

Pendle District Motor Club Ltd



2018 Winner and new record holder
James Stuart Baxter Gould GR55 Cosworth Opel 2500

“August” Hill climb Scammonden

SATURDAY 17th August 2019

**Round of the following Championships:
The 2019 Liverpool Motor club Championship
The 2019 Longton Motor Club Northern Speed Championship
The 2019ANWCC Speed/Hillclimb/Sprint Championship.
The 2019SD 34 MSG Sprint &HillclimbChampionship.
Nottingham Sports Car Club 2019 Speed Championship**

Pendle District Motor Club Ltd

"August "Hill climb Scammonden

SATURDAY 17th August 2019

Foreword

On our event last year the outright track record was broken by no less than 5 times between 2 SINGLE SEATER cars, the new track record being set by James Baxter in the Gould GR55 Cosworth / Opel with a time of 21:26 ,just to prove that the hill is still capable of accommodating single seater racing cars

2018 (Control & Click)....<http://www.timeteamtiming.co.uk/Event-Results-and-Reports/>

SUPPLEMENTARY REGULATIONS

1. The Pendle District Motor Club Ltd will organise a National B permit Hillclimb on 17th August 2019 at Scammonden Dam
2. MSA permit Number: TBA
3. The event is open to (subject to written confirmation):-
 - a. All fully elected members of the organising club.
 - b. Members of the following clubs or championships listed in 4:-
4. The event is a round of the following Championships:
The Association of North Western Car Club Speed/Hillclimb/Sprint Championship.
SD 34 MSG Sprint&Hillclimb Championship.
The 2019 Liverpool Motor club Championship
Longton's 2019 Northern Speed Championship
NSCC 2019 Speed Championship
5. The programme of the event will be: - Scrutineering starts at 08:30hrs; Individual times for scrutineering will be notified in Final Instructions. Any competitor not signed on by 1000hrs may be excluded. Practicing starts at 10:00hrs. Competitive timed runs may start immediately after the completion of practice at the discretion of the organisers.
6. The length of the circuit is 550 yards and consists of smooth tarmacadam surface, with two left hand and two right hand bends connected by straights.
7. The entry list opens on publication of the regulations and closes finally on Monday August 06th the entry fee is £80 (including MSA insurance and per capita fee). All entries must be made online and accompanied by the appropriate fee

ONLINE LINK IS (entry Form):-(ctrl & click)

www.rallies.info/webentry/2019/scammondenaug/webentry.php

Cheques made payable to Pendle District Motor Club Ltd. please. Or BACS transfer to

HSBC Account number 81113011 Sort Code:- 40-09-11

**Please put the drivers name down in the reference field.HSBC Account name
PENDLE DISTRICT MOTOR CLUB LTD**

**PLEASE NOTE THAT AN INSURANCE CLAIM CAUSED/RAISED BY A COMPETITOR CARRIES AN AUTOMATIC
£350 EXCESS PAYABLE BY THE COMPETITOR**

8. The maximum entry for the meeting is 45, the minimum is 30. The minimum in each class is 3. Should any of these figures not be reached, the organisers have the right to either cancel the meeting or amalgamate classes as necessary. Entries will be selected by date of receipt. Entry fees may be refunded subject to notification to the secretary prior to the closing date and will be subject to a £5.00 administration charge.
The club reserves the right to pass on to the competitor concerned any bank charges incurred by those cheques, which do not clear at the first presentation. Refunds after the closing date will be at the discretion of the organisers.

9. The entries secretary to whom all entries and completed labels must be sent is
Rodney Brereton, 2 Parkside, Sough, Barnoldswick, Lancashire, BB18 6TA (01282 843297 not after 9:00pm PLEASE)
Note that entries will only be acknowledged if a Stamp Self-Addressed Envelope is provided or a valid email address.

10. Other officials are:

MSA Steward: TBA;

Club Stewards: Ray Duckworth & TBA

Clerk of the Course: Rodney Brereton

Chief Scrutineer: Chris Mansley

Chief M.O.: T.B.A.

Rescue Unit: - Richard Ashton /Calder Rescue

Secretary of the Meeting: Rodney Brereton

Chief Timekeeper: David Clay

Chief Marshal: - Barry Wilkinson Mobile (Before 9:00pm please) + 447711791631email :- blu161@gmail.com

Deputy Chief Marshal: - Les Eltringham

11. The meeting will be held under the General Regulations of the Motorsports (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

12 Awards will be presented:

FTD – An award

1st in Class – An award

2nd in Class – An award – Subject to 4 entries

3rd in Class – An award - Subject to 7 entries

Additional awards will also be presented thus: - ANY one make car or motor club furnishing 5 or more entries will be eligible for best of that club/make.

Please note any competitor winning an award. Must collect in person or have a suitable representative to collect it.or forfeit the award

13. All competitors and drivers must hold and present a valid Competition License plus a valid Club Membership Card or Championship Registration Card (as appropriate).

14. Provisional results will be published as soon as possible following the end of the event and mailed to all competitors within 7 days.

15. Any protest must be lodged in accordance with C5.1.2.

16. The event will consist of at least the classes described in the Technical Regulations contained in these regulations.

17. Starting order will be determined by classes. Cars will start singly. The starting signal will be a green light. Method of timing will be by automatic split beam apparatus. The finish line will be indicated by a white line and chequered boards at the side of the track.
18. Competitors will have the opportunity of two practice runs. Competitors will have the opportunity to walk the course prior to the first practice run under official control.
19. There will be a minimum of two and a maximum of EIGHT timed runs. Subject to weather and conditions. The Final number of TIMED runs will be declared after practicing has finished.
20. Competitors will be identified with numbers which will NOT be provided by the organisers.
21. Marking and penalties will be as printed in the appropriate section of the MSA general regulations, in addition,
a) All four wheels off the tarmac surface - no time will be recorded.

All other General Regulations apply as written except for the following which are modified:-

S9.2.3 A driver may not compete in more than two cars during the event.

All cars competing in Hill climbs and Sprints must be presented for scrutineering with a valid MSA Competition Log Book or an MSA recognised vehicle identity document unless the car is currently licensed for use on the public highway and competing in the event in a road legal condition (S9.1.7). PLEASE REFER TO THE 2019 TECHNICAL REGULATIONS FOR THE EVENT, IN ADDITION TO THE CLASSES LISTED IN THE TECHNICAL REGULATIONS ACCEPTED CHAMPIONSHIP CLASSES WILL ALSO BE INCLUDED

2019 NORTH & MIDLAND SPEED RECOMMENDED CLASSES

Road-going Series Production Cars: (S11)

You must be able to produce proof of current UK Road Tax, Insurance and MOT certificate, 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.vehiclesenquiry.service.gov.uk)

Classes SA to SD must use tyres from List 1A in the 2019 motorsport UK Yearbook, all other road – going production classes must use tyres from List 1A or 1B all tyres must comply with (L2.3)

The forced induction equivalence for classes SA, SB, SC, & SD is 1.7 (S11.9.1.4)

The forced induction equivalence for all other cars is as specified in S10.3.1 & S10.3.2

Road going STANDARD series Production Cars conforming to S11.9.1

SA: Standard Saloon Cars up to 1400cc

SB: Standard Saloon Cars over 1401cc up to 1700cc

SC: Standard Saloon Cars 1701 up to 2000cc

SD: Standard Sports Cars up to 2000cc

Road going series Production Cars conforming to S11.1 to S11.8 Inclusive

1A: Saloon Cars up to 1400cc

1B: Saloon Cars over 1400cc up to 2000cc

1C: Saloon Cars over 2000cc

1D: 2 & 4 Seater Sportscars up to 2000cc

1E: 2 & 4 Seater Sportscars over 2000cc

1F: Road going Lotus Elise and other non-ferrous chassis construction cars

Road-going Specialist Production Cars: S11.1to S11.8 Inclusive

2A: Road-going Kit, Replica & Space framed Cars up to 1700cc (car derived engines)

2B: Road-going Kit, Replica & Space framed Cars over 1700c (car derived engines)

2C: Road-going Kit, Replica & Space framed Cars (motorcycle derived engines)

2D: Road-going Specialist Cars that are not eligible for classes 2A, 2B, 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 Production Cars (S12)

3F: Modified Kit, Replica & Space framed Cars up to 1700cc (car derived engines)

3G: Modified Kit, Replica & Space framed Cars over 1700cc (car derived engines)

3H: Modified Kit, Replica & Space framed Cars (motorcycle derived engines)

3K: All Modified Specialist Cars that are not eligible for classes 3F, 3G or 3H

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

4A: Cars up to 2000cc&Hillclimb Super Sport

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

Extra classes for Classics, single makes & Championships etc can be added as required

In addition the following special classes are included:

Class R1 – Rally cars up to 1600cc

Class R2 – Rally cars over 1600cc

Class S1 – Pre-war Austin Seven Road cars

Class S2 – Pre-war Austin SevenTrack cars

(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 Motorsports UK Technical Regulations and with the specific regulations for each category/class as specified in S10. See the 2019 Motorsports UK Yearbook Section B for the definition of a Sports Car.

The requirements of the current Motorsport UK regulations with regards to safety provisions for Sprint and Hill climb cars must be adhered to. Including the use of suitable S Frontal Head Restraint where mandatory

Clarifications for Road-going Series Production 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 road-going cars must remain in a totally road-legal condition at all times. (S11.2)

Classes SA, SB & SC only: Trade plates and traders or company group insurance policies will not be accepted. S11.9.1.2

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

Classes SA,SB,SC,&SD – Standard Cars Conforming to S11.9.1

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

Fleet insurance policies and / or trade plates are not permitted S11.9.1.2

Restricted to 2 wheel drive cars produced since 01st January 2000, minimum production 5000 per annum S11.9.1

Engine capacity: - Maximum 2000cc, Forced Induction equivalency is 1.7 (S11.1.9.4)

Wheels & Tyres :- Standard wheels, and list 1A tyres only, complying with 11.9.1.5

"STANDARD " :- Means a component that was listed in the car manufacturers price list for that model of car

Classes 1A, to F,and 2A to 2D conforming to S11.1 to S11.8

Tyres: - Tyres must comply with S11.6.2

Brakes:- Brake callipers, discs master cylinder, shoes & pads can be modified. Non-Ferrous discs are only permitted in accordance with K5.6.2. 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's specified option

Suspension: - (As per S11.7) 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 seat belt pre-tensioners may be disconnected or removed

All other classes are as specified in Section "S"

Note :- Whilst scrutineers and Championship officials reserve the right to check all road – going competition vehicles taxation status via the DVLA website to ensure compliance with championship regulations, the onus remains with the competitor to prove compliance when requested.

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

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 the performance and handling of the car which must also comply with the following:

All other regulations are as per S11.9 2018 MSA Year Book

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 2018 MSA List 1A; classes 1D to 1G may use tyres from the 2018 MSA List 1B.

Exhaust systems; all petrol engine cars manufactured after 31st Dec 1999 must include a working catalytic converter.

Brakes; Brake callipers, 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. 2018 MSA Year Book S10.7.2). 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 pretensioners may be disconnected or removed.

Classes 2A to 2D

As per S11

All other classes are as specified in Section S

Please Note: Scrutineers and Championship Officials reserve the right to check all road-going competition vehicles' taxation status via the DVLA website to ensure compliance with championship regulations.

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