

HAREWOOD SPEED HILLCLIMB

SCHEDULE 5—SPEED EVENT CLASSES 2016

Road-going Production Cars: (S11)

- 1A: Road-going Modified Saloon & Sports Cars up to 1400cc
- 1B: Road-going Modified Saloon & Sports Cars 1401cc up to 2000cc
- 1C: Road-going Modified Saloon & Sports Cars, 2 wheel drive over 2000cc
- 1D Road-going Modified Saloon & Sports Cars, 4 wheel drive over 2000cc
- 1F Road-going Modified Saloon & Sports Cars that are not eligible for classes 1A, 1B, 1C or 1D
- 2A: Road-going Kit, Replica & Space-framed Cars up to 1700cc (car derived engines)
- 2B: Road-going Kit, Replica & Space-framed Cars over 1700c (car derived engines)
- 2D: Road-going Specialist Cars with Motor Cycle derived engines and those cars not eligible for classes 2A, 2B or 2E
- 2E: Road-going Lotus Elise and other non-ferrous chassis construction Cars up to 1800cc

Modified Production Cars: (S12)

- 3A: Modified Production Cars excluding Kit, Replica and Space-framed Cars up to 1400cc
- 3B: Modified Production Cars excluding Kit, Replica and Space-framed Cars 1401cc up to 2000cc
- 3C: Modified Production Cars excluding Kit, Replica and Space-framed Cars over 2000cc
- 3F: Modified Specialist Cars up to 1700cc
- 3G: Modified Specialist Cars over 1700cc

Sports Libre & Hillclimb Super Sports Cars: (S13, S14)

- 4A: Sports Libre Cars and Hillclimb Super Sports cars up to 2000cc
- 4B: Sports Libre Cars over 2000cc

Racing Cars: (S15)

- 5A: Racing Cars up to 1100cc
- 5B: Formula Ford 1600 Racing Cars pre 1994
- 5C: Racing Cars 1101cc up to 1600cc
- 5D: Racing Cars 1601cc up to 2000cc
- 5E: Racing Cars over 2000cc

Classic Cars

- 6A: Sports Racing & Racing Cars manufactured up to 1971 inclusive
- 6B Sports Racing & Racing Cars manufactured up to 1985 inclusive

- 6C Sports & Saloon Cars manufactured up to 1972 inclusive

- 6D Road-going Sports & Saloon Cars manufactured up to 1975 inclusive. The positions/results in this class will be calculated on a 'regularity' basis

Definitions/Clarifications

All vehicles must comply with the MSA Technical Regulations except as modified in these regulations, specific regulations for Sprint and Hillclimb vehicles as published in the current edition of the MSA Yearbook and any subsequent revisions issued by the MSA

Road-going classes 1A to 1F

Cars running in classes 1A to 1F inclusive must conform to the regulations for Road-going Series Production Cars defined in the 2016 MSA Technical Regulations.

Limited edition models produced in volumes of less than 1000 per annum will be eligible if they are based on a standard model that was produced in volumes of greater than 1000 per annum, and the differences between the car as presented at an event and the eligible standard car are permitted as modifications in these classes.

Cars must be taxed (no trade plates), insured, MOT'd where applicable. You must be able to produce proof of current Road Tax, Insurance and MOT certificate (where applicable) at Scrutineering. Proof of Road Tax may be a VED Tax Disc, taxation receipt or a Vehicle Enquiry using the DVLA enquiry website (www.vehicleenquiry.service.gov.uk).

With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified.

Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item. Original equipment seatbelts may be removed if a competition harness is fitted.

Tyres: Classes 1A, 1B, 1C and 1D must use tyres from 2016 MSA Technical Regulations List 1A. Class 1F may use tyres from List 1A or 1B. Tyres must be in a road legal condition.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

Brake callipers, discs, master cylinder & pads can be modified. Carbon discs are not permitted. Modification of the brake pedal is permitted. Brake bias adjustment is allowed. The fitting of pedal assemblies is not permitted. Anti-Lock braking systems can be removed but cannot be added to a vehicle that did not have one as a manufacturer specified option.

The suspension type and mountings must remain the same as that fitted by the vehicle manufacturer. The shock absorbers may be of any make and may be uprated from standard. Adjustable spring platform struts are permitted. The mounting

method and position must remain as specified by the vehicle manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials. Spherical or similar metal joints are prohibited unless they are an integral part of the suspension manufacturers unit.

Non adjustable strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place.

Kit, Replica, Space-framed and non-ferrous chassis construction cars are not permitted in Classes 1A, 1B, 1C, 1D and 1F.

In the event of any eligibility queries, the driver of the car concerned may be asked to produce a manufacturer's catalogue to substantiate any modifications / specification.

Road-going Specialist classes 2A ,2B, 2D & 2E

Cars running in classes 2A ,2B, 2D & 2E must conform to the regulations for Road-going Specialist Production Cars defined in the 2016 MSA Technical Regulations.

Cars must be taxed (no trade plates), insured, MOT'd where applicable with documents available for inspection.

With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified. The air intake filter may protrude above the silhouette of the car to a maximum of 75mm. When the filter is removed, the silhouette must remain as standard. Exhaust systems are not considered to be part of the silhouette of the car.

Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item. Original equipment seatbelts may be removed if a competition harness is fitted.

Cars competing in Class 2D & 2E must be totally based upon a standard production car.

The only permitted tyres within these classes are radial-ply tyres defined in the 2016 MSA Technical Regulations List1A or List 1B. Tyres must be in a road legal condition.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

All cars must have an operational reverse gear.

Cars running in classes 1A to 2E inclusive must remain in totally road legal form at all times, with the exception of the requirement to display registration number plates.

Modified Production Car classes 3A to 3G

Cars running in classes 3A to 3G inclusive must conform to the regulations for Modified Series Production Cars and Modified Specialist Production Cars defined in the 2016 MSA Technical Regulations.

Sports Libre Cars and Hillclimb Supersports Cars classes 4A and 4B

Cars running in classes 4A and 4B must conform to the regulations for Sports Libre cars defined in the 2016 MSA Technical Regulations.

Racing Car classes 5A to 5E

Cars running in classes 5A to 5E inclusive must conform to the regulations for Racing Cars defined in the 2016 MSA Technical Regulations.

Formula Ford 1600 Racing Cars pre 1994 class 5B

For all cars running in class 5B Formula Ford 1600 Racing Cars pre 1994, only the following tyres are permitted:

Avon ACB10 – Front tyres marked “Formula Ford” with the code 7317– rear tyres marked “Formula Ford” with the code 7319, or Avon ACB9— Front tyres marked “FF” with the code 7267, rear tyres marked “FF” with the code 7290.

Vehicles in Class 5B must comply with Formula Ford 1600 Regulations. Cars must have been manufactured prior to 1st January 1994 to be eligible for this class.

Classic Sports Racing & Racing Cars Classes 6A & 6B

To be eligible for class 6A (Sports Racing and Racing Cars up to 1971 inclusive), vehicles of monocoque construction and those with rear wings will be allowed provided they were standard on the car at the appropriate date. The use of slick tyres is prohibited. The type, size and tread of tyre must remain the same throughout the meeting. Post 1945 cars must run on treaded tyres which may be road tyres complying with the Motor Vehicles (Construction and Use) Regulations, or racing tyres as long as the latter have grooves in the tread pattern which must be lateral and circumferential and any 40mm diameter areas of the tyre must have grooves in at least 2 different directions, which themselves must have a minimum width of 3mm.

Classic Cars Class 6C

Bodywork

The original silhouette is to be retained from all angles, although aeroscreens are allowed and side windows may be removed on open cars. Original working headlights must be fitted.

Engine

Original engine type to be retained, internals are free. The original type of induction must be used. (e.g. Carburettors, although a different design may be used e.g. Webers instead of SU's). 'Original engine type (head and block)' means the same engine that was available from the factory in that body shape in period.

Tyres

Cars must run on MSA list 1A/1B/1C treaded tyres with a minimum profile of 60 (55 allowed for Minis) or Dunlop Historic L or M or Goodyear Bluestreaks.

Road-going Classic Cars Class 6D

Cars must be fitted with original style full interior trim and run on tyres from list 1A or list 1B or period defined. The positions/results in this class will be calculated on a 'regularity' basis. The winner will be the competitor who most closely matches their quickest time in practice.

GENERAL CONDITIONS OF ELIGIBILITY

In all classes the capacity of a car will be the actual measured capacity except for cars with forced induction, where a factor of 1.4 will be applied.

All vehicles must be fitted with Timing Struts as laid down in MSA Regulations. Competitors are reminded that under MSA Regulations, Timekeepers are forbidden to record a time for any car not fitted with a Timing Strut.

Each car may only be entered in its own correct category and capacity class.

Noisy 'anti lag' and gear change systems are not allowed and may result in exclusion from the meeting.

SCRUTINEERING

Scrutineering will be divided into two sections in addition to the normal examination for race worthiness, there will be a separate examination for eligibility. At certain events additional checks for eligibility may be made during and after a meeting.

WARNING

The questions on entry forms with regard to capacity, etc must be answered accurately. Any false statements discovered at scrutineering, or subsequently, will result in the exclusion of the competitor from the event concerned, and possibly, from subsequent events promoted by the Club.

