



Founded 1930

## WISCOMBE | PARK HILLCLIMB

### M.G. CAR CLUB Ltd WISCOMBE PARK SPEED HILLCLIMB Saturday September 10<sup>th</sup> 2022

The MG Car Club are pleased to have the opportunity of once again holding this annual event which will host qualifying rounds of several championships. Wiscombe Ltd will again transform this demanding venue into the South West's Premier Speed Hillclimb. We look forward to seeing you.

#### SUPPLEMENTARY REGULATIONS

- The M.G. Car Club (South West Centre )** will promote and organise, in association with Wiscombe Ltd an **INTERCLUB Grade Speed Hillclimb on Saturday 10<sup>th</sup> September 2022 at Wiscombe Park, Honiton, Devon. EX24 6JE.**
- The Meeting will be held under the General Regulations of Motorsport UK. ( incorporating the provisions of the International Sporting Code of the F.I.A ), these Supplementary Regulations and any written instructions that the promoting club may issue for the event.
- Motorsport UK Permit Number : 126903**
- The event is open to all fully elected members of the following :
  - MG Car Club**
  - Association of South Western Motor Clubs ( ASWMC )**  
**Classic Marques Sports Car Club,**  
**Caterham & Lotus Seven Club,**  
**Vintage Sports Car Club**
- The event is a round of the following championships :

	Permit Number
<b>Classic Marques Speed Challenge</b>	<b>CH2022/SO25(D)</b>
<b>Downton Motor Club Speed Championship</b>	<b>CH2022/SO27(D)</b>
<b>Caterham Lotus Seven Club Speed Championship</b>	<b>CH2022/SO40(D)</b>
<b>MGCC Speed Championship</b>	<b>CH2022/SO46(D)</b>
<b>Revington TR/TR Register Sprint &amp; Hillclimb Championship</b>	<b>CH2022/SO67(C)</b>
<b>Tillicoultry Quarries Wiscombe Park Hillclimb Championship</b>	<b>CH2022/S074 (C)</b>
<b>Torbay Speed Championship</b>	<b>CH2022/SO66(D)</b>
- All competitors and drivers must produce a valid **MSUK Competition licence** and **Club Membership Card** at signing on and vehicle log-books or passports at scrutineering.

Particular attention should be paid to **S.7.1.5.1** ( Blue Book Page 353 ) with reference to the need for an RS National licence for certain Racing of Sports Libre cars.

- Time Schedule:** The format of the event will be as follows:

Signing-on :	( Note 1 )	Marshals	0700 - 0800hrs
		Drivers	0700 - 1000hrs
Scrutineering :	( Note 2 )		0730 - 0930hrs
Drivers Briefing :	( Note 3 )		TBA in Final Instruction
Practice run :			0830hrs

1st Timed Run follows the practice run  
2nd & 3rd Timed runs follow the lunch break

TBA on the day

Note 1 Any competitor not signed on by 1000hrs may be excluded. Competitors to make themselves known to the Secretary of the Meeting on arrival. Signing-on will be carried out in the blue/white results van behind the Stroud Communications lorry.

Note 2 Scrutineering will be carried out in the drivers paddock space and entrants are responsible for obtaining scrutineering services in time for their batch running order. Batching will be notified in the Final Instructions. The driver shall be in attendance and /or leave a knowledgeable representative with the vehicle, along with the competitors helmet, overalls, gloves & log book, if away from the vehicle e.g. whilst walking the course.

Note 3 The time for the drivers briefing will be notified in the final instructions.

8. The entrance to the venue is located at 'what three words' – animates.permanent.woodstove. Ordnance Survey map reference 193 – 185924 or for satnavs, but you should follow the AA signs near the venue as some satnavs send you down the old Whitmoor Drive rear entrance which is not suitable.  
Competitors will be permitted to enter Wiscombe via the course on Friday and up to 0815hrs on Saturday morning when the competitors car park entrance will be locked.. After that time they will need to enter the top paddock via the public car park and be held until it is convenient to send them down the course.
9. The length of the course is 914m (1000yds) and consists of one sharp left hander at the start, a sweeping gradient leading to several fast bends which end with a RH hairpin leading onto a straight, ending with a LH hairpin with the finish just beyond. The average gradient is 1 in 13.6 and the steepest part is 1 in 6.9. The surface is sealed tarmacadam
10. **The event will consist of classes as follows : See also para 23**

Note : Cars competing in any championship must comply with the appropriate technical regulations for that Championship. All cars entered in these championships will be re-classified for point-scoring purposes into the appropriate championship class.

- Class 1.** (a) Vintage cars, sports saloons and touring cars pre 1931.  
(b) Sports saloons and touring cars pre 1941.

Subject to numbers the above classes may be amalgamated into Class 2

- Class 2.** (a) Pre 1955 Std & Mod, sports cars up to 750cc.  
(b) Pre 1955 Std & Mod, sports cars 751-1100cc un-s/c and up to 750cc s/c  
(c) Pre 1955 Std & Mod, sports cars 1100-1500cc un-s/c and up to 1100cc s/c  
(d) Pre 1955 Std & Mod, sports cars 1500-2000cc un-s/c and up to 1500cc s/c  
(e) Pre 1955 Std & Mod, sports cars 2000cc and over un-s/c and up to 2000cc s/c  
(f) Pre 1955 Std & Mod, sports cars 2000cc and over un-s/c & s/c not in (e) above  
(g) Pre 1955 Racing – sports racing and hill climb specials not within classes (a) to (f) currently, or originally fitted with two seats.

- Class A1.** Road-Going Series Production Cars up to 1400cc  
**A2.** Road-Going Series Production Cars over 1400cc up to 1800cc  
**A3.** Road-Going Series Production Cars over 1800cc up to 2600cc  
**A4.** Road-Going Series Production Cars over 2600cc

- Class B1.** Road-Going Specialist Production Cars. Car engines up to 1400cc  
**B2.** Road-Going Specialist Production Cars. Car engines over 1400cc up to 1800cc  
**B3.** Road-Going Specialist Production Cars. Car engines over 1800cc and M/C engines

- Class C1.** Modified Series Production Cars up to 1400cc  
**C2.** Modified Series Production Cars over 1400cc up to 1800cc  
**C3.** Modified Series Production Cars over 1800cc  
**C4.** Modified Specialist Production Cars. Car engines & M/C engines

- Class D1.** Sports Libre Cars up to 1800cc
- D2.** Sports Libre Cars over 1800cc
- D3.** Rally Cars
  
- Class E1.** Racing Cars up to 1100cc
- E2.** Racing Cars over 1100cc up to 1600cc
- E3.** Racing Cars over 1600cc up to 2000cc
- E4.** Racing Cars over 2000cc
  
- Class 3.** Cars of the Classic Marques Sports Car Club
  
- Class 4.** Downton Motor Club Speed Championship
  
- Class 5.** Lotus Seven Club ( in Speed Championship sub-classes )
  
- Class 6.** Revington TR/TR Register Hillclimb Championship
  
- Class 7.** MG Car Club Speed Championship

- Note 1. Wiscombe Ltd cannot provide the infrastructure required by Motorsport UK for Hybrid . and Electric vehicles and entries for these types of vehicles cannot be accepted.
- Note 2. The onus of responsibility for the eligibility of competing vehicles rests with the Competitor. In the event of a dispute concerning compliance of a vehicle to the regulations, the onus will be on the competitor to satisfy the organisers, **NOT** the organisers to prove compliance.
- Note 3. All cars must comply with **S.10.2**  
 Road Cars Series Production are defined as cars complying with **S.12.1.1**  
 Road Cars Specialist Production are defined as cars complying with **S.12.1.2**  
 Modified Cars Series Production are defined as cars complying with **S.13.1** They must have been available to the general public, originally designed for use on the public highway in road legal form and manufactured in the required production numbers of 1000 per year.  
 Modified Cars Specialist Production are defined as cars complying with **S.13.2 : 13.3** . They must have been available to the general public, originally designed for use on the public highway in road legal form and manufactured in the required production numbers of 20 per year.  
 Sports Libre Cars must comply with **S.14** and Racing cars with **S.15**.  
 Rally Cars must comply with **R.46-49** and **S.14**. Included in the latter category would be Group B cars, any cars without the original engine block of the model entered, cars with a transmission layout not as originally specified for that model and Specialist Rally Cars without an engine complying with **S.13.6.2**. They need not be taxed.
- Note 4. The onus of responsibility for the eligibility of vehicles competing in championships rests with the entrant/competitor. Where disputes occur relating to vehicle compliance, the onus will be on the competitor to satisfy the Championship Coordinator of the vehicle's eligibility, **NOT** for the Championship Coordinator to demonstrate compliance.
- Note 5. Tyre wrapping with single use plastic is not allowed during the event.
- 11.** All vehicles must be fitted with a silencer at all times. A noise test will be carried out on all cars prior to practice and vehicles must comply with **J5.17.1 - J5.17.8**  
 Cars with forced induction shall comply with **S10.4.1 : S10.4.2** and **S11.3**
- 12.** Attention is drawn to the requirements for a Motorsport UK Logbook or Motorsport UK recognised Vehicle Identity Document as defined by Regulation S9.1.7
- 13.** If using non-pump fuel a 3 inch (75mm) diameter 'day glow' orange disc shall be affixed immediately adjacent to the competition numbers on both sides – **J5.13.6** and **J5.13.6.1**

#### 14. Practice & Event Runs:

Competitors will be given the opportunity and are **strongly advised to walk the hill**, see **S2.1.1a** but must vacate the hill by 0815hrs. In addition **S2.2** and **S2.1.4** will be enforced.

There will be **one practice run** followed by **one timed run** before the lunch break followed by **two timed runs**

Competitors can use Southwest Timing online at [www.swtimekeepinglive.co.uk](http://www.swtimekeepinglive.co.uk) or listen for paddock announcements and visual timing displays.

Cars that can only be started by means of external batteries must be started in the top paddock before descending the hill. Batteries will be provided by the organisers. Race clothing and crash helmets in accordance with **K10.1** and **S9.2.1** race must be worn at all times when descending the hill.

#### 15. Competitor Numbering

Competitors are responsible for providing their own competition number as per Regulation **J4. 1 S9.2.5. : S9.2.6**. Drivers of shared cars must ensure that the correct number is displayed for each run. Second drivers will share the same number as first drivers with the addition of an 'A' suffix ( the 'A' must be at least 50% of the size of the main number ) Times set by cars not correctly identified may be disallowed.

#### 16. Paddock:

\*Each competitor will have a paddock space allocated to their competition car. Due to restrictions on space drivers are required to unload their car in the top paddock or adjacent spectator parking field, at their own risk, and drive their competitive cars down the hill. \* No tow cars or support vehicles are to be left in the saloon car ( RH paddock, going up ).

Any competitor or member of a support crew intending to arrive at the venue after 0815hrs must notify the Entries Secretary by Thursday Sept 8<sup>th</sup>. Failure to do so may will result in **payment for admission**.

All Competitors & Officials' cars, support vehicles & equipment are parked in all areas of Wiscombe Park at their own risk.

Drones, bicycles, skateboards, rollerblades, pit bikes & mini-motos are not permitted anywhere on the venue.

#### 17. Awards: Will be presented as follows

The Cider Apple Trophy:	For the best time by an MG 'T' Type ( subject to 3 entries )
Don Smith Trophy:	For the best time by an MG MMM car ( subject to 3 entries )
Bristol Motor Company Cup:	Best performance by an MG member driving an MG car

An award: Best performance by a VSCC entrant driving a VSCC eligible car.

1st in Class ( or sub-class ) An award ( subject to 3 starters )

2nd in Class ( or sub-class ) An award ( subject to 5 starters )

3rd in Class ( or sub-class ) An Award ( subject to 7 starters )

Fastest Time by a Lady Driver An award ( subject to 3 starters )

Fastest Time of Day An Award

No competitor may receive more than one award (per class ) with the exception of the FTD by a Lady driver.

MG Trophy's and Cup awards take precedent over class position. These perpetual awards may not be presented at the meeting, but a souvenir will.

Note: The number of awards for each class will be determined by the number of entries received by the close of entries, **August 20th**, not the number of entries in the class on the day of the event. Prizes

will be awarded as soon as practically possible after declaration of the Results. Regrettably, the organisers cannot forward any awards not collected at the prize giving.

## 18. Entries:

The maximum number of car entries for the event is 140, the minimum is 60.

The minimum for each class is 3. No car may be entered in more than one class or be driven by more than two drivers. Only one entry per competitor will be accepted.

Should any of the above minimum figures not be reached the organisers have the right to either cancel the meeting, add, delete or amalgamate classes as necessary.

Amalgamations will be advised in the Final Instructions and /or prior to the start of practice.

The organisers reserve the right to transfer a car out of the class in which it was entered if it is deemed necessary by the organisers in the spirit of these regulations.

## 19. Submission of Entries: ( See also para 29 for on-line instructions )

Entries open on publication of these Supplementary Regulations and Closes on **Sat August 20<sup>th</sup>**

Entries Secretary contact details.

Bruce Weston, Paddock Lodge, Cherry Pie Lane, Sparkford, Yeovil, Somerset. BA22 7AT  
01963 440941 : 07929 497 408 : [brucemweston@gmail.com](mailto:brucemweston@gmail.com)

Once you have submitted your on-line entry you will automatically be sent an acknowledgement and payment details. Your entry will only be confirmed once entry and payment has been received.

Enquiries relating to vehicle eligibility should be directed to the Motorsport UK scrutineer  
Tony Freeman [tony.freeman@gmail.com](mailto:tony.freeman@gmail.com)

## 20. Entry Fees & Refunds

The entry fee is **£85** ( Eighty five pounds )

1. Notification of Withdrawal and confirmed by email to the Entries Secretary on or before the closing date Saturday **August 20<sup>th</sup>** - full refund.
2. Notification of withdrawal after the closing date and up to Friday **September 2<sup>nd</sup>** or postponement, abandonment or cancellation – entry fee less **£20** admin, charge.
3. Consideration will be given in exceptional circumstances to competitors who withdraw after these dates if withdrawal is due to accident or mechanical damage to their competition car.

## 21. Officials:

Motorsport UK Event Steward :	Bob Jordan
Club Event Stewards :	<b>TBA</b>
: Clerk of Course :	Bruce Weston
Deputy Clerks of Course :	Jason Hayes & Jennie Brooks
Secretary of the Meeting :	David Mothersdill
Entries Secretary :	Bruce Weston
Motorsport UK Timekeepers / Results :	South West Timekeepers : Peter Locke. Sarah Forsyth
Chief Motorsport UK Scrutineer :	Tony Freeman
Motorsport UK Environmental Scrutineer :	Paul Wright
Chief Medical Officer :	Dr Stuart Hateley
Rescue :	Westcountry Rescue
Course Control :	Jason Hayes
Chief Marshal :	Worth Birkill
Club Safeguarding Officer :	Jim Lott <a href="mailto:jim.lott@hotmail.co.uk">jim.lott@hotmail.co.uk</a>

## 22. Results :

Provisional Results will be published in accordance with regulation **D26.1.1** Protests and Appeals must be lodged in accordance with **C5** and **C6**.

**23. Starting Order :**

Competitors will start in order as listed in para 10 and batches to be notified in the Final Instructions. Competitors **MUST** be ready to start their runs and to comply with the paddock official's instructions throughout the day or be prepared to forfeit their run.

Unless otherwise directed by a member of the Clerks of the Course Team, second (A) drivers will run in the batch prior to the class in which the car is entered.

**24. Start and Timing Procedures:**

There will be a designated tyre warming area.

The use of any external device or power source to preheat tyres of a competing car, whether the tyres are fitted to the car or not, is prohibited. This does not effect the right of a competitor to spin the wheels to induce heat into the tyres in the designated area, but forward motion must be maintained. If, however, a driver is deemed to have deliberately stalled his engine, he may only continue to spin his wheels from that point.

The starting signal will be a green light.

The method of timing will be by light beam activated electronic clock.

Timing commences when the light beam is broken by the vertical timing strut on the front of the car. The timing strut is required to comply with **S10.10**

The finish line will be identified by checkered boards and a 'Finish' banner over.

**25. Course Red Flags, Baulking, Failed Runs and Finish:**

For a short period, there will be more than one car on the course at the same time. Red flags will be used (**S9.3.7a**), if baulking occurs **S9.5.8** will apply.

**26.** All other General Regulations of the Motorsport UK apply as written.

**27. Only fully silenced road-going engines may be run before 8.15am.** If a competitor has to transfer from the top paddock to the bottom paddock before this time, they must freewheel or coast down the hill and use minimum rpm to reach their paddock space,

**28.** Competitors are informed that some information from the Entry Form for this event will be stored in a computer system by the Entries Secretary for the use of the MG Car Club SW Centre in the administration of Speed Events.

**29. On-Line Entry Instructions**

The link in the email should take you direct to the entry form. If this doesn't happen, go to [www.woolbridge.co.uk](http://www.woolbridge.co.uk) click on 'Entry/Membership Forms' in the top right-hand corner of the home screen and select the MG meeting from the events listed.

Complete all the relevant boxes as you scroll through the form. Click on the 'I am not a robot' button ( this may be a tick or a simple question) and then on the 'Submit' button. If you have missed any mandatory boxes, they will be highlighted and you will taken back to them.

You will receive an on-screen acknowledgement of receipt of your entry which does not mean your entry has been accepted, and an automated -email with details of how to make payment. Your entry will be confirmed when both entry and payment have been received.

**Double driven cars** - Both drivers must complete a separate entry form and select the appropriate payment options, i.e., both pay individually or a combination of 'one paying for both' and other driver paying.

