

Midland Automobile Club (Est.1901) Limited

SUPPLEMENTARY REGULATIONS



Practice Day

Contact Details:

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1. The Midland Automobile Club (Est. 1901) Limited is the organising Club and is a registered club of Motorsport UK (Club ID 120882) and will organise Hillclimb a Practice Day at Shelsley Walsh on the 12 April 2025.
2. The meeting will be held under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising Club may issue.
3. Shelsley Walsh is situated about 10 miles northwest of Worcester and 9 miles southwest of Stourport-on-Severn. At map reference 138/721631
4. Motorsport UK Permit number as specified in the Summary will be confirmed in the Final Instructions.
5. The Track Licence for 2025 will be notified in the final instructions.
6. All Competitors must hold a valid Competition Licence that is appropriate for the event entered and have proof of Club membership and proof of Championship Registration, where appropriate.
 - 6.1. Competitors from Overseas may compete in the meeting providing they can provide their ASN details to the Secretary of the Meeting before the event commencing.
 - 6.2. Competitors may be asked to produce all relevant documentation.
 - 6.3. A 15% random sample will be carried out of all competitors, failure to produce the appropriate licence will result in a non-production fee as per NCR Ch.6, App.1, Art. 12.2
7. The programme for the meeting (and running order) will be advised in the Final Regulations.
8. The length of the course is 1000 yards with an average gradient of 1 in 8.9, with left and right-hand corners.
9. Classes are set out in Appendix B. All vehicles must comply with NCR Technical Regulations.
10. All vehicles will be scrutineered in their paddock space prior to the start of practice.
11. Competitors are strongly recommended to walk the hill up to 15 minutes before the start of practice. The format of practice will be notified in the final instructions.
12. Competitors will be identified by competition numbers as defined by NCR Ch.14,App.2,Art. 3.1 or as agreed by the Chief Timekeeper
 - 12.1. Numbers must be displayed on both sides of the car.
 - 12.2. A third set of numbers which can be smaller MUST be displayed on the front left-hand side of the car to enable the timekeepers to identify cars approaching the start line.
 - 12.3. If numbers are not visible to the timekeepers, the time may be disallowed. Numbers must be visible on a contrasting background.
 - 12.4. When two drivers compete in the same car, two sets of suitable numbers must be provided by the entrant and changed as necessary.
 - 12.5. Cars will not be permitted to run with two sets of numbers displayed at the same time.
13. Entries for all events open on publication of these supplementary regulations.
14. All entries must be made online via the Club's website <https://www.shelsleywalsh.com/hill-climbs-compete> Multiple or single entries can be made.
15. Entries for events will close at Midday on 13th March 2025.
However, late entries may be accepted at the discretion of the organisers as long as the events are not over-subscribed, and subject to the payment of a late entry fee of £25
16. All entries will be held in abeyance for consideration immediately after the closing date, and notification of acceptance or refusal will be emailed shortly after this date for each event. Competitors requiring confirmation of receipt of entries should contact the office.

17. Entry fees

17.1. £145 (£130 MAC Member)

Entry fees will be banked as received.

18. The maximum number of entries is 90. The minimum number of entries will be 75. Should the minimum entry not be reached by Closing Day the event may be cancelled at the discretion of the club.

19. Entries cancelled 14 days or more before the meeting will be refunded in full less a £25 administration charge. Entries cancelled between 7 and 13 days before the meeting will be refunded in full less a £40 administration charge.

Entries cancelled less than 7 days before the meeting will receive a refund of £25 only, upon application to the Secretary of the Meeting.

Entries that are made incorrectly, resulting in the entry having to be refunded will incur a £40 admin fee.

20. Please note that, in the event of entries being oversubscribed, priority for entries will be as follows:

Priority 1: Entrants who are members of the MAC

21. In the case of the meeting as a whole being oversubscribed the club's selection committee will decide on the allocation of entries subject to clause 23 being satisfied

22. In the unfortunate situation of the cancellation of an event as a result of circumstances beyond our control, e.g. force majeure, viral pandemic, dictates from Government and or Motorsport UK etc. We will propose returning event fees less actual costs, up to a maximum of £15.

23. All entries are accepted or refused at the discretion of the Organisers. In the event of a refusal, the entry fee will be refunded IN FULL regardless of when the refusal is notified.

24. All refunds will be processed during the week following the event.

25. By entering an event all competitors and their associates commit to positively promote and demonstrate Motorsport UK's Race with Respect Code which is appended to these regulations (Appendix D)

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

25.2. We must promote the safety and well-being 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 to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

26. All drivers who have not previously competed at Shelsley Walsh MUST attend the mandatory "NEW DRIVERS' BRIEFING" in the Farmyard 15 minutes before the start of the meeting – NCR Ch. 6, App.1, Art. 2.3 and must confirm that they have walked the course.

27. All competitors are strongly advised to walk the hill in their own time up to 15 minutes before the start of practice.

28. The entry to the area is defined by the Pre-Start Line. Once this line is passed, a car will be deemed to be under starter's orders.

29. If a competitor takes undue time to comply, the Clerk of the Course or his nominated deputy (any signed-on official) may specify that they come forward in 2 minutes or they may forfeit their run.

30. No more than two people in addition to the driver and officials are allowed in attendance on each car in the identified start area – NCR Ch. 14, App.3, Art. 1.7
31. The spinning of wheels to clean and induce heat into the tyres is allowed within the designated area – NCR Ch.14, App.3, Art. 1.1
For the avoidance of doubt two lines define the area between which tyre spinning can start and must finish. Forward motion must be maintained on every attempt, and any form of brake 'line lock' whether mechanical or electronic to facilitate this is prohibited. This, and the spinning wheels outside the designated area may result in disqualification from the event.
32. The use of an external device or power source to pre-heat the tyres of competing cars, whether the tyres are fitted to the car or not, is prohibited.
33. Transmission warming/testing shall be strictly in accordance with NCR Ch 7, App. 2, Art. 8.1
34. All tyre covers must be removed before approaching the start/tyre warming area. The use of plastic wraps is prohibited.
35. On arrival at the Start Line, a red light will be displayed, cars will be set up in line with the timing gear, and the rear wheels will be chocked, once the red-light changes to green the driver may commence his run, promptly. A car will be deemed to have started when the vehicle, breaks the beam, starting the electronic timing apparatus.
36. If a competitor makes an unsatisfactory start, provided that neither of the rear wheel centres has crossed the Start Line, he may be permitted to re-start. If, however, the car stops due to mechanical failure and cannot be immediately re-started, it must be removed as directed by marshals. Unless it can be returned to the Start Line within two minutes, a re-start will not be permitted. Judges of Fact will be on the Start Line to determine whether a false start has been made, and a re-start allowed.
37. Flag Signals:
 - 37.1. Ascending: A Waved Red Flag means STOP as quickly and safely as possible and await further instructions from the Marshals.
 - 37.2. Red Flags may be supplemented with flashing red lights.
 - 37.3. Descending: Marshals will display stationary red flags on batch returns, be prepared to stop if you see a waved red flag.
38. The finish line will be indicated by black and white chequered boards on either side of the course. After crossing the finishing line follow the track to the holding paddock. Brake testing or practice starts are not allowed in the approach to or in the holding paddock
39. After each batch is completed, cars will return down the hill on the signal from the Finish Paddock Marshal. Under no circumstances will a car that is descending the hill overtake or stop for any reason other than as outlined in paragraph 40 above. Cars mustn't stop in the first section of the Return Road between Triangle and the Church. This prevents following cars from coasting back to the Paddock and is the major cause of delay in batch changeovers.

It is imperative for public safety that you keep your speed slow when entering the paddock.
40. Competitors are required to wear ALL safety gear for the return downhill. Failure to do so is in contravention of NCR Ch. 14, App. 2, Art. 4.1
41. If a stricken car has to be recovered using the available Recovery Unit, equipment or marshals, care will be taken to minimise any further damage during the recovery. However, the Club disclaims any responsibility for any such consequential damage.
42. All damaged cars will be taken to the competitor field unless directed by the Clerk of the Course.

43. Competitors are reminded that camera mountings are required to be approved by the Chief scrutineer and must be securely mounted in accordance with NCR Ch. 7, App. 9, Art. 1.5
44. Competitors should be aware of any rights including copyright in relation to footage - NCR Ch. 7, App.9, Art. 1.19
45. Competitors may be required, upon request from the Clerk of the Course or MAC Staff to surrender all copies of onboard footage. An example of such an instance that this may occur is such as an accident investigation, however, this is not the only circumstance in which this request may be made.
46. All vehicles must meet the silencing levels set out in the NCR Technical Regulations, except for period-defined cars in groups A to H and cars running in special, historic or invitation classes that are allowed, at the absolute discretion of the Clerk of the Course. Competitors are also requested to minimise revving of engines in the return road when descending the hill and to refrain from running engines in the Paddock after the end of the meetings.
47. Under no circumstances may engines be started in the paddock before 8.45 am (except road legal cars). The Environmental Scrutineer will be the judge of fact in noise-related matters and may request additional testing of any car suspected of creating excessive noise.
48. Standard Road going Electric and hybrid cars may be permitted, subject to the event organisers having the required personnel and equipment available.
49. No Trailers, motorhomes or support vehicles will be allowed into the Paddock while the meeting is in progress.
50. All other Motorsport UK General and Technical Regulations apply as written. All references are to the 2025 edition of the Motorsport UK National Competition Rules.
51. The appointed Officials will be notified to Competitors in their Final Instructions and published in the event programme. Any other changes will be notified on the meeting notice board at the rear of the paddock office.
52. Provisional results will be published as soon as possible following the end of the event.
53. Any protest must be lodged in accordance with NCR Ch.2, App. 9

Appendix A Event Structure

1. PERSONS ELIGIBLE:

1.1. Interclub The event is open to all competitors holding as a minimum an interclub licence

Note: Any driver competing in a Racing or Sports Libre car of more than 1100cc or equivalent forced induction, with the exception of a pre-1994 Formula Ford 1600 in compliance with the period Ford Regulations, **must** hold an RS National or Race National licence **UNLESS** the vehicle is currently licenced for use on the Public Highway and competes at the event in a road legal condition.

Appendix B Class Structure

A1b	Road Cars – Series Production up to 2000cc
A2b	Road Cars – Series Production over 2000cc
A3b	Road Cars – Series Production Cars – 4 Wheel Drive of any engine capacity
A4b	Road Cars Series Production Electric Vehicles – any capacity
Bb	Road Cars – Specialist Production (see note 2.1 & 2.2)
C1b	Modified Cars – Series Production Cars up to 1400cc
C2b	Modified Cars – Series Production Cars 1400cc up to 2000cc
C3b	Modified Cars – Series Production Cars over 2000cc
C4b	Modified Cars – Series Production Cars – 4 Wheel Drive of any engine capacity
Db	Modified Cars – Specialist Production Cars as (see note 2.4)
Eb	Sports Libre – Saloon and Sports Cars (see note 2.5)
Fb	Sports Libre Cars up to 2000cc
Gb	Sports Libre Cars over 2000cc
Hb	Racing Cars up to 600cc
Ib	Racing Cars over 600cc up to 1100cc
J1b	Formula Ford Racing cars up to 1600cc pre-1994 (see note 2.6)
J2b	Racing Cars over 1100cc up to 1600cc
K1b	Racing Cars over 1600cc up to 2000cc (normally aspirated engines)
K2b	Racing Cars over 1600cc up to 2000cc (forced induction engines)
K3b	Racing Cars over 1600cc up to 2000cc. - normally aspirated motorcycle engines with integrated gearbox
Lb	Racing Cars over 2000cc
Mb	Sports Racing and Racing Cars manufactured up to 1971 inclusive (see note 2.7)
Nb	Sports Racing and Racing Cars manufactured from 1972 to 1990 inclusive
Ob	Saloons and Sports Cars manufactured up to 1971 inclusive
Pb	Saloons and Sports Cars from 1972 to 1990 inclusive

Notes:

2.1 Cars running in road going classes must compete in a road legal condition. Competitors must be able to produce proof of current road tax, insurance and MOT certificate. Proof of road tax will be via taxation receipt or vehicle enquiry printout using the DVLA enquiry website. Competitors will also be required to provide the vehicle registration number of the car on the entry form. Tyres must comply with List 1a or List 1b in the NCR Ch.8, App.4

2.2 Electric Vehicles: No vehicle will be permitted to compete unless the Emergency Response Guide (ERG) is provided in advance to the specific event organisers, as per Regulation.

2.3 Competitors are reminded of the requirement for EVs to possess a Motorsport UK Vehicle Passport, as per NCR Ch. 7 App. 11 Art. 1.16)

Hybrid vehicles are not permitted in this class. No recharging will be allowed at the venues nor will any facilities to do so be provided.

2.4 All Caterham, Lotus Seven, Westfield cars and other 'Kit' cars complying with NCR Ch 14, App. 4 will enter classes B and D. All other cars of this type which do not comply with the above will enter class F or G and comply with the relevant safety regulations.

- 2.5 Sports Libre – Saloon and Sports Cars This class will include models originally built with 2 seats, either 2- or 4-wheel drive and any engine capacity as defined in the Motorsport UK National Competition Rules except that all cars must have an integral non-detachable roof.
Rally Cars competing in this class do not have to comply with NCR Chapter 13 but with Chapter 14 Hillclimb and Sprint Sports Libre Cars.
Entrants in this class need to have a competition licence that complies with NCR Ch.14, App. 4, Art 1.4
This class is intended to include cars that do not comply with NCR Ch.14, App.2, Art.1.7 i.e. R5 cars such as Ford Fiestas and Skoda Fabias and modified Ford Escorts, including those cars with non-original manufacturers engines that would presently have to run in the current Sports Libre classes.
- 2.6 Vehicles competing in class J(i) must comply with the appropriate NCR Formula Regulations.
- 2.7 To be eligible for class M – Sports Racing Cars and Racing Cars manufactured 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. Wheel rim widths may be increased by no more than 25mm, but period style must be retained. The use of slick tyres is prohibited in class M. 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 area of the tyre must have grooves in at least two different directions, which themselves must have a minimum width of 3mm.
- 2.8 All competing cars must comply with the safety requirements detailed in the 2025 Motorsport UK National Competition Rules and the Championship Regulations.
- 2.9 All competing cars must comply with all the safety requirements detailed in the 2025 Motorsport UK National Competition Rules and these Regulations.

GENERAL INFORMATION

Camping is permitted for Motor Homes, Caravans and Tents upon prior booking provided that they are parked in the Competitor's Car Park. There will be a charge of £15.00 per night. Competitors are asked to include the camping fee with their entry for each event. An inspection of passes will be made during the weekend. Anybody who has not booked will be able to purchase their pass at the paddock office for £15 per night.

Camping on Sunday night is ONLY permitted in the Orchard

ACCOMODATION

A list of Hotels, Holiday Cottages & B&Bs can be found on the website
<https://www.shelsleywalsh.com/accommodation>

ANIMALS are **NOT PERMITTED** in the Paddock, Main Car Park or Spectator Areas whilst practice or competition is taking place.

CATERING

The Memories catering Team will continue to strive to bring exciting new food options, serving from the main Courtyard, Pits, Members and Bottom Esse. Expect classic dishes, breakfasts, Street Food pop-ups, selection of pastries, cold sandwiches, salad bars, retail products and the all-important hot beverages. Catering will be available until 8pm on Friday and Saturday evenings,

ADVERTISING, HOSPITALITY SITES, ETC.

Further details and costs of advertising at Shelsley Walsh through the media of Programmes, MAC News Magazine, Digital Displays and Banner Sites, together with costs of hiring Hospitality Sites and Trade Stand Sites, may be obtained from the Club Office.

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APPENDIX D

A socially minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.