

# 2010 Cornish *SPEED* Championship

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As we announced at the Annual Dinner, ***Combella Vehicle Recyclers Ltd., Richards Bros Ltd., Gilletts Callington Ltd.*** and ***TERRY GRAVES ELECTRICAL LIMITED*** have all again confirmed their support for another year. We are extremely grateful to all our Championship sponsors; their generosity and enthusiasm will again ensure that the Championship can continue in its present form.

In addition to the Main championship we are again promoting the two subsidiary Hillclimb and Sprint Championships, each with its own award structure. Last year we increased the awards in the Hillclimb and Sprint Championships and this year awards have again been increased and extended in the Main Championship with awards now covering the top ten places. This, of course, depends entirely on how well you competitors support us by registering for the Championship! Despite the further increases, we have yet again decided to keep the entry fee at the modest level of £10 for a further year which you must agree is exceptional value even if you only compete in one of the speed disciplines!

Currently, 8 of the 13 rounds in the Cornish Speed Championship are also listed as rounds of the 2010 ASWMC Sprint and Hillclimb Championships so it again makes sense to register this if you plan to contest the ASWMC rounds!

Regrettably, Truro and District Motor Club are unable to confirm that they will be running any speed events this year, but we are delighted to welcome South Hams Motor Club to the Cornish Motor Sport consortium. They plan to run two Sprint meeting at Portreath in August. Also, as advised, NAC are also planning a total of six sprints at St Eval this year, so it promises to be an exciting season!

We are delighted with the support that this Championship has consistently received since its introduction, but we know there are still more of you out there! If you compete at Hillclimb and/or Sprint events in the County, you owe it to yourself and the organising Clubs to register!

Apart from the increased awards, there are some other important changes this year, including the introduction of the mandatory new Categories for vehicle types and a new scoring system for this year.

## 2010 Events Calendar

Date	Venue	Type	Organising Club
Sat 1 <sup>st</sup> May	Werrington Park	Hillclimb	Plymouth Motor Club
Sun 2 <sup>nd</sup> May	Werrington Park	Hillclimb	Plymouth Motor Club
Sun 23 <sup>rd</sup> May	St. Eval	Sprint	Newquay Auto Club
Sun 6 <sup>th</sup> June	St. Eval	Sprint	Newquay Auto Club
Sun 20 <sup>th</sup> June	St. Eval	Sprint	Newquay Auto Club
Sat 10 <sup>th</sup> July	Castle Hill	Hillclimb	Camel Vale Motor Club
Sun 11 <sup>th</sup> July	Castle Hill	Hillclimb	Camel Vale Motor Club
Sun 25 <sup>th</sup> July	St. Eval	Sprint	Newquay Auto Club
Sat 7 <sup>th</sup> Aug.	Castle Hill	Hillclimb	Camel Vale Motor Club
Sun 8 <sup>th</sup> Aug.	Castle Hill	Hillclimb	Camel Vale Motor Club
Sat 14 <sup>th</sup> Aug	Portreath	Sprint	South Hams Motor Club
Sun 15 <sup>th</sup> Aug	Portreath	Sprint	South Hams Motor Club
Sun 29 <sup>th</sup> Aug	St. Eval	Sprint	Newquay Auto Club
Sun 26 <sup>th</sup> Sept.	St. Eval	Sprint	Newquay Auto Club

## **Cornish Speed Championship Events**

### **New Classes for 2010**

#### **Road Going Series Production Cars**

- A1. Road going Series Production Cars up to 1400cc
- A2. Road going Series Production Cars over 1400cc up to 1800cc
- A3. Road going Series Production Cars over 1800cc up to 2600cc
- A4. Road going Series Production Cars over 2600cc

#### **Road Going Specialist Production Cars**

- B1. Road going Specialist Production Cars. Car engines up to 1400cc & M/C Engines up to 875cc
- B2. Road going Specialist Production Cars. Car engines 1400cc up to 1800cc & M/C engines 875cc up to 1125cc
- B3. Road going Specialist Production Cars. Car engines over 1800cc & M/C engines over 1125cc

#### **Modified Limited Production Cars**

- C1. Modified Limited Production Cars up to 1400cc
- C2. Modified Limited Production Cars over 1400cc up to 1800cc
- C3. Modified Limited Production Cars over 1800cc up to 2600cc
- C4. Modified Limited Production Cars over 2600cc
- C5. Modified Specialist Production Cars. Car engines up to 1800cc & M/C engines up to 1125cc
- C6. Modified Specialist Production Cars. Car engines over 1800cc & M/C engines over 1125cc

#### **Sports Libre Cars**

- D1. Sports Libre Cars up to 1800cc
- D2. Sports Libre Cars over 1800cc
- D3. Rally Cars up to 1600cc
- D4. Rally Cars over 1600cc

#### **Racing Cars**

- E1. Racing Cars up to 1100cc
- E2. Racing Cars over 1100cc up to 1600cc
- E3. Racing Cars over 1600cc

## **Eligibility**

All cars must comply with S.10.1-10.9.

**Series Production Cars** are defined as cars complying with S.11.1.1, 11.3-5.1, 11.6.

**Specialist Production Cars** are defined as cars complying with S.11.1.2, 11.3-4, 11.5.2, 11.6.

**Modified Limited Production Cars** are defined as cars complying with S.12.1, 12.3-6.1, 12.6.3-12.9.2.

**Modified Specialist Production Cars** are defined as cars complying with S.12.2, 12.3-12.5, 12.6.2, 12.6.3-12.9.2.

**Sports Libre Cars** must comply with S.14.

**Rally Cars** must comply with R.46-48 AND S.14. Included in the latter Category are Group B cars, any cars without the original engine block of the model entered, and car with a transmission layout not as originally specified for that model, or a Specialist Rally Car without an engine complying with S.12.6.2. They need not be taxed.

**Racing Cars** must comply with S.15.

The new Class structure matches those in the 2010 ASWMC Championship and is in accordance with the mandatory categories introduced for this year by the MSA. Some classes are identical to previous years whilst others have moved to fit in with new requirements. **Please take time to read the appropriate pages in the 2010 MSA Yearbook to ensure that your vehicle remains eligible in all respects for the appropriate class which you wish to enter.** Please remember that the onus of responsibility for the eligibility of vehicles competing in the championships rests with the Entrant/Competitor. In the event of a dispute concerning the compliance of a vehicle to the regulations, the onus will be on the competitor to satisfy the organisers. The organisers reserve the right to re-classify any car in the interests of maintaining parity within the relevant category.

## **Cornish Speed Championship New Scoring System for 2010**

Competitors will remember that the original scoring system was based on a “bogey” time for each class calculated from an average of the relevant class record and the winning class time the day. This has served us well over many years providing close competition. It does however make it difficult to achieve a meaningful score at a wet meeting. Whether (weather?) we like it or not, the weather over the last few seasons looks likely to continue in future years with a number of wet meetings probably becoming the norm.

After considerable deliberation, we have come up with an alternative system which does away with the class record being taken into account but points are instead awarded purely on the competitors’ performance in relation to the other competitors in their Class at each meeting. This will mean that the Class winner will receive a minimum of 20 points even at a wet meeting. We have also removed the previous “Bonus Point” system – this has been effectively incorporated into the new scoring system which gives all contenders a minimum of 1.00 point for every event contested irrespective of their time.

Under the new scoring system, Championship points will be awarded as follows:-

**First** in class – 20 points plus 0.01 point(s) for every 0.01 second(s) the time betters that of the second placed class finisher up to a maximum of 22 points. (If there is only one finisher in the class, then 20 points will be awarded).

**Second** in class– 20 points.

**All remaining contenders** in class: 20 points less 0.01 point(s) for each 0.01sec that their time exceeds that of the second placed finisher. The minimum score shall be 1 point.