

**Midland Automobile Club (Est.1901) Limited**

## **SUPPLEMENTARY REGULATIONS**



### **Practice Day**

**Contact Details:**

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## SUPPLEMENTARY REGULATIONS

1. The Midland Automobile Club (Est. 1901) Limited is the organising Club and is a registered club of Motorsport UK (Club ID 120882)
2. **Meeting:** The meeting will be held under the General Regulations 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. **Location:** Shelsley Walsh is situated about 10 miles north-west of Worcester and 9 miles south-west of Stourport-on-Severn. At map reference 138/721631 AA Signs from M5 junctions 6 and 7 and from Stourport on Severn revert to Brown Signs on the approach to Shelsley.
4. **Licence:** The Track Licence for 2023 is S/2023\_291
5. **Permits:** Motorsport UK Permit as specified in the Summary has been applied for and Permit number will be confirmed in the Final Instructions.
6. **Documentation:** All Competitors must hold a valid Competition Licence and have proof of Club membership  
Competitors **may** be asked to produce all relevant documentations.
7. **Programme:** The programme for the meeting (and running order) will be advised in the Final Regulations
8. **Course:** The length of the course is 1000 yards with an average gradient of 1 in 8.9, with left and right hand corners.
9. **Class Structure:** Classes are set out in Appendix 2. All vehicles must comply with Motorsport UK Technical Regulations.
10. **Awards:** **There are no awards**
11. **Entries:** Entry lists open on publication of these supplementary regulations.

All entries must be made online via the Club's website [www.shelsleywalsh.com](http://www.shelsleywalsh.com)

**Paper entries will not be accepted unless by prior agreement.**

Multiple or single entries can be made.

12. **Closing:** Entries for all events will close 28 full days before the event 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 £25.00

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.

### 13. Entry fee:

#### **£135 (£125 MAC Member)**

Entry fees will be banked as received.

Entries cancelled 14 days or more prior to the meeting will be refunded in full less a £15.00 administration charge.

Entries cancelled between 7 and 13 days prior to the meeting will be refunded in full less a £40.00 administration charge.

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

14. **Cancellation:** 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 of event fees less actual costs, up to a maximum of £15.
15. **Payment:** **Where entries are not made on line at time of entry please contact the MAC office to make payment over the phone.**
16. **Refusal:** All entries are accepted or refused at the discretion of the Organisers. In the event of refusal, the entry fee will be refunded **IN FULL** regardless of when the refusal is notified.
17. All refunds will be processed during the week following the event.
18. **Priority of entries:** Please note that, in the event of entries being oversubscribed, priority for entries will be given to MAC members

19. Competitors are strongly recommended to walk the hill up to 15 minutes before the start of practice.
20. **New Drivers:** All drivers who have not previously competed at Shelsley Walsh **MUST** attend a "NEW DRIVERS' BRIEFING" in the Farmyard 15 minutes before the start of the meeting, and must confirm that they have walked the course (H)32.1.3
21. **By entering an event all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 4)**  
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  
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 to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.
22. **Competition Numbers:** Competitors will be identified by competition numbers (as defined in accordance with Motorsport UK regulations or as agreed by the Chief Timekeeper) displayed on both sides of the car. 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. **If numbers are not clearly visible to the timekeepers the time may be disallowed.**  
When two drivers compete in the same car, two sets of suitable numbers must be provided by the entrant and changed as necessary. Cars will not be permitted to run with two sets of numbers displayed at the same time.
23. **Noise:** All vehicles must meet the silencing levels set out in Motorsport UK 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. Under no circumstances may engines be started in the paddock before 8.45am (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
24. **Start Area:** 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. No more than two people in addition to the driver and officials may attend each car in the identified start area (S) 9.3.5 .  
**TYRE CLEANING / SPINNING / TYRE WARMERS:**  
The spinning of wheels to clean and induce heat into the tyres is allowed within the designated area (S) 9.3.1 For the avoidance of doubt there are two lines that define the area between which tyre spinning can start and must finish. Forward motion must be maintained on each and 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. 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. Transmission warming/testing shall be strictly in accordance with (K)14.2.
25. **All tyre covers must be removed prior to approaching the start/tyre warming area. The use of plastic wraps is prohibited**
26. **Start Procedure:** On arrival at the Start Line, a red light will be displayed, cars will be set up in line with the timing gear, 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.
27. **False Starts:** 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.
28. **Flag Signals:**  
**Ascending:** A **Waved** Red Flag means STOP as quickly and safely as possible and await further instructions from the Marshals.

Red Flags may be supplemented with flashing red lights at Bottom Ess

**Descending:** Marshals will display stationary red flags on batch returns, be prepared to stop if you see a waived red flag.

29. **FINISH PROCEDURE:** 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
30. **Return to Paddock:** 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 29 above. It is particularly important that cars do not 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.***
31. Competitors are required to wear ALL safety gear for the return downhill. Failure to do so is in contravention of (S)9.2.1.
32. **Recovery:** In the event that 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.
33. All damaged cars will be taken to the competitor field unless directed by the Clerk of the Course.
34. **On Board Cameras:** The use of onboard cameras is permitted, but they must be fitted and declared

at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident, during the event.

35. **Electric Cars:** Standard Road going Electric and hybrid cars may be permitted, subject to the event organisers having the required personnel and equipment available.  
Commercial vehicles are allowed subject to the approval of the Chief Scrutineer.
36. **Support vehicles:** No Trailers, motorhomes or support vehicles will be allowed into the Paddock whilst the meeting is in progress.
37. **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 £10.00 per night inclusive of VAT if pre-booked with entry. 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 may be able to purchase their pass at the paddock office at a cost of £15 per night.  
***Camping on Sunday night is ONLY permitted in the Orchard***
38. All other Motorsport UK General and Technical Regulations apply as written. All references are to the 2023 edition of the Motorsport UK Yearbook
39. **Officials:** 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 adjacent to the Times Display in the Paddock.
40. **Times:** Will be published as soon as possible following the end of the event.

## Appendix Class Structure

A1b	Road Cars – Series Production up to 2000cc	J2b	Racing Cars over 1100cc up to 1600cc
A2b	Road Cars – Series Production over 2000cc	K1b	Racing Cars over 1600cc up to 2000cc (normally aspirated engines)
A3b	Road Cars – Series Production Cars – 4 Wheel Drive of any engine capacity	K2b	Racing Cars over 1600cc up to 2000cc (forced induction engines)
Bb	Road Cars – Specialist Production (see note 1 & 2)	K3b	Racing Cars over 1600cc up to 2000cc. - normally aspirated motorcycle engines with integrated gearbox
C1b	Modified Cars – Series Production Cars up to 1400cc	Lb	Racing Cars over 2000cc
C2b	Modified Cars – Series Production Cars 1400cc up to 2000cc	Mb	Sports Racing and Racing Cars manufactured up to 1971 inclusive (see note 4)
C3b	Modified Cars – Series Production Cars over 2000cc	Nb	Sports Racing and Racing Cars manufactured from 1972 to 1990 inclusive
C4b	Modified Cars – Series Production Cars – 4 Wheel Drive of any engine capacity	Ob	Saloons and Sports Cars manufactured up to 1971 inclusive
Db	Modified Cars – Specialist Production Cars as (see note 2)	Pb	Saloons and Sports Cars from 1972 to 1990 inclusive
Fb	Sports Libre Cars up to 2000cc	Rb	Shelsley Specials (target times)
Gb	Sports Libre Cars over 2000cc	Zb	Commercial Vehicles (including vans and pick-ups)
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 3)		

### Notes:

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 Motorsport UK Yearbook 2022.
2. All Caterham, Lotus Seven, Westfield cars and other 'Kit' cars complying with S.12 and S.13 of the 2022 Motorsport Year Book 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.
3. Vehicles competing in class J(i) must comply with the appropriate Motorsport UK Formula Regulations.
4. 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.
5. Cars in Class 'O' and 'P' must comply with either S.12 or S.13 as applicable in the 2023 Motorsport UK Year Book.
6. All competing cars must comply with the safety requirements detailed in the 2023 Motorsport UK Year Book and these Championship Regulations.

## GENERAL INFORMATION

### ACCOMMODATION

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

Restaurant facilities, Licensed bars, hot and cold snacks and ice creams are available in the Paddock, Car Park and at Bottom Ess.

Catering will be available until 8pm on Friday and Saturday evenings,

### ADVERTISING, HOSPITALITY SITES, ETC.

A leaflet giving 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.

Office Manager

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## **APPENDIX 4**

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](https://motorsportuk.org/racewithrespect)  
[#RaceWithRespect](https://twitter.com/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.