

Midland Automobile Club (Est.1901) Limited

SUPPLEMENTARY REGULATIONS



INTERCLUB Sprints

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 Sprint events at Curborough on the dates set out in Appendix A.
2. The meetings 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. Curborough Sprint Course is located at Wood Lane, Fradley, Lichfield, Staffordshire, WS 13 8EJ
4. Motorsport UK Permits numbers 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 - NCR Ch.6, App.1, Art. 12.2
7. The meetings will constitute rounds of the Championships as specified in Appendix A.
8. The programme for the meeting (and running order) will be advised in the Final Regulations.
9. The length of the course is 1467 metres.
10. Classes are set out in Appendix B. All vehicles must comply with NCR Technical Regulations.
11. All vehicles will be scrutineered in their paddock space prior to the start of practice.
12. Awards will be presented as shown in Appendix C.
13. Competitors are strongly recommended to walk the course up to 15 minutes before the start of practice. The format of practice will be notified in the final instructions.
14. 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.
 - 14.1. Numbers must be displayed on both sides of the car.
 - 14.2. If numbers are not visible to the timekeepers, the time may be disallowed. Numbers must be visible on a contrasting background.
 - 14.3. When two drivers compete in the same car, two sets of suitable numbers must be provided by the entrant and changed as necessary.
 - 14.4. Cars will not be permitted to run with two sets of numbers displayed at the same time.
15. Entries for all events open on publication of these supplementary regulations.
16. 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.
17. Entries for events will close at Midday on the date listed in Appendix A. 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

18. 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.
19. Entry fees
- 19.1. £155 (£130 MAC Member)
- Entry fees will be banked as received.
20. **The maximum number of entries is stated in Appendix A. The minimum number of entries for any event will be 50. Should the minimum entry not be reached by Closing Day the event may be cancelled at the discretion of the club.**
21. 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.
22. Please note that, in the event of entries being oversubscribed, priority for entries will be as follows:
- Priority 1: Entrants in an invited championship who are members of the MAC*
 - Priority 2: Entrants in an invited championship (who are not a member of the MAC)*
 - Priority 3: MAC Members not in a championship*
 - Priority 4: Members of an invited club*
 - Priority 5: Any other entrant*
23. If the number of invited championship entrants exceeds the entries allocated to them either by the overall event limit or another limit imposed by the club, the championship coordinator will be invited to advise on the selection of successful entries.
24. 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
25. 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.
26. 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.
27. All refunds will be processed during the week following the event.
28. 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)
- 28.1. 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.
- 28.2. 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.

29. All drivers who have not previously competed at Curborough MUST attend the mandatory “NEW DRIVERS’ BRIEFING” by the Paddock Office 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.
30. All competitors are strongly advised to walk the course in their own time up to 15 minutes before the start of practice.
31. 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.
32. 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.
33. 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
34. The spinning of wheels to clean and induce heat into the tyres is **NOT** allowed at Curborough.
35. 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.
36. Transmission warming/testing shall be strictly in accordance with NCR Ch 7, App. 2, Art. 8.1
37. All tyre covers must be removed before leaving the paddock. The use of plastic wraps is prohibited.
38. 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.
39. 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.
40. Marking and penalties will be as printed in the National Competition Rules General regulations except as modified below:
NCR Ch. 14, App. 3, Art 3.4 – If all four wheels leave the tarmac surface or marked boundary no time will be recorded
If any lap of any run a car touches the marker on the apex of the first left hand bend (i.e. opposite the flagpole) A penalty of 0.5 seconds will be added to the competitor’s time.
A penalty of 0.5 seconds will be added if on any run touches one of the first 3 markers on each crossover.
Judges of Fact will be appointed at each post in respect of a car leaving the course or taking the wrong course or touching the marker.
41. Flag Signals:
 - 41.1. A Waved Red Flag means STOP as quickly and safely as possible and await further instructions from the Marshals.
42. The finish line will be indicated by black and white chequered boards on either side of the course. After crossing the finishing line, slow down and return to the paddock via the return road. Do not stop on the return road as this may prevent cars accessing the start area.

It is imperative for public safety that you keep your speed slow when entering the paddock.

43. 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
44. 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.
45. Championships: will be run by the Regulations issued for the individual championships.
46. 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
47. Competitors should be aware of any rights including copyright in relation to footage - NCR Ch. 7, App.9, Art. 1.19
48. 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.
49. 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 and to refrain from running engines in the Paddock after the end of the meetings.
50. 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.
51. Electric cars and hybrid cars **ARE NOT** permitted at Curborough.
52. 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.
53. 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.
54. Provisional results will be published as soon as possible following the end of the event.
55. Any protest must be lodged in accordance with NCR Ch.2, App. 9

Appendix A Event Structure

1. PERSONS ELIGIBLE:

Events are 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.

Event	Date	Status	Max Entries	Closing Date	Invited Championship	Invited/Member Clubs
Curborough	19/04/2025	Interclub	80	20/03/2025	MAC Sunrise Speed Midland Speed Porsche Speed 500 Owners Association Speed JDC 4 Hillclimb	Association of West Midland Motor Clubs Welsh Association of Motor Clubs
Curborough	28/09/2025	Interclub	80	28/08/2025	MAC Sunrise Speed Pirelli Ferrari Hillclimb Healey Sport Speed	Association of West Midland Motor Clubs Welsh Association of Motor Clubs

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 Sorts Cars manufactured up to 1971 inclusive
- Pb Saloons and Sports Cars from 1972 to 1990 inclusive

The following championships will run in separate classes.

- 500.1 500 Owner’s Association Speed Championship upto 500cc
- 500.2 500 Owner’s Association Speed Championship over 500cc
- FER Pirelli Ferrari Hill Climb Championship
- HS Healey Sport Speed Championship
- PCS Petro-Canada Lubricants Porsche Speed Championship

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 of the Motorsport National Competition Rules 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.

Appendix C

Awards and Trophies

3.1 Class Awards - All Meetings:

- First in each class (subject to 3 starters)
- Second in each class (subject to 6 starters)
- Third in each class (subject to 10 starters)

All Class awards will be presented at the end of the meeting in the barn

If the award winner is unable to collect their award, someone may be nominated to collect it on their behalf.

N.B Awards will not be posted out or held for collection at a later date.

Any additional awards will be listed in the final instructions.

3.2 Ties: In the event of two competitors tying for an Award, the competitor with the lowest Aggregate times will be the winner. If the result is still a tie, the Stewards of the Meeting shall decide on a suitable solution.

GENERAL INFORMATION

Camping is permitted for Motor Homes, Caravans and Tents.

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

CATERING: Catering facilities are available providing hot drinks, breakfast and lunch



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.