

# THE BRIDGE TYRES AND WHEELS 2008 WISCOMBE PARK HILLCLIMB CHAMPIONSHIP

## 1 Title and Jurisdiction:

- 1.1 The Wiscombe Hillclimb Championship is organised and administered by the Woolbridge Motor Club and co-promoted by Burnham, Taunton, Bristol, Plymouth & Torbay Motor Clubs, on behalf of Wiscombe Limited, 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. CHS2008/058  
MSA Championship Grade: C

Status: National B.

## 1.2 Championship Officials:

- 1.2.1 Championship Co-ordinator: Sarah Forsyth  
1.2.2 Eligibility Scrutineer: Tony Freeman  
1.2.3 Championship Stewards: Andy Pearce, John Hill & Howard West  
None of the listed officials may be competitors in the championship.

## 1.3 Competitor Eligibility:

- 1.3.1 Entrants must be fully paid up valid membership card holding members of the Woolbridge Motor Club or one of the co-promoting clubs and in possession of a valid 2008 MSA Entrants Licence.  
1.3.2 Drivers and Entrant/Drivers must be fully paid up, valid membership card holding members of Woolbridge Motor Club Ltd or one of the co-promoting clubs, be registered for the Championship and be in possession of a minimum valid National B Non-Race MSA Competition Licence.  
1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

## 1.4 Registration:

- 1.4.1 Those wishing to register for the Championship must do so on the enclosed Entry Form. The registration fee will be £10. Registration for the Championship will NOT guarantee an entry at any meeting. Entry Forms must be received by the Championship Co-ordinator before the start of Practice for the first round a contender wishes to enter. No Championship points will be awarded for events prior to registration. Please return all Entry Forms to:

Sarah Forsyth  
1, Balmer Road  
Blandford Forum  
Dorset. DT11 7XT

Tel: 01258 454433 (before 9 pm)  
E-mail: sarah@forsyth04.wanadoo.co.uk

## 1.5 Championship Rounds:

Date	Promoting Club	Contact
26 <sup>th</sup> April 2008	Woolbridge Motor Club Ltd	Gwyneth Wright (01202 573 773)
27 <sup>th</sup> April 2008	Woolbridge Motor Club Ltd	Gwyneth Wright (01202 573 773)
17 <sup>th</sup> May 2008	Torbay Motor Club	Roy Sims (01803 813 703)
18 <sup>th</sup> May 2008	Wildlife Autosport	Tony Bonfield (01823 324 342)
6 <sup>th</sup> September 2008	5 Clubs	Tony Bonfield (01823 324 342)
7 <sup>th</sup> September 2008	5 Clubs	Tony Bonfield (01823 324 342)

Please note that any other events held at Wiscombe Park are not rounds of this championship.

- 1.5.1 The qualifying rounds will be organised by the clubs listed above and each event will run under its own SRs. Championship entrants will be bound by those SRs and the GRs of the MSA and these Championship Regulations. Competitors in each qualifying round will take part in their appropriate class for awards offered at that meeting.

## 1.6 Scoring:

- 1.6.1 Points will be scored at each round by bettering the bogey time for the relevant class. Each class bogey will be calculated by adding fifteen seconds to the average of the class record as at 1st January 2008 and the best time recorded in the competitor's class at each round. Competitors will be awarded 0.01 of a point for every 0.01 of a second improvement over their class bogey time.

- 1.6.2 Where the class structure has changed and no record exists for that class, the bogey time will be calculated in the same way, by using the best time recorded in that class at the first event of the year.
- 1.6.3 Points gained in four of the six qualifying events will count towards the Championship.
- 1.6.4 A competitor must complete at least one timed run in order to qualify for points in any round of the Championship.
- 1.6.5 In the event of a tie at the end of the Championship, the competitors' scores at their first round of the Championship will be considered. Whoever scored the highest number of points in their first round shall be declared the winner. If this does not resolve the tie, their second scores will be considered, and so on.
- 1.6.6 Appeals against decisions regarding the awarding of points in the Championship will be in accordance with C(d) 65 of the MSA Yearbook.

## 1.7 Awards:

These will be presented at the end of the Championship as follows:

- 1st Overall: The Bridge Tyres and Wheels Trophy (to be held for one year) plus Replica & £300  
 2nd Overall: The Eric Moxom Memorial Trophy (to be held for one year) plus Replica & £100  
 3rd Overall: An Award plus £50  
 4th Overall: An Award  
 5th Overall: An Award  
 6th Overall: An Award  
 Best Young Driver: Ron Wilson Memorial Trophy

## 2. Sporting Regulations - Judicial Procedures:

- 2.1 **Rounds:** In accordance with Section C(d) of the 2008 MSA Yearbook
- 2.2 **Championship:** In accordance with Section C(d) of the 2008 MSA Yearbook

## 3. Technical Regulations:

- 3.1 For the purposes of this Championship vehicles will be divided into the following classes:

A1	Series Production Road Cars	up to 1400cc
A2	Series Production Road Cars	over 1400cc up to 1800cc
A3	Series Production Road Cars	over 1800cc up to 2600cc
A4	Series Production Road Cars	over 2600cc
B1	Limited Production Road Kit Cars	Car engines up to 1400cc & Motorcycle engines up to 875cc
B2	Limited Production Road Kit Cars	Car engines over 1400cc up to 1800cc & M/C engines over 875cc up to 1125cc
B3	Limited Production Road Kit Cars	Car engines over 1800cc & M/C engines over 1125cc
C1	Modified Production Saloons and Sports Cars	up to 1400cc
C2	Modified Production Saloons and Sports Cars	over 1400cc up to 1800cc
C3	Modified Production Saloons and Sports Cars	over 1800cc up to 2600cc
C4	Modified Production Saloons and Sports Cars	over 2600cc
C5	Modified Production Kit Cars	Car engines up to 1400cc & M/C engines up to 875cc
C6	Modified Production Kit Cars	Car engines over 1400cc up to 1800cc & M/C engines over 875cc up to 1125cc
C7	Modified Production Kit Cars	Car engines over 1800cc & M/C engines over 1125cc
D1	Sports Libre Cars	up to 1400cc
D2	Sports Libre Cars	over 1400cc up to 1800cc
D3	Sports Libre Cars	over 1800cc
E1	Racing Cars	up to 600cc
E2	Racing Cars	over 600cc up to 1100cc
E3	Racing Cars	over 1100cc up to 1600cc
E4	Racing Cars	over 1600cc

Note1: All cars with engines running on diesel fuel will be subject to a 30% capacity reduction. E.G. 2000cc diesel engines equate to 1400cc and will be eligible for classes A1 or B1 according to classification under 2 a) or 2 I).

Cars using non-diesel fuel and fitted with forced induction will be subject to a 40% capacity increase (GR I 49).

Note2: Series Production Road Cars are defined as cars produced in large numbers by major manufacturers.

Note3: Limited Production Road Cars are defined as cars produced in low numbers by specialist manufacturers. For example cars such as Caterham, Westfield, TVR, Lynx, Lotus Exige etc. (**Definite list will be made available after consultation with Championship Eligibility Scrutineer**)

Note4: The onus of responsibility for the eligibility of vehicles competing in the championship rests with the Entrant/Competitor. In the event of a dispute concerning the compliance of a vehicle to the Regulations, the onus will be on the competitor to satisfy the organisers NOT the organisers to prove non-compliance.

Note5: Event organisers are urged to use the above class structure to the advantage of championship contenders. Organisers do however have the right to vary classes if it is deemed absolutely necessary. See Regulation 7

Note 6: Classes A & B to comply with (I) 70-81 otherwise (I) 82-102 applies.

### **Classes A1, A2, A3 & A4 must comply with the following:**

#### **a) ELIGIBILITY**

Any Series production Saloon or Sports Car, plus Limited Production Cars manufactured prior to 01.01.1972. Exceptions are, irrespective of date of manufacture, Lotus 7 and all derivatives there from. All cars must be fully road legal, carry a valid tax disc and have a valid MOT certificate, where applicable. Cars must comply in all ways with the Road Traffic Acts and Construction and Use regulations. Cars must also conform to the MSA Vehicle Safety Regulations for Speed Events. The use of trade plates is prohibited. The ASWMC reserve the right to re-classify any car in the interests of maintaining parity within the category.

- b)
  - i) Where cars are, or have been, offered by the manufacturer with alternative body styles, e.g. saloon, coupe, roadster, GT etc. An engine offered for any manufacturer listed body style is acceptable.
  - ii) The engine MUST remain in the same position and orientation as that originally specified by the manufacturer.
  - iii) Cylinder block and cylinder head must have the same construction and material as the original engine, including alternatives as in i) above.
  - iv) It must have the same number of cylinders as the original.
  - v) It must have the same number of valves per cylinder and the same method of valve operation as the original.
  - vi) All other components and modifications are without restriction.
  - vii) Engine capacity may be increased by boring and/or stroking, but must always remain within the maximum for the class.
- c) The gearbox and differential casings must be as originally manufactured, and retained and fitted in their original positions. The ratios and other internals are free.
- d) Suspension must be of the same type and method of operation as that offered by the manufacturer of the vehicle. Shock absorbers are free as to type, method and operation and position of location. The addition or change of anti-roll bar(s), anti-tramp bar(s) and stabilising bar(s) is allowed.
- e) Wheel sizes are free, but must all be of the same diameter, unless different diameters are fitted as standard by the manufacturer.
- f) Any radial ply tyre is allowed which is fully road legal and capable of acceptance by an Annual Department of Transport Vehicle Inspection (MOT Test). Tyres marked 'Racing Purposes Only', or similar wording are not allowed. Crossply tyres are not allowed. There are no maximum tyre sizes. Cars with tyres offered as manufacturers standard or optional fitting, of wider section, of lower aspect ratio, may be eligible. The onus of proving eligibility to use such tyres is the responsibility of the competitor.
- g) The bodywork must conform to the manufacturers' original silhouette above the centre line of the wheels. The bodyshell and/or chassis must be of the same material as originally specified. No body panels may be replaced by panels constructed of a material different than originally specified, except engine and boot covers. No additional holes or 'power bulges' are permitted in these two items. Modifications to the floor pan and inner wheel arches are prohibited. Wheel arch extensions may be fitted but must not exceed 2 inches in width at any point, except where available as a factory option.
- h) Removal of seats and interior trim (with the exception of carpets/floor mats) is prohibited. Front seats may be replaced by fully trimmed 'competition' seats. Rear seats must remain as original and be fitted. Windscreens may be replaced by one of laminated glass. The construction material of all other windows may not be changed and the opening mechanism, as specified by the manufacturer, must remain fitted and be operable. Internal safety roll-overbar(s) may be fitted, but no suspension loads may be fed into them.

**Classes B1, B2 & B3 must comply with the following:**

**i) ELIGIBILITY**

Cars eligible for this category include Kit Cars, Replica Cars and any other cars manufactured after 01.01.1972 in limited numbers. Kit Cars must be, or have been, listed in "Kit Car Magazine", plus any car ever available in kit or component form, unless classified eligible for classes A1 to A4. All cars must be fully road legal, carry a valid tax disc and have a valid MOT certificate, where applicable for that vehicle. Cars must comply in all ways with the Road Traffic Acts and Construction and Use Regulations. Cars must also conform to the MSA Vehicle Regulations for Speed Events. All cars in these classes must also comply with 2b) i) to vii), c), e) and f) above. Cars defined as complying with the above, are NOT eligible to contest classes A1 to A4. Onus of proof of eligibility of these classes rests with the competitor.

- j) Only one engine may be fitted. Car engines must comply with regulation 2b). Motor cycle engines must be, or have been, offered by a manufacturer for a production motorcycle.
- k) All exterior lighting, including headlights, side, tail and indicator lights, must be fitted and function to MOT requirements. A battery and starter motor capable of repeated starts must be fitted and operable by the driver whilst normally seated. A fully operational alternator/generator must be fitted. A charge indicator light, functioning in the same mode as the original, must be fitted and functional.

**Classes C1, C2, C3 & C4 must comply with the following:**

- l) Cars conforming to the MSA definition of Modified Production Cars (Hillclimbs & Sprints). PLUS any other Saloon or Sports Cars, homologated or otherwise, manufactured in small numbers, which are not eligible for classes A1 to A4. Rally Cars or Sports Cars, which at any time were homologated into Group B, are prohibited.

**Classes C5, C6 & C7 must comply with the following:**

- m) Eligible Kit Cars must be, or have been, listed in 'Kit Car Magazine', plus any car ever available in kit or component form, unless classified as eligible for Classes C1 to C4.
- n) Only one engine may be fitted. Car engines must comply with Regulation 2b), motorcycle engines must be, or have been, offered by a manufacturer for a production motor cycle.

**Classes D1, D2 & D3 must comply with the following:**

- o) Cars shall conform to the current MSA definitions for Sports Libre Cars, Special Saloons, Hillclimb Super Sports Chassis Cars, Sports Racing Cars & Group B Sports Cars (Rally Group B) [I 82], PLUS cars which are ineligible for any other class, but are deemed acceptable in the Championship by the Eligibility Scrutineer.

3.2 The onus of responsibility for the eligibility of vehicles competing in the Championship rests with the Entrant. In the event of a dispute concerning the compliance of a vehicle to the regulations, the onus will be on the competitor to satisfy the organisers, NOT the organisers to prove compliance.

3.3 Any evidence required to substantiate the eligibility of a car in a particular class must be available at the event, or if additional information is required a copy is to be supplied to the Eligibility Scrutineer within 7 calendar days of the event to comply (if by post, postal date will be used as verification).

3.4 Any competitors running outside the regulations for the class in which they have entered the Championship at any round will not score points towards the Championship at that round.

3.5 If a competitor wishes to enter a Championship round in a different car from that originally specified on the Championship Entry Form, the Championship Co-ordinator must be notified before the round concerned. The scores from all the rounds will then be added together to count towards the Championship total.

**4. Results :**

4.1 Results will be issued after qualifying rounds to all registered contenders and will also be displayed on the Wiscombe Park website [www.wiscombepark.co.uk](http://www.wiscombepark.co.uk) & the Woolbridge Motor Club website [www.woolbridge.co.uk](http://www.woolbridge.co.uk)