



2022 Torbay Motor Club Speed Championship Regulations

The 2022 Torbay Motor Club Speed Championship 2022

1. Sporting Regulations– General

1.1 Title and Jurisdiction

The Torbay Motor Speed Championship is organised and administered by the Torbay Motor Club Ltd in accordance with the General regulations of Motorsport UK (incorporating the provisions of the International Sporting code of the FIA) and these Championship regulations.

Motorsport UK permit no:

Status : Interclub

Motorsport UK Championship Grade: D

1.2 Officials

Championship Coordinator: Susan Sims Tel 01803 814322

Eligibility Scrutineer: John Cooper

Championship Stewards: Jenny Coxon, Howard West, Phil Harris & Les Connett
(any 3 of 4)

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of Torbay Motor Club and in possession of a valid current Motorsport UK Entrants Licence

1.3.2 Drivers and Entrants must be fully paid up valid membership card holding members of Torbay Motor Club and in possession of a valid 2022 Motorsport RS Interclub (or higher grade) or where appropriate S.7.15 or H26.1.1, 26.1.2, 26.1.5 & 26.2 driving vehicles complying with S10-15 and GR J and K as applicable

A competitor shall not take time off school to participate in motorsport without prior written approval of their school. Drivers in full time education are required to have approval of their head master and a letter stating such approval from his/her school in order to fulfil registration 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 All members will be required to register for the Championship to be eligible for points. Registration forms will be available from the Coordinator and will be published at the back of the club magazine.

1.4.2 There will be no fee.

1.4.3 There will be no closing date for registration, but points will not be backdated. A championship contender may change car or class at will, subject to individual regulations and eligibility.

1.5 Championship Rounds

The qualifying events for the Torbay Speed Championship are:

Venue	Date	Status	Organising Club
Clay Pigeon	20th March	Interclub	Bournemouth DCC
Portreath	2nd April	Interclub	Truro DMC
Werrington Park	30th April	Interclub	Plymouth MC
Werrington Park	1st May	Interclub	Plymouth MC
Wiscombe Park	7th May	Interclub	500 OC
Wiscombe Park	14th May	Interclub	Torbay MC
Wiscombe Park	15th May	Interclub	Taunton & Burnham MCs
Clay Pigeon	17th July	Interclub	Torbay MC
Castle Hill	6 th August	Interclub	Camel Vale MC
Castle Hill	7 th August	Interclub	Camel Vale MC
Portreath	27th August	Interclub	Truro DMC
Wiscombe Park	10th September	Interclub	MGCC
Clay Pigeon	16th October	Interclub	Bournemouth DMC

1.6 Scoring

- 1.6.1 10 points will be awarded to the competitor who finishes 2nd in class. The other contenders points will be based on their times relative to the 2nd placed finisher, with a maximum score of 11 points available for 1st in class.

In the event of less than 3 starters in a class (before amalgamations) the 10 points will be based on the average time of the starters.

Contenders may also score points by marshalling on Torbay Motor club events. 9 points per event marshalled will be added to the competitors Torbay Speed Championship score, drop scores will be taken into account, when the number of scores to count has been exceeded the lower score will be dropped whether it is scored by competing or marshalling.

The events to be marshalled are; The Torbay Trial, Torbay Wiscombe and the 4 Torbay Autocrosses

A contenders score will be counted from:

14 or more events run, best 9 results to count

12 or 13 events run, best 8 results to count

10 or 11 events run, best 7 results to count

8 or 9 events run, best 6 results to count

6 or 7 events run, best 5 results to count

Less than 6 events run all results to count

- 1.6.2 In the event of a tie in the Championship the highest dropped points will count, if this does not resolve the tie the next criterion will be the number of class wins achieved, if this does not resolve the tie, the decision will be made by the Championship Stewards.
- 1.6.3 Championship Points Appeal (C) 6.5 [current Motorsport UK Yearbook]. Points will be published in the 'MISSFIRE' the Torbay Motor Club magazine

1.7 Awards

Championship Trophy: The Presidents Cup will be awarded to 1st overall.

Trophies will be awarded to the top five in the Championship. Additional awards may be presented at the clubs discretion.

The Harry Tupman Trophy will be awarded to the highest placed contender over 60 years of age.

Additional awards may be presented at the clubs discretion.

2. Sporting Regulations – Judicial Procedures

2.1 Rounds

In accordance with section (C) of the current Motorsport UK Yearbook. All other relevant GR's of the Motorsport UK will apply

2.2 Championship

In accordance with section (C) of the current Motorsport UK Yearbook. All other relevant GRs of the Motorsport UK will apply

3. Specific Championship Regulations

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4. Technical Regulations

4.1 Eligible vehicles must comply with the ASWMC regulations (Hill Climb, Road going)and/or Section S Hill Climb and Sprints current Motorsport UK yearbook.

4.2 Classes are as follows:

- A0 Junior driver class competing in standard cars up to 1400cc
- A1 Road Cars Series Production up to 1400cc
- A2 Road Cars Series Production over 1400cc and up to 1800cc
- A3 Road Cars Series Production over 1800cc and up to 2600cc
- A4 Road Cars Series Production over 2600cc
- B1 Road Cars Specialist Production. Car engines up to 1400cc
- B2 Road Cars Specialist Production. Car engines over 1400cc up to 1800cc
- B3 Road Cars Specialist Production. Car engines over 1800cc and all Motor Cycle Engines.
- C1 Modified Cars Series Production up to 1400cc
- C2 Modified Cars Series Production over 1400cc up to 1800cc
- C3 Modified Cars Series Production over 1800cc
- C4 Modified Cars Specialist Production Car engines & Motor cycle engines.
- D1 Sports Libre Cars up to 1800cc
- D2 Sports Libre Cars over 1800cc
- D3 Rally Cars
- E1 Racing cars up to 1100cc
- E2 Racing cars over 1100cc and up to 1600cc
- E3 Racing cars over 1600cc and up to 2000cc
- E4 Racing cars over 2000cc.

Standard Car Class A0 for Junior Drivers

4.2.1 Description

A category designed to provide low budget competition for newcomers to the sport or those with limited funds. Other than those detailed below, no other modifications are permitted.

4.2.2 Eligible Vehicles

Standard Cars – Saloons and Sports Cars produced in quantities of not less than 5000 per annum of unitary construction, two wheel drive and up to 1.4litre engine capacity, in accordance with S.11. Competitors are reminded of the first paragraph of J.5.1.

It is the competitor's responsibility to ensure that the car is eligible.

Any replacement components fitted must be to Standard Part/Standard Pattern Part.

4.2.2.1 Cars must compete in all aspects in road legal condition. Fleet insurance policies and/or trade plates are not permitted.

4.2.2.2 Modifications permitted

- (i) Roll cages may be fitted but must not accept or assist any direct suspension loads.*
- (ii) Additional safety harness may be fitted but the original seat belts must remain.*
- (iii) The driver's seat may be replaced with a Competition Seat.*
- (iv) Brake friction material may be uprated.*

4.2.3 Wheels and tyres

Standard wheels and tyres from List 1A only may be used.

4.3 Safety and Eligibility Requirements

*Note 1: All cars must comply with **S.10.2.1-10.2.8**.*

Note 2: Junior class drivers and cars must comply with S.7.1.9, to S.7.1.9.2

*Note 3: Road Cars Series Production are defined as cars complying with **S.12.1.1,-12.8.1**.*

*Road Cars Specialist Production are defined as cars complying with **S.12.1.2 - 12.7.7***

*Modified Cars Series Production are defined as cars complying with **S.13.1, 13.9**. Must have been available to the general public and originally designed for use on the public highway in road legal form. It must have been manufactured in the required production numbers 1000 per year.*

*Modified Cars Specialist Production are defined as cars complying with **S.13.2, 13.3-13.5, 13.6.2, 13.3-13.9**. Must have been available to the general public and originally designed for use on the public highway in road legal form. It must have been manufactured in the required production numbers 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, and car with a transmission layout not as originally specified for that model, or a Specialist Rally Car 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 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 compliance.

Note 5: Tyre wrapping with single use plastic is not allowed during the events.