

The Toyo Tires Midland Speed Championship 2010

(incorporating the A.W.M.M.C. Sprint Championship)

These notes are written chiefly for the benefit of competitors who are new to hillclimbing and sprinting. They give an introduction to how the championship works, and hints on how to make the championship work for you.

Midland Speed Club / Championship Entry

In order to enter the Toyo Tires Midland Speed Championship, you must become a member of the Midland Speed Club. The entry form at the back of the regulations allows you to apply for membership of the club and registration in the championship at the same time. When I receive your entry, I will send you a club membership / championship registration card and a set of championship decals. The decals must be affixed to your car in order for you to qualify to score championship points. Your car must not display the decals of any tyre manufacturer other than our title sponsor, Toyo Tires. You may be required to present your championship registration card when signing in at events which are qualifying rounds of the championship. I will also send you a list of names, addresses and telephone numbers of the competition secretaries for each qualifying round of the championship. You should keep this for future reference in case you need to contact any of the organizing clubs directly during the season.

Qualifying Rounds

The Midland Speed Club is not directly responsible for the organization of any of the qualifying rounds of the championship. Registering as a contender in the Toyo Tires Midland Speed Championship means that you will be invited by the local organizing motor clubs to submit an entry for each of the qualifying rounds of the championship. We talk to all of the organizing clubs, and try to arrange that the classes run at each event are as close as possible to the Championship classes. At some events, this is not possible, and the classes run on the day will differ significantly from the Championship classes. In any case, the scores calculated for the Toyo Tires Midland Speed Championship will be based on the Championship classes, and not the classes run on the day.

Event Regulations

Event regulations are distributed in different ways by different clubs.

- Many clubs now make their regulations available on their web-sites, so that these can be downloaded and printed by interested competitors.
- Some clubs will send out regulations to all registered contenders in the championship as a matter of course. I will give your name and address to these clubs so that they can post the regulations to you.
- Some clubs will send out regulations only to drivers who have competed at an event recently, or who specifically request regulations.

When I acknowledge your entry, I will indicate how each club is going to distribute its event regulations, and when you can expect them to become available. I will also provide the contact details for each of the competition secretaries for each of the qualifying rounds. Event regulations for some events begin to appear on the internet in January and some clubs send out regulations by post as early as mid February. So, if you want to be sure of receiving the regulations for every qualifying round, you should try to get your championship registration to me before the end of January.

Event Entries

The Midland Speed Championship has proved very popular over the last few seasons, with around 150 competitors registered. With most events having a maximum capacity of around 120 competitors, and the Midland Speed Championship being only one of several clubs and championships invited, many events are oversubscribed, and some entries will be refused. There is no way to guarantee that

your entry will be accepted for any individual event, however there are some simple actions that you can take to reduce the chances of your entry being refused:

- Apply early. With some events having part of the entry accepted on a first-come first-served basis, sending your entry off as soon as the regulations allow (which is often as soon as you receive the regulations) may get you an entry on this basis. Be aware that regular contenders in the Midland Speed Championship know about this and do it as a matter of course.
- Fill in the entry form correctly. This seems a bit obvious, but the club competition secretaries tell me that the first entries to be rejected when an event is oversubscribed are those where the entry form was not correctly filled in, or the wrong class was entered.
- Remember to include your cheque and return address labels (if required). Again, don't give the competition secretaries an easy excuse to reject your entry.

Results

I normally receive the official results about a week after the completion of each event. When I receive the event results, I will calculate the Championship scores as soon as I can, and the scores and standings will be posted on the Championship web-site at www.midlandspeed.org.uk. If you don't have access to the internet, you can request postal bulletins, which are published after every four or five events.

Summary

Briefly, the main things you need to know to get the best out of the championship are:

- It is a good idea to register for the Championship early, i.e. before the end of January.
- Send your event entries in early.
- Take care filling in the entry forms, and remember to include cheques and address labels if required.
- Results will be posted first on the internet at www.midlandspeed.org.uk.
- You have to indicate on your Championship registration form if you want to receive results bulletins by post.
- If you have any problems, don't hesitate to contact the committee. We will be glad to help in any way we can.
- Have fun!

Championship Rounds:

The qualifying rounds for the Toyo Tires Midland Speed Championship 2010 and MSC Pre-1975 Classic Handicap will be:

- 10th April Harewood Hillclimb BARC (Yorkshire)
- 11th April Croft Sprint Darlington & District Motor Club
- 18th April Curborough Sprint Midland Automobile Club
- 24th April Aintree Sprint Liverpool Motor Club
- 8th May MIRA Sprint Bentley Drivers Club
- 16th May Loton Park Hillclimb Hagley & District Light Car Club
- 22nd May MIRA Sprint Midland Automobile Club
- 5th June Pembrey Sprint BARC (Wales)
- 6th June Pembrey Sprint BARC (Wales)
- 12th June Anglesey Sprint Chester Motor Club
- 13th June Anglesey Sprint Chester Motor Club
- 3rd July Shelsley Walsh Hillclimb Midland Automobile Club
- 11th July Curborough Sprint Nottingham Sports Car Club
- 17th July Llandow Sprint BARC (Wales)
- 1st August Harewood Hillclimb BARC (Yorkshire)
- 7th August Three Sisters Sprint Chester Motor Club
- 8th August Three Sisters Sprint Chester Motor Club
- 14th August Loton Park Hillclimb Hagley & District Light Car Club
- 4th September Aintree Sprint Liverpool Motor Club

5th September Wiscombe Hillclimb Bristol Motor Club
11th September Loton Park Hillclimb Hagley & District Light Car Club
TBA Cadwell Sprint Borough 19 Motor Club
18th September Shelsley Walsh Hillclimb Midland Automobile Club
19th September Curborough Sprint Shenstone & District Car Club
25th September Prescott Hillclimb Bugatti Owners' Club

Disclaimer

These regulations are provisional and are provided for information only. The regulations and championship calendar are subject to change without notice.

1.1 Title & Jurisdiction:

The Toyo Tires Midland Speed Championship (incorporating the A.W.M.M.C. Sprint Championship) is organised and administered by the Midland Speed Club 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. CHS2010/???

Status: National B

MSA Championship Grade: C

1.2 Officials:

1.2.1 Co-ordinator: Dyrr Ardash, 16 Brownlow Street, Leamington Spa, Warwickshire. CV32 5XH.

Phone: 01926 421164 e-mail: coordinator@midlandspeed.org.uk

1.2.2 Eligibility Scrutineer: Neil Procter, 213 Park Lane, Knypersley, Stoke on Trent. ST8 7NR.

1.2.3 Championship Stewards: Mr. S. Udall, Mr. M. Silcox and Mr. M. Waldron

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of the Midland Speed Club and be in possession of a valid 2010 MSA Entrants Licence.

1.3.2 Drivers and Entrant / Drivers must be fully paid up valid membership card holding members of the Midland Speed Club, be Registered for the Championship and be in possession of a valid Competition National B or higher status licence, or, be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration

1.4.1 Registration forms are included within these Supplementary Regulations.

These must be completed and sent with remittance to

John Phoenix, 7 Wollerton Grove, Sutton Coldfield, West Midlands. B75 7SP.

Competitors will receive a registration card as confirmation of their entry into the Championship. The card does not ensure or imply acceptance of an entry in any nominated Championship event.

1.4.2 The membership fee for the Midland Speed Club for 2010 is £10. The registration fee for the 2010 Championship is £15.00. The total fee for club membership and championship registration is therefore £25.

Competitors registering before the end of January will be eligible for a £5 discount making the total fee £20. The club membership and championship registration fees will be waived for competitors registering in one of the standard car classes (SA, SB or SC), although the full fee will be payable if that competitor moves to another class during the season.

1.4.3 Competitors must register for the Championship and the appropriate class at least SEVEN days before the first event in which they intend to compete. No points will be awarded to any competitor until seven days from the date of registration has elapsed.

1.4.4 An entry applies only to one class. If desired, competitors may change classes during the season and score in the new class from zero, but any points scored in any other classes hitherto will be totally forfeited. A competitor may submit up to two entries.

Scoring

1.6.1 Irrespective of the number of class runs offered by each individual event organiser only the first two competitive runs at each qualifying round will count for Championship points. Should a meeting be abandoned before the completion of two class runs for all Championship classes it will only count as a qualifying round of the Championship providing that all competitors have completed one class run. In this instance only the first class run would count for Championship scoring purposes. The winner of each Championship class, if a Championship contender, will be awarded 21.00 points. The competitor finishing second in each class (whether registered in the Toyo Tires Midland Speed Championship or not) will be deemed to have scored 20.00 points. The other Championship Contenders in the class will receive 20.00 points minus the time difference between themselves and the second placed finisher in the class

EXAMPLE POINTS SCORING - 3 OR MORE STARTERS IN A CHAMPIONSHIP CLASS:

1st place 42.90 secs = 21.00 pts

2nd place 43.50 secs = 20.00 pts

3rd place 43.90 secs = 19.60 pts

4th place 44.49 secs = 19.01 pts

In the case of there being only one competitor in a class, that contender will receive 20.00 points providing that he / she is classed as a finisher. If there are only two competitors in a class, the winner will receive 20.50 points and the second placed finisher will receive 20.00 points. The above will apply to Individual Class and Overall Championship points scoring. Only a competitor's best eight scores from the qualifying events will count towards the final overall Championship and Class awards. As this is a Speed Championship the best eight scores must include a minimum of two hillclimb events, even if this means the discarding of higher points scored in sprints. In the event of a Championship event being cancelled the Championship Coordinator reserves the right to nominate a substitute event, providing that a suitable number of places are available for Championship contenders and there is sufficient time (a minimum of six weeks) to notify all Championship entrants (See MSA Regulation A.29(c) in 2010 Year Book). If any of the above rounds are cancelled and cannot be replaced the number of counting rounds will be as follows:

- 12 or more qualifying events - best 8 scores (including a minimum of 2 hillclimbs) to count
- 10 or 11 qualifying events - best 7 scores (including a minimum of 2 hillclimbs) to count
- 8 or 9 qualifying events - best 6 scores (including a minimum of 1 hillclimb) to count
- Less than 8 qualifying events - best 5 scores (including a minimum of 1 hillclimb) to count

The Championship Coordinator will maintain class records for each Championship class at each Championship venue. In addition to the points awarded as described above, bonus points will be awarded to any competitor who beats the class record for their class at an event. The points awarded will be equal to the time difference between the class record and the competitor's time, up to a maximum of 0.50 points at each event. Bonus points awarded at all events will count towards a competitor's score for the season, not just the bonus points scored at a competitor's best 8 events. Registered championship contenders will be notified of the class records for each venue before the first qualifying round of the championship at that venue. The class records will stand as notified at the start of the season for the entire season. At

venues new to the championship where it is not possible to identify class records for the Championship classes, the class record will be deemed to be 0.20 seconds slower than the fastest time recorded in the first two competitive runs for that class. The winner of each class at a new venue will therefore score 0.20 bonus points and any other driver within 0.20 seconds of the winner will also score bonus points based on their time. The championship coordinator will identify “new venues” where this method of calculating bonuses will be used, and will notify registered championship contenders of these “new venues” before the first qualifying round of the championship. This method of calculating bonus scores will be used at every visit to a “new venue” throughout the season, even if the venue is visited more than once. If there is a change to the track layout, for example a change to the position of the finishing line, at a venue for which class records have been published, and the Championship Coordinator considers that this change has had a significant effect on the times achieved by competitors at that venue, the venue will be classified as a “new venue” after the event, and bonus scores calculated as described above for “new venues”. Competitors in the individual qualifying meetings will take part in their appropriate class for awards at that meeting. If any individual meeting does not run to the Toyo Tires Midland Speed Championship classes as listed in Paragraph 3.2 the entry, excluding any additional classes run at the event which are not concurrent with the appropriate Championship classes (e.g. a class for 'one-make' vehicles run at the end of the programme), will be classified into the Championship classes and points awarded correspondingly. Cars that are not registered in the Championship will not be deemed eligible for scoring in classes SA, SB or SC unless they are entered in a class for standard cars at the event.

1.6.2 In the event of a tie for any positions, the number of rounds from which scores can be counted will be increased to nine. If this fails to resolve the tie, the number of counting rounds will be increased again until the tie is resolved. If the tie cannot be resolved when all championship rounds are counted then the competitors will be deemed to have finished equal.

1.6.3 Any queries / protests regarding inaccuracies in the scoring must be notified, in writing, to the Championship Coordinator within seven days of receiving the results in question.

1.7 Awards

At the conclusion of the Championship, awards will be presented as follows:

- 1st Overall in the Toyo Tires Midland Speed Championship: A Trophy and Souvenir.
- 2nd Overall in the Toyo Tires Midland Speed Championship: A Trophy.
- 3rd Overall in the Toyo Tires Midland Speed Championship: A Trophy.
- 1st Lady overall in the Toyo Tires Midland Speed Championship: A Trophy.
- * The Highest Placed Driver of a Road Car in the Toyo Tires Midland Speed Championship: A Trophy.
- * The Highest Placed Driver of a Race Prepared Car in the Toyo Tires Midland Speed Championship: A Trophy
- * The Highest Placed Driver of a car manufactured before 1975 in the Toyo Tires Midland Speed Championship: A Trophy.
- The Winner of each individual class (subject to a minimum of two entries): A Trophy.
- The Second Placed finisher in each individual class (subject to a minimum of five entries): A Trophy.
- The Third Placed finisher in each individual class (subject to a minimum of eight entries): A Trophy.
- The Fourth Placed finisher in each individual class (subject to a minimum of twelve entries): A Trophy.

The Main Championship Trophy is to be held for 10 months and must then be returned to the Championship Coordinator Trophies will be awarded for Mini Cooper register contenders.

* Drivers finishing in the top three overall in the main Championship are not eligible for these awards.

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds:

In accordance with Section C(d) of the 2010 MSA Yearbook and the Supplementary Regulations of the qualifying round.

2.2 Championship:

In accordance with Section C(d) of the 2010 MSA Yearbook and these Regulations.

3 TECHNICAL REGULATIONS

3.1 Eligible Vehicles

Competing Cars must comply with MSA regs; I.46-I.132 as applicable including all safety requirements. To be eligible for marking in the Championship all competitors' vehicles must carry Championship decals which will be supplied by the Championship organisers. Competitors vehicles must not carry the logo of any tyre manufacturer other than Toyo Tires. Forced induction equivalence is 1.4. Diesel engine equivalence is 0.714. Forced induction Diesel engine equivalence is $1.4 \times 0.714 = 1.0$. Rotary engine equivalence is 1.5. Forced induction rotary engine equivalence is $1.4 \times 1.5 = 2.1$. Within these regulations, the term "silhouette" shall be interpreted as defined in the 2010 MSA regulations (The Terminology) - "The outline of the original body shape, in the side and plan view, of the vehicle above a line drawn through the front and rear hubs." Some of the venues used by the Championship have more stringent silencing requirements than those specified by MSA regulation C(b) Chart 24. Cars competing at any event must meet the silencing requirements as specified in the Supplementary Regulations for that event.

3.2 Classes:

Standard production car classes.

Class SA: Standard Saloon and Sports Cars up to 1400cc.

Class SB: Standard Saloon and Sports Cars over 1400cc up to 2000cc.

Class SC: Standard Saloon and Sports Cars over 2000cc.

Standard Saloon and Sports Cars are defined as Roadgoing Production Cars produced in quantities of not less than 1000 per annum, which must be taxed, insured (no trade plates), and MOT'd where applicable with documents available for inspection. NO modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions:
The standard wheel rim width may be increased by a maximum of one inch and fitted with tyres to suit.

Electronic ignition may be fitted as may heavy duty dampers.

The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted.

In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not just a bare shell.

Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. The steering wheel may be replaced.