

THE 2010 CORNISH SPEED CHAMPIONSHIP

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The Cornish Speed Championship is organised and administered by Camel Vale Motor Club (CVMC), Newquay Auto Club (NAC), Plymouth Motor Club (PMC), **South Hams Motor Club (SHMC)** and Truro and District Motor Club (TDMC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. **CHS2010/XXX (C)**

Status: National C

MSA Championship Grade: C

1.2 Officials:

1.2.1 Co-ordinator: Miss M. Brewer, 7, Curlew Close, Pentire, Newquay, Cornwall TR7 1SU.
Telephone 01637-850054

1.2.2 Eligibility Scrutineer: Mr. J. Cooper

1.2.3 Championship Stewards:, Mrs P. Hartill, Mr. A Pearce and Mr. J. Robilliard

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up membership card holding members of one of the organising clubs and be in possession of a valid **2010 MSA Entrants Licence**.

1.3.2 Drivers and Entrants/Drivers must be fully paid up membership card holders of one of the organising clubs, be registered for the Championship and be in possession of a valid Competition Licence, minimum National B grade.

1.3.3 All necessary documentation must be presented at all rounds when signing-on.

1.4 Registration:

1.4.1 Competitors registering for the Championship must forward the following details to the Co-ordinator on the Registration form:

a) Surname and forenames

b) Full address

c) The organising Club of which they are, or will be, a member during the Championship year.

1.4.2 Fee £10 per entry.

1.4.3 Registrations must be sent to reach the Co-ordinator at least 7 days in advance of events entered and the contender's name and registration number recorded on the form provided at each event to enable points to be allocated.

1.4.4 Contenders must nominate the class in which they intend to contest the Championship on the Registration Form. Competitors may change car and/or class on a maximum of two occasions during the course of the Championship provided they notify the co-ordinator in writing prior to the date of the event in which the change is to be operative. It is not however permissible to change class in the same car during the Championship unless that car can be shown to have been permanently mechanically modified so as to render it ineligible for the class originally nominated on registration. Competitors may enter more than one class in different cars but separate entry fees will be payable and points gained in this manner may not be amalgamated in arriving at the competitor's overall championship score.

1.5 Championship Rounds

Details of events included in the Championship are as follows:

Date	Venue	Type	Organising Club
Sat 1 st May	Werrington Park	Hillclimb	Plymouth Motor Club
Sun 2 nd May	Werrington Park	Hillclimb	Plymouth Motor Club
Sun 24 th May	St. Eval	Sprint	Newquay Auto Club
Sun 6 th June	St. Eval	Sprint	Newquay Auto Club
Sun 20 th June	St. Eval	Sprint	Newquay Auto Club
Sat 10 th July	Castle Hill	Hillclimb	Camel Vale Motor Club
Sun 11 th July	Castle Hill	Hillclimb	Camel Vale Motor Club
Sun 25 th July	St. Eval	Sprint	Newquay Auto Club
Sat 7 th Aug.	Castle Hill	Hillclimb	Camel Vale Motor Club
Sun 8 th Aug.	Castle Hill	Hillclimb	Camel Vale Motor Club
Sat 14 th Aug	Portreath	Sprint	South Hams Motor Club
Sun 15 th Aug	Portreath	Sprint	South Hams Motor Club
Sun 29 th Aug	St. Eval	Sprint	Newquay Auto Club
Sun 26 th Sept.	St. Eval	Sprint	Newquay Auto Club

Location of Venues: Werrington Park, Nr Launceston, Cornwall. Castle Hill, Lostwithiel, Cornwall. St. Eval, Nr Newquay, Cornwall. Portreath, RAF Portreath, Redruth Cornwall.

1.6 Scoring:

1.6.1 All events will be qualifying rounds of the Main Championship with the best 8 results used to calculate overall positions, subject to a minimum of at least 3 scores from Hillclimb events and 3 scores from Sprint events being included. In the event that the total number of available rounds falls to 12 or less, the number of scoring events will be reduced proportionately (7/11 etc). If any meeting(s) fail to run, then an event(s) of the same type may be substituted either at an existing or alternative venue. Additional events may be included at the organisers' discretion. Adequate notice will be given if these instances in accordance with MSA Yearbook. Registered championship contenders will be provided with stickers which must be displayed on each side of the competing vehicle(s) at each Championship event.

Results for each event will be calculated as follows:

Championship points will be awarded to registered contenders 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 is exceeds that of the second placed finisher. The minimum score shall be 1 point.

1.6.2 A tie shall be decided by counting the competitor's next best result(s). If this still does not resolve the tie then the competitor with greatest number of class wins amongst their eligible results shall be declared the winner.

1.6.3 Appeals against decisions regarding the awarding of points in the Championship will be in accordance with paragraph C.6.5 of the MSA Yearbook.

In addition to the Main Championship referred to above there will be two subsidiary Championships covering Hillclimb and Sprint events run as part of the Main Championship. Entry to the Main Championship automatically includes entry to both these subsidiary Championships. The Regulations will be identical to those for the Main championship in all respects, except as stated below. All Hillclimb events will be qualifying rounds of the Hillclimb Championship with the best 5 results used to calculate overall positions. If the number of rounds is 5, the number of scoring events will be 4. If the number of events run is 4 or less then all results will count.

All Sprint events will be qualifying rounds of the Sprint Championship with the best 5 results used to calculate overall positions. If the number of Sprint events is 5, the number of scoring rounds will be 4. If the number of events run is less than 4 all results will count.

1.7 Awards:

1.7.1 The number of awards will be proportional to the number of contenders in the Championship, to a maximum of 10 places for the main Championship and 6 places each for the Hillclimb and Sprint Championship. Additional awards may be given at the Organisers' discretion. No competitor may win more than one award in either the Main or Hillclimb and Sprint championships, with the exception of any Perpetual Trophies and associated replicas which shall be awarded to the Overall Winner of each Championship. Where a competitor qualifies for more than one annual award, the award will be that with the higher value. Details of the number and levels of awards will be advised as soon as practicable after the closing date for entry to the Championship.

1.7.2 Awards will be presented at the Annual Dinner/Dance of one of the Organising Clubs. The date and venue will be advised in due course

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds: In accordance with [Section C, of the 2010 MSA Yearbook](#)

2.2 Championship: In accordance with [Section C of the 2010 MSA Yearbook](#)

3 TECHNICAL REGULATIONS

3.1 Eligible Vehicles: The Championship is open to four-wheeled vehicles either with a current MSA Logbook or currently registered for road use.

3.2 Classes:

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

All cars must comply with S.10.1-10.9. Cars with engines running on diesel fuel will be subject to a 30% capacity reduction. e.g. a 2000cc diesel engine production saloon equates to 1400cc and therefore eligible for class A1. Cars using non-diesel fuel and fitted with forced induction will be subject to a 40% capacity increase.

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 would be 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 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.

3.2 Safety Requirements: All vehicles are to comply with the safety requirements as per **Sections J & K of the MSA Yearbook 2010.**