



The Liverpool Motor Club BARBON SPEED HILL CLIMB

Saturday 6th June 2020

www.barbonhillclimb.co.uk



SUPPLEMENTARY REGULATIONS

Text in Red indicates changes from last year's supplementary regulations

- 1) The Liverpool Motor Club will organise, and Barbon Hillclimb Ltd will promote, an **Interclub** Speed Hillclimb at Barbon Manor Estate on Saturday 6th June 2020, under Motorsport UK Permit No 115212. The Meeting will be held under the General Regulations of Motorsport UK (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 Motorsport UK **Interclub** (or higher) competition licence and who is a member of Liverpool Motor Club, Kirkby Lonsdale Motor Club, Longton & District Motor Club, any club in the Association of North Western Car Clubs or the Association of Northern Car Clubs, or is a registered competitor in any of the following championships:
 - Association of North Western Car Clubs Hillclimb Championship.
 - Liverpool Motor Club Speed Championship.
 - Longton's Northern Speed Championship
 - Triple M / Pirelli HSA Speed Championship
 - Triple M / Pirelli NSCC Speed Championship
 - SD34 Motorsport Group Sprint & Hillclimb Championship.
 - XBC Cross Border Speed Championship

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

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

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

A Motorsport UK **National** competition licence is required by all drivers of vehicles defined in S7.1.5 & S7.1.5.1

- 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 672m and is made up of left and right hand bends including a hairpin and is of tarmac surface with an average gradient of 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 10:30hrs may be disqualified from taking part in the event.
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:**

Motorsport UK Steward	To be advised
Club Stewards	Brian Whittaker & John Garnett
Clerk of the Course	Andy Fell
Deputy Clerk of the Course	John Harden
Secretary of the Meeting	Katy Mashiter
Course Controller	David Hunt
Chief Timekeeper	Chris Winstanley of Time Team Timing
Chief Scrutineer	Roger Whittaker
Environmental Scrutineer	Heidi Woodcock
Chief Medical Officer	Graham Hundley
Safeguarding Officer	Katy Mashiter

Tel: 07736 346 836

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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.

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

Cars in Classes SA to SD must use current Motorsport UK List 1A tyres, all other road-going production classes must use tyres from List 1A or 1B in the current Motorsport UK Yearbook, all tyres must comply with L2.3.
The forced induction equivalence for classes SA to SD is 1.7 (S10.4.1 or 10.4.2).
The forced induction equivalence for all other classes is 1.4 as specified in S10.4.1 or 10.4.2.

Standard Cars conforming to S11

- SA: Standard Saloon Cars up to and including 1400cc
- SB: Standard Saloon Cars over 1400cc up to and including 1700cc
- SC: Standard Saloon Cars over 1700cc up to and including 2000cc
- SD: Standard Sports Cars up to and including 2000cc

Road Cars – Series Production conforming to S12

- 1A: Modified Saloon Cars up to and including 1400cc
- 1B: Modified Saloon Cars over 1400cc up to and including 2000cc
- 1C: Modified Saloon Cars over 2000cc
- 1D: 2 & 4 Seater Sportscars up to and including 2000cc
- 1E: 2 & 4 Seater Sportscars over 2000cc
- 1F: Lotus Elise and other non-ferrous chassis construction Cars up to and including 2200cc
- 1G: Lotus Elise and other non-ferrous chassis cars over 2200cc

Road Cars – Specialist Production (S12)

- 2A: Kit, Replica & Spaceframed Cars up to and including 1800cc (car derived engines)
- 2B: Kit, Replica & Spaceframed Cars over 1800cc (car derived engines)
- 2C: Kit, Replica & Spaceframed Cars (motorcycle derived engines)
- 2D: Specialist Production Cars that are not eligible for Classes 2A, 2B or 2C

Modified Cars – Series Production: (S13)

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

Modified Cars – Specialist Production: (S13)

- 3F: Modified Kit, Replica & Spaceframed Cars up to and including 1800cc (car derived engines)
- 3G: Modified Kit, Replica & Spaceframed Cars over 1800cc (car derived engines)
- 3H: Modified Kit, Replica & Spaceframed Cars (motorcycle derived engines)
- 3K: Modified Specialist Production Cars ineligible for classes 3, 3G or 3H

Sports Libre Cars: (S14)

- 4A: Cars up to and including 2000cc
- 4B: Cars over 2000cc

Racing Cars: (S15)

- 5A: Up to 1100cc or forced induction equivalent
- 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: (S10)

- 6A: Road-going Cars manufactured 1962 to 1990 (inclusive)
- 6B: Racing Cars manufactured 1961 to 1990 (inclusive)
- 6C: Pre-war Austin 7's
- 6D: Period defined (A-E) road-going cars (built before 1962)*
- 6E: Period defined (A-E) racing cars (built before 1961)*

*See P 57 of the MSUK Yearbook for definition of Period defined.

Others:

- 7R: Rally Cars (complying with R18-R20 or R46-R49)

Additional classes may be added at the discretion of the organisers.

(All classes) **Cars shall have a towing point** of adequate strength at both front & 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.

All vehicles must comply with Motorsport UK Technical Regulations and with the specific regulations for each category/class as specified in S10.

See the current Motorsport UK Yearbook Section B for the definition of a Sports Car.

The requirements of the current Motorsport UK regulations with regard to safety provisions for Sprint and Hillclimb cars must be adhered to, including the use of suitable Frontal Head Restraints where mandatory.

The minimum in each class is two drivers. 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.

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. It is helpful if a small forward facing number is displayed on all cars.

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- 8) **Entries:**
 The entry list opens on publication of these regulations and closes finally on 26th May. 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.
Entries should be made via the Club's secure on-line booking facility at www.LiverpoolMotorClub.com .
 By entering on-line, competitors are deemed to be bound by the event and Motorsport UK Regulations (D13.2.3).
Entries will also be accepted by post. Postal entries must be made on the official entry form, include the correct entry fee and must bear the original signature of the competitor and be sent to:
The Barbon Entries Secretary, (Graeme Cornthwaite)
C/o 12 Lincoln Close, Morecambe Lancs LA4 4RF
Cheques should be made payable to Barbon Hillclimb Ltd
 Tel: 07736 346 836 (before 9pm please)
 Email for queries: barbonentries@hazelmount.net
- Acceptance will be on a first come first served basis. Entries will not be accepted by e-mail or fax.
 Post dated cheques will be accepted providing they are dated not less than 3 weeks before the event. 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 **£107** per driver, except for current members of Kirkby Lonsdale Motor Club &/or Liverpool Motor Club, for whom the entry fee is **£104** per driver. (Each includes the Motorsport UK per capita fee of **£27.50**).
Withdrawn Entries: fees may be returned at the discretion of the organisers and may be subject to a £20 deduction towards administration costs. Entries withdrawn less than 48 hours prior to the event will only be eligible for a refund of the Motorsport UK fee.
Competitor Passes are not being issued for this event. Instructions on the entrance procedure will be included in the Final Instructions. Competitors' 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 S10.10
- 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):**
The running order will be given to competitors when 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.
It is the competitor's responsibility to remove and responsibly dispose of any tyre wrap material before arriving at the pre-start area and to do so promptly without delaying the meeting. (See also the Environmental Notice below)
- 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. [Superseded by S9.5.6]~~
 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:** An Award
 - Fastest time by a competitor who was a paid-up member of the Kirkby Lonsdale Motor Club on 1st April **2020:** An award
 - Fastest time by a competitor who was a paid-up member of the Liverpool Motor Club on 1st April **2020:** An Award
 - 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
- Winners of the Fastest Time of the Day 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.

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16) Cancellation of The Meeting:

In accordance with D29, 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.

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

ENVIRONMENTAL NOTICE

Motorsport UK is exceedingly concerned by the impact of single-use plastic tyre-wrapping. As reusable alternatives are available competitors are encouraged to reduce plastic usage in this regard. Use of these plastic tyre-wraps is to be eradicated by 2023

There are no facilities for the disposal of oil, fuel or other hazardous liquids at the venue.

Competitors should make arrangements to take such liquids away with them for disposal at an approved facility

Appendix 1

All cars must comply with S10.

Clarifications for *Standard Cars and Road Cars*

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

All *Standard Cars* and road cars must remain in a totally road-legal condition at all times. (S10.11)

Classes SA to SD only: Trade plates and traders or company group insurance policies will not be accepted. S11.9.1.2 Exhaust systems; all production based petrol engine cars manufactured after 31st Dec 1999 must include a working catalytic converter (J5.16.7).

Classes SA, SB, SC & SD - Standard Cars conforming to S11

*These classes are intended to attract new inexperienced competitors driving unmodified cars, as a low-cost entry into the sport. Other than adding FIA/Motorsport UK approved/homologated safety equipment and/or fitting uprated brake friction material, no modifications are allowed. Any replacement component fitted must be a *Standard Part or a Standard Pattern Part.*

Restricted to 2 wheel drive cars produced since 1st Jan 2000, minimum production 5000 per annum S11.1.1

Engine; Forced induction equivalency is 1.7 (S10.4.1 & 10.4.2).

Wheels and tyres; must comply with S11.4

** "Standard" means a component that was listed in the car manufacturer's price list for that model of car.*

Classes 1A to 1G, and 2A to 2D Road Cars conforming to S12

Tyres: Tyres must comply with S12.6

Brakes; Brake callipers, discs, master cylinder, shoes & pads can be modified. Non-ferrous discs are only permitted in accordance with J5.6.2. Modification of the brake pedal is permitted. 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 S12.7) 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.

Cars competing in Road Legal condition

Note: Whilst Scrutineers and Championship Officials reserve the right to check all road **legal** competition vehicles' taxation status via the DVLA website to ensure compliance with championship/**event** regulations, the onus remains with the competitor to prove compliance when requested.

It is the competitor's responsibility to ensure that all data held by the DVLA is accurate for the vehicle being entered into competition.

All other classes are as specified in Section S

Reminder: Drivers competing in a Racing or Sports Libre car of more than 1100cc, or equivalent forced induction, with the exception of a pre-1994 Formula Ford 1600 in compliance with the period Ford regulations, must hold a Speed **National** or Race **National** Licence, unless the car is currently licensed for use on the public highway and competes in the event in a road-legal condition (S7.1.5.1).

END ■

Liverpool Motor Club thanks 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.

The car events at Barbon are promoted by Barbon Hillclimb Ltd, a joint venture between Kirkby Lonsdale Motor Club & Liverpool Motor Club. Any surplus from the events is used to maintain and develop the venue for the future.

Each club organises its own series of events during the year, see their websites for details:-

www.barbonhillclimb.co.uk
www.klmc.org.uk www.liverpoolmotorclub.com

Don't miss the next Barbon Hillclimb on 4th July 2020. See www.barbonhillclimb.co.uk for details