

DRAFT
2019 NON CAR RACE (SPEED) CHAMPIONSHIP SPORTING
& TECHNICAL REGULATIONS

MASTER FORMAT

SBD Motorsport UK/HSA Sprint Leaders Championship - 2019

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

SBD Motorsport UK/HSA Sprint Leaders Championships is organised and administered by the Hillclimb and Sprint Association in accordance with the Motorsport UK General Regulations (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

Motorsport UK Championship Permit No: TBA

Status: Nat B

Motorsport UK Championship Grade: C

1.2 Officials:

1.2.1 Co-ordinator: Mrs Pat Toulmin, 4 Briery Lands, Heath End, Snitterfield, Stratford upon Avon. CV37 0PP. Tel: 01789 731332
email: speedchamp@hillclimbandsprint.co.uk

1.2.2 Eligibility Scrutineer: Eligibility Scrutineer: Martin Ford. Tel: 07909 994657
email: martin.scrutineer@gmail.com

1.2.3 Championship Stewards: Paul Parker, Les Buck, David Oldridge

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the HSA and be in possession of a current Motorsport UK Entrants Licences.

1.3.2 1.3.2 Drivers and Entrant/Drivers must be paid up members of the Hillclimb and Sprint Association. In addition, they must be registered for the Championship and be in possession of a valid current National A Speed licence (minimum) or equivalent issued by Motorsport UK, or National A (Open) Speed licence for sports libre or racing cars built after 1960 and over 2000cc, or be a professional driver in possession of a valid licence endorsed with an EU flag and medical issued by the ASN of a member country of the European Union. FIA Article 2.3 applies and any European licence holder must have specific permission from their licensing authority (article 2.3.8)

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fully register for the Championship.

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

1.4 Registration:

1.4.1 Competitors can register and pay either on-line at www.sprintleaders.co.uk or by completing a registration form (obtainable either from the web site or by post from the Championship Co-ordinator) and returning it as instructed.

1.4.2 The registration fee for the Championship is £45, plus the HSA membership fee if the entrant/driver is not already an HSA member.

1.4.3 Championship contenders must be registered for the Championship at least 5 days prior to the first round in which they intend to score points. Points will not be awarded retrospectively. Points will not be awarded to contenders for any event taking place during a period in which their HSA membership lapses.

1.4.4 To be eligible for marking in the Championship, all cars must display Championship decals. It is a condition of entry into the Championship that any photos or videos arising from a Championship contender during the course of the season must be made available on request to Motorsport UK (via HSA) for publicity purposes.

1.4.5 Competitors will receive a registration card as confirmation of their championship entry.

1.4.6 Competitors will be advised of Championship points by regular updates on the website www.sprintleaders.co.uk

1.5 Championship Rounds:

Date	Event	Club
6th April	Anglesey National	Longton
7th April	Anglesey International	Longton
20th April	Goodwood	Bognor Regis
22 nd April	Croft	Darlington & District MC
18 th May	Blyton	Longton
19 th May	Blyton	Longton
1st June	Pembrey	BARC Wales
2nd June	Pembrey	BARC Wales
29th June	Aintree	Liverpool
13th July	Lydden	Borough 19
4th August	Three Sisters	Longton
1st September	Three Sisters	Longton
7 th September	Blyton Park	Nottingham SCC
8 th September	Blyton Park	Nottingham SCC
14th September	MIRA	MAC
12th October	Curborough 2 Lap	HSA
13th October	Curborough Fig 8	HSA

1.6 Scoring:

1.6.1 Each of the above meetings will comprise two qualifying rounds of the Championship. The first two competition runs only at each event will count towards Championship scoring, with each of those two competition runs forming a round. Points will be awarded for each round to each Championship class and registered contenders will be awarded points according to their time ***in the event class which they have entered and judged against all competitors in the event class whether they are registered for the Championship or not***, according to the following times on each of the first two class competition runs:-

12 points	fastest time for the class winner of each round
10 points	within 1.25% of class winner's time
8 points	within 2.50% of class winner's time
7 points	within 3.75% of class winner's time
6 points	within 5.00% of class winner's time
5 points	within 7.50% of class winner's time
4 points	within 10.00% of class winner's time
3 points	within 12.50% of class winner's time
2 points	within 15.00% of class winner's time
1 point	for setting a time

1 point will be deducted from each Championship scorer if only two event class competitors set a time, and 2 points will be deducted if only one event class competitor sets a time in an event class.

A competitor whose car qualifies for more than one class at an event can choose whichever relevant class they prefer. The event scrutineer will judge the eligibility of the car within the event class entered.

If classes are merged on the day of the event, scoring will be based upon the times set by the whole of the merged class.

The best competitors' scores from 18 rounds out of 34 will count towards the overall Championship, allowing competitors to drop scores where the class offered to them at some events may not be ideal.

In the event of rounds being cancelled, then the qualifying number will be reduced as follows:-

Rounds reduced from 34 to 29 - no reduction in a maximum of 18 to count
Rounds reduced to 28 or 27 - maximum of 16 to count
Rounds reduced to 26 or 25 - maximum of 14 to count
Rounds reduced to 24 or 23 - maximum of 12 to count

The Championship Coordinator will enter the following data for the scores to be calculated:-

In each event class containing one or more registered Championship contender(s), the number of competitors, the winner's fastest time on each of the first two competition runs, and the corresponding time of each Championship competitor. The scoring system will then calculate the scores from each round of the Championship for all Championship classes. Competitors will be allowed to score points gained in different cars within the

same Championship class, but will not be able to score points in more than one Championship class. This class must be nominated prior to the competitor's first event.

1.6.2 In the event of a tie in the overall scores at the end of the season between two or more competitors, the following tie-break procedure will be adopted in the sequence shown until a result is obtained:-

- a) The highest number of podium places in their qualifying round class results, based on 3 points for a first place, 2 for a second place and 1 for a third place.
- b) The next best result(s) will be counted in on the same basis as (a) above, (i.e. dropped scores will be added back one at a time)
- c) The competitor who scored their points first
- d) At the discretion of the Championship Coordinator

1.6.4 Not Applicable

1.7 Awards:

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

1st overall - The Sprint Leaders Trophy and souvenir award

2nd overall - souvenir award

3rd overall - souvenir award

1st in class - souvenir award

2nd in class - souvenir award (subject to 6 entries in class)

3rd in class - souvenir award (subject to 10 entries in class)

:

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with Section C of the current Motorsport UK Yearbook and the Supplementary Regulations of the qualifying round.

2.2 **Championship:** In accordance with Section C of the current Motorsport UK Yearbook and these Regulations

3. TECHNICAL REGULATIONS

3.1 All vehicles must comply with the relevant Motorsport UK Technical Regulations as applicable and detailed in the 2019 Motorsport UK Yearbook.

3.2 Classes:-

- Class A - Roadgoing Series Production Cars
- Class B – Roadgoing Specialist Production Cars
- Class C – Modified Series Production Cars
- Class D – Modified Specialist Production Cars
- Class E – Sports Libre Cars
- Class F – Racing Cars

All Caterham, Lotus Seven, Westfield and other kit cars complying with S.11 and S.12 of the Motorsport UK Yearbook will enter classes B or D as appropriate. All other cars of this type, which do not comply with the above, will enter class E and must comply with the relevant safety regulations

3.3 Drivers must comply with Section S(9) of the 2019 Motorsport UK Yearbook at all times.

4. EXPLANATORY NOTES

The class structure and scoring system has been designed to meet the following objectives:-

- a) The overall winner can come from any category/class of cars, based on success against similar cars, and is not just the fastest car/driver combination overall.
- b) The scoring system is intended to be fair in all circumstances, regardless of class sizes, weather, Motorsport UK regulation changes etc.
- c) The competitor can identify his/her competition on the day, and can judge how he/she is performing against the competition during the event.
- d) After the event the competitor will be able to see his/her scores on the HSA website shortly after each event, and can see how the scores have been calculated to verify that they are correct
- e) The scoring is straightforward for HSA to administer.

Given that the number of registered competitors is likely to be relatively small in the first year of a new Championship, it has been decided to generate scores based on the results at an event of all relevant competitors, whether they are registered for the Sprint Leaders Championship or not. It has also been decided to limit the number of Championship classes for the purposes of scoring and allocation of awards so that there is a reasonable level of competition in each Championship class wherever possible. (The class structure will be reviewed in future years in the light of experience gained and the number of entrants per Championship class). The Championship class structure for 2019 is also intended to find a home for each competitor against a background of quite widely differing event class definitions being run at sprint events by various clubs and in different parts of the UK.

At first sight it might appear that by having only 6 Championship classes, entrants with relatively low powered or smaller capacity engines could be disadvantaged, but it must be remembered that the entrant is free to compete in whichever event class is most appropriate to his or her car. Hence it is very unlikely that an up to 1400cc Roadgoing Series Production car will compete directly against an up to 2000cc or an over 2000cc Roadgoing Series Production car, each of which will be able to score points at an event in its own class. But at the end of the season, the points scored by all Roadgoing Series Production Championship class entrants will be compared with each other to allocate awards.

By allocating points in relation to a percentage of the event class winner's time, the effects of adverse weather conditions are minimised, and so a competitor should not be adversely affected in terms of his or her scores generated if he or she is unlucky enough to select an unusually high proportion of wet or cold events in which to compete. In addition, the system will allow a good points score for a competitor who achieves or is close to an event class winning time, even if there are relatively few competitors in that event class.