49 9AW Email for queries: barbonentries@gmail.com
- Entries may also be made via Liverpool Motor Club's secure on-line booking facility.**
By entering on-line, competitors are deemed to be bound by the event and MSA Regulations (D13.2.3).
 Acceptance will be on a first come first served basis. Entries will not be accepted by e-mail or fax.
 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 organisers 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.
 Each competitor's fastest time is used to calculate awards.
- 12) **Order of Ascent (Running order):**
 A complete list of the order of ascent will be given to 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 together with the appropriate Protest Fee.
 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:**
- Fastest Time of the Day:** The David Reese Cup to be held for one year, plus replica.
 - Fastest time by a competitor who was a paid-up member of the Kirkby Lonsdale Motor Club on 1st April 2016: The Westmorland Trophy to be held for one year, plus replica.
 - Fastest time by a competitor who was a paid-up member of the Liverpool Motor Club on 1st April 2016: The 1927 Trial Awards Cup to be held for one year, plus replica.
 - The Scrutineers Award: An award for the car the scrutineers decide is the best prepared car competing on the day.
- Class Awards – All Classes:**
- 1st - An Award, subject to 2 competitors starting the event in that class
 - 2nd - An Award, subject to 5 competitors starting the event in that class
 - 3rd - An Award, subject to 7 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.

Appendix 1

Clarifications for Road-going Series Production Cars

All cars must have a current MOT if age requires it, insurance & current UK road tax. Proof of road tax will be via DVLA Confirmation of Vehicle Tax or a recent copy of the DVLA enquiry website (www.vehicleenquiry.service.gov.uk/),. It is the driver's responsibility to prove compliance.

All road-going cars must remain in a totally road-legal condition at all times. (S11.2)

Note. SA, SB & SC only: Trade plates and traders or company group insurance policies will not be accepted.

All other Road-going Series Cars are as S11.2.

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.

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 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 to 1C must use Tyres from the current MSA List 1A; classes 1D to 1G may use tyres from List 1B.

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

Otherwise as specified in Section S.

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

Scrutineers and event officials may check 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.

Don't miss the next Barbon Hillclimb on 2nd July 2016. See www.barbonhillclimb.co.uk for details