PROPOSED SPEED EVENTS CLASSES (BARC YORKSHIRE)

A Speed Events Classes sub-committee meeting was recently held at Knaresborough and those present were:-
J M English
C G Seaman
B Kenyon
T C D Smith
D N Townsend
D G Tarbet (Eligibility Scrutineer)
The meeting was called to consider and propose changes thought necessary to the speed events classes to be run at Harewood and have recently been ratified by the BARC Yorks Committee. These proposals are now open to the members for consideration and comment both prior to and at the Speed Events Forum to be held at the Old Golf House Hotel, Outlane, Nr Huddersfield on Sunday 5th November 1989.
As the RAC MSA have proposed considerable changes within their speed event classes, which will become effective in 1991, it was thought to be a good time for the Committee to re-define classes and the capacity splits within our classes.

PROPOSED NEW HAREWOOD CLASSES

Class 1 Touring Cars up to 1400cc
Class 2 over 1400cc and up to 2000cc
Class 3 over 2000cc

Class 4 Marque Sports Cars up to 1400cc
Class 5 over 1400cc and up to 2000cc
Class 6 over 2000cc

Class 7 Formula Ford Cars over 4 years old on Jan 1st of the relevant calendar year.

A long discussion took place over the BARC classes for Touring Cars and Marque Sports Cars. The proposed changes in the capacity breaks of 1400cc and 2000cc was thought to be a sensible change bearing in mind that future production of car engines would appear to be based round these capacity breaks. The engine modification that the bore should not be increased by more than 60 thou was discussed, and that whilst the increase in bore should be allowed to a maximum of 60 thou, the capacity breaks should be the actual measured capacity and in no circumstances should this be exceeded as had previously been the case.

The capacity breaks would be effective from 1st January 1991, this would enable the monitoring of entry levels during 1991 and notice of potential amalgamation of the Marque and Touring Classes is retained if future entry levels require it.

Discussion took place on the definition of Marque Cars and the Appendix list in our regulations. Although changes are not envisaged regarding eligibility of individual cars already listed, further information will be presented at the Forum

It was noted that the proposed new RAC MSA classes for Modified Production Cars and Sports Libre Cars would effectively absorb Harewood classes 4, 5, 9, 10, 12 and 13

HAREWOOD CLASSICS

The proposals put forward at the last Speed Events Forum were considered. Due to the restructuring of classes in 1991 it was anticipated that the Club would expect full entry lists at all its meetings. It was therefore felt that if the Classic Car group organised their own championship and marking system, we would, if approached, be pleased to accept them within our existing class structure as an invited Championship.

CLASSES 11A and 11B

It was noted that the number of competitors in Class 11B was declining. It was proposed to amalgamate Class 11A and Class 11B as these are run as one in the RAC MSA class structure and subject to the competitors views, this might take effect in 1990.

NEW RAC MSA SPRINT AND HILLCLIMB CLASSES FOR 1991

These were discussed at length by the committee and although certain misgivings were expressed, it was thought right to recommend the adoption of all the new hillclimb classes for 1991 in line with the RAC. It was further proposed to adopt the RAC method of denoting a class by a letter instead of our usual numbering system, this to apply to the RAC MSA classes and not our own previously mentioned 7 classes.

Listed below are the RAC MSA Speed Events Committee's views on sprint and hillclimb classes.

RAC MSA Classes are to be as follows:-

Class A Modified Production Cars up to 1400cc (+)
Class B Modified Production Cars over 1400cc and up to 2000cc (+)
Class C Modified Production Cars over 2000cc (+)
Class D Clubmans Sports Cars
Class E Sports Libre Cars up to 1300cc (*) (+)
Class F Sports Libre Cars over 1300cc and up to 1600cc (*) (+)
Class G Sports Libre Cars over 1600cc (*) (+)
Class H Racing Cars up to 500cc
Class I Racing Cars over 500cc and up to 1100cc
Class J Racing Cars over 1100cc and up to 1600cc
Class K Racing Cars over 1600cc and up to 2000cc
Class L Racing Cars over 2000cc

The RAC MSA have stated that subject to any minor amendments which may be necessary, these classes will have a stability period of 5 years, until December 1995.

It would appear that there is much opposition concerning classes A, B, C, E, F & G so if you do not agree with their proposals, it is suggested that you inform them of your opposition.

Classes marked (*) will admit vehicles which comply with any of the following groups: Special Saloons, Clubmans Chassis Cars, Sports Racing Cars, and Group B Sports Cars (Rally Group B).

Regulations marked with (+) are attached. Regulations for other classes will remain essentially unchanged with those that apply at the present.

RAC MSA REGULATIONS FOR SPORTS LIBRE CARS (HILLCLIMBS & SPRINTS)

1. DESCRIPTION

Vehicles which comply with any of the following groups:-

a) Special Saloons
b) Clubmans Chassis Cars
c) Sports Racing Cars
d) Group B Sports Cars (Rally Group B)

1.2 The RAC MSA may, at its discretion, admit individual vehicles which do not meet the recognition criteria.
1.3 The group to which the vehicle conforms must be declared at the time of entry.
1.4 The onus of proof that a vehicle complies with the regulations rests with the entrant.

RAC MSA REGULATIONS FOR MODIFIED PRODUCTION CARS (HILLCLIMBS & SPRINTS)

1.DESCRIPTION

Production Cars modified to the following regulations:-
1.2 The vehicles must have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 100 vehicles with 12 consecutive months.
1.3 Vehicles produced in lesser quantities may be admitted subject to the manufacturer obtaining the approval of the RAC MSA.

1.4 Modified Sports Cars listed as being eligible for hillclimbs and sprints as at 31st December 1990 will be admitted unless otherwise stated.
1.5 Sports Cars Group B (Rally) are prohibited.
1.6 The onus of proof that the vehicle complies with the regulations rests with the entrant.

2. SAFETY

See QF11 in the 1989 British Motor Sports Year Book

3. CHASSIS

3.1 The chassis or unitary construction must remain to the manufacturers original specification in construction and material within the wheel hub centres. Re-positioning of the suspension pick-up points and the engine mountings are permitted.
3.2 It is prohibited to cut any holes or remove any fixed panels from the standard floor pan, front and rear inner and outer wheel arches, front and rear bulkheads (engine to habitacle and habitacle to boot) for the purpose of mounting or giving clearance to suspension components.
3.3 Inner wheel arches only may be modified to allow the attachment of shock absorber mountings.
3.4 It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic instrument and fire extinguishant lines as per vehicle regulations. All redundant holes must be covered with metal plates. Formally used suspension holes must be plated. Nothing must interfere with, conceal or negate paragraph 3.2.
3.5 Re-inforcing of the chassis is allowed.
3.6 Bulkheads and inner wings may be modified to permit the clearance of induction systems. This shall be understood to include air induction ducting, manifolding, trumpets/ram pipes for engine carburation and fuel injection system only. A maximum clearance dimension of 3 inch will be allowed for any such protrusion, only in the engine compartment.

4. BODY WORK (INCLUDING AEROFOILS)

4.1 The silhouette as seen in side elevation must remain unaltered above the wheel hub centres of the original car, except for the engine bonnet/cover and boot lid/rear deck.
4.2 The doors, engine bonnet/cover, luggage compartment cover, boot lid/rear deck and bodywork not forming part of the unitary construction may be changed for ones of different material, but must be of the same shape and dimensions. Wheel arch extensions are free.
4.3 Alternative materials may be used for the external mudguards, if attached by bolts and/or rivets.
4.4 Detachable hardtops are permitted providing the silhouette remains unaltered.
4.5 Plastic is permitted for the rear and side windows. Windscreens must be either laminated or of plastic minimum 4mm thick.
4.6 A hole 15cm diameter approx may be cut in the window next to the driver, for signalling and ventilation.
4.7 Demisting appertures are permitted in the rear window. They must be in the form of holes or slots and be positioned close to the top or sides, but not both.
4.8 Open cars with hoods may have them removed. Vehicles may run open or closed. If running closed, a rear window of safety glass or plastic thickness of 4mm is mandatory.

4.9 Tonneau covers are permitted providing they are of flexible material and were originally specified for the vehicle.
4.10 It is prohibited to cut holes in any panel unless specifically permitted.
4.11 Front spoilers/air dams/splitters are permitted below the level of the road wheel centres, up to 15cm beyond the overall plan periphery of the existing bodywork, excluding bumpers. Rear spoilers are permitted within the overall plan periphery of the original vehicle excluding bumpers. A rear spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding half the vertical height of the original rear window fitted into the vehicle, measured at the centre of the original window.

4.12 No part of the car including a front spoiler if fitted, may touch the ground when any tyre is fully deflated.
4.13 It is permitted to remove the floor carpets, underfelt, sound insulation throughout the car, the rear seat, the passenger front seat and the head lining.
4.14 It is permitted to carry out modifications to the window winders, instrument panels and all driving controls.

5. ENGINE

5.1 Make and type free, until 31st December 1993 (see 5.7) but it must remain in the same capacity class as the original car or the manufacturers specified option for the model. Modifications to all components is permitted.
5.2 With the exception of any engine fitted to a vehicle complying with 1.2, it must be of a make and type produced in at least 5000 identical units and fitted to a vehicle originally available to the normal commercial channels of a vehicle manufacturer.
5.3 Induction system free.
5.4 Oil coolers, dry sump lubrication systems and additional water radiators are permitted within the periphery of the bodywork.
5.5 Must be capable of being started from an on-board power source operable by the driver when seated normally.
5.6 Engine and transmission must remain in a similar position within the vehicle and in the same position relative to each other as in the original model.
5.7 After 31st December 1993, the engine block must be externally identifiable as that fitted to the original model or specified option. Modification to all components is permitted.

6. TRANSMISSION

6.1 Gearbox free.
6.2 Rear axle free (see 7.3)

7. SUSPENSION

7.1 Additions and modifications to springs, shock absorbers and suspension height are free.
7.2 The original type of suspension must be maintained (e.g. twin wishbone set up cannot replace a single wishbone suspension; a sliding pillar cannot be replaced by a MacPherson Strut; a trailing link cannot be replaced by wishbones or co-axle springing).
7.3 A live rear axle may not be replaced by an independent system or De Dion.
7.4 A live rear axle is allowed location links. If lever-arm shock absorbers are an original fitment, they may be replaced by a single location link.
7.5 Suspension pick-up point positions may be altered, providing the suspension system is maintained as being of the original type.
7.6 Road springs are free.
7.7. The wheelbase must be to the dimensions of the original vehicle plus or minus 2% or 5cm (whichever is the greater).

8. ELECTRICAL

8.1 Electrics are free.
8.2 Electrical generators may be disconnected or removed.