



with **GREEN BELT MOTOR CLUB**

PRESENT THE

TT SPRINT

Sunday 10 September 2017
North Weald Airfield, Essex

A ROUND OF

Essex Extreme Bodyworks AEMC Sprint Championship
Hamilton Classics ACSMC Sprint Challenge
Essex Emergency Services AEMC Speed Championship
Essex G.F & Co B19MC Speed Championship
Sevenoaks & DMC Speed League
Sevenoaks & DMC Speed League Pre 1980
BTRDA Allrounders Championship

Invited Clubs

Lotus on Track Drivers Club
500 Owners Association

FOREWORD

The Harrow Car Club was established in 1934 and has been organising events at North Weald airfield since the mid 1960's. Since then the technology and format of the event has moved on considerably, although the basic goal of the event has always remained to offer great value with enjoyable motorsport aimed at a club members level.

Once again this event is co-promoted and organised between the Harrow Car Club and the Green Belt Motor Club with the same 2.0 km open course as used for our April sprint meeting.

Competitors are reminded that ALL cars must be fitted with a timing strut as described in the MSA handbook, and numbers that are clearly legible from both sides of the vehicle. Without these your vehicle will not receive a time.

The events we compete in cannot run without the efforts of our team of marshals and officials. If you are unable to compete, why not help to make your sport possible by coming along to help-out... and we always take the opportunity to welcome new Club members.

Keith Warner of the HCC is the Chief Marshal for all enquiries to assist, and can be contacted by telephone on 01923 672917 or mobile 07800 875835 or mrkwarner@hotmail.com

For sponsorship interest and enquiries of this event please refer to www.harrowcarclub.net or the contact details above.

We very much look forward to seeing you on the day.

From the Organisers

ACKNOWLEDGEMENTS

T & J Fire (Donation of extinguishers)
Motor Sports Association
Epping Forest District Council
Rescue Services
All Club Officials & Marshals
The Competitors

TT SPRINT SUPPLEMENTARY REGULATIONS

1 ANNOUNCEMENT

The Harrow Car Club Ltd. will organise and promote a National B permit Sprint on Sunday 10th September 2017. The event will be held at North Weald Airfield, near Harlow, Essex.

MSA permit number 100136

2 JURISDICTION

The meeting will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

3 ELIGIBILITY

The event is a round of the following championships, and is open to Registered Entrants of the -

Essex Extreme Bodyworks AEMC Sprint Championship (CH2017/S096)
Hamilton Classics ACSMC Speed Championship (CH2017/S089)
Essex Emergency Services ASEMC Speed Championship (CH2017/S091)
G.F & Co B19MC Speed Championship (CH2017/S030)
Sevenoaks & DMC Speed League (CH2017/S040)
Sevenoaks & DMC Speed League Pre 1980 (CH2017/S018)
BTRDA Allrounders Championship

and fully elected members of the Harrow Car Club, the Green Belt Motor Club, Lotus on Track Drivers Club, 500 Owners Association and all members of clubs affiliated to the ACSMC, ASEMC and AEMC regional associations.

All competitors must produce a valid MSA Competition Licence and Club membership card. All championship contenders must produce a valid championship registration card.

4 TIMETABLE

The programme for the event will be -
7.00 am Venue opens (please do not arrive before this time)
7.30 am Signing On
7.45 am Scrutineering commences
7.30 – 9:00 am Competitors may walk the course
9.00 am signing on closes – any competitor not signed on by this time may be excluded from the event
9:00 am Drivers briefing
9:15 am Convoy runs
9.30 am Practice start after drivers briefing
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5 COURSE

The length of the North Weald course is approximately 1800 metres. Markers will be used to define both left and right hand bends on tarmac and concrete surfaces.

6 CLASSES

The event will consist of the following categories and classes –

Category A: Road-Going Series Production Cars (S.10.10.1), Road Going Specialist Production Cars (S.10.10.2) and Standard Cars (S.11.9.1)

Excluding cars in Appendix 1

1. 'Standard Cars' together those defined in Appendix 2: up to 1600cc – 2wd only, list 1A tyres only
2. 'Standard Cars' together those defined in Appendix 2: from 1601cc to 2000cc – 2wd only, list 1A tyres only
3. Up to 1600cc - 2wd only, list 1A or 1B tyres
4. From 1601cc to 2300cc – 2wd only, list 1A or 1B tyres
5. 2301cc and over – 2wd only, list 1A or 1B tyres
6. 4wd cars of all capacities - list 1A or 1B tyres

Road-Going Kit Type and Replica Cars (Appendix 1)

7. Up to 1700cc, excluding motor cycle engined cars – list 1A or 1B tyres
8. 1701cc and over, including motor cycle engined cars of any capacity – list 1A or 1B tyres

Category B: Modified Series/Specialist Production Cars (S.10.10.3/4)

Excluding Modifieds with Motor Cycled engine cars and excluded those listed in Appendix 1

9. Up to 1400cc
10. From 1401cc to 2000cc
11. 2001cc and over

Category C: Sports Libre Cars (S.10.10.6), Modified Cars (S.10.10.3 and S.10.10.4) that are listed in Appendix 1 and any Modifieds with Motor Cycle Engines

12. Sports Libre Cars up to 1800cc, Motor cycle engined cars up to 1100cc, Modified up to 2000cc
13. Sports Libre Cars over 1800cc Motor cycle engined cars over 1100cc, Modified 2001cc and over

Category D: Racing Cars (S10.10.7)

14. Up to 1100cc
15. 1101cc and
16. Cars of 500 Owners Club

Appendix 1 - Road-Going Kit Type and Replica Cars

Two seater cars such as Caterham; Westfield; Sylva; Fisher; Lotus 7, Elise, Exige and 340R; Vauxhall 220; X-Bow and similar types/derivatives of these cars.

Appendix 2 - Standard Car Class

'Standard Cars' are as defined in S.11.9.1 and are similar (but not exactly the same) to those defined in prior year championship regulations. 'Standard Car' definition applies to those cars made after 01/01/2000. For class A1 and A2, we have included those cars that meet Standard Car definitions but have been manufactured before 01/01/2000.

All vehicles must comply with MSA safety regulations as per 2017 MSA Yearbook section J.5.1 to J.5.20.13 and sections S.10 to S.15.2.1 being specific regulations for Sprints and Hill Climbs, and the relevant sections of K as referred to in section S.

Competition Car Log Books will be required for all Hill climb and Sprint cars unless the car is currently taxed and insured for use on the public highway and competing at the event in a road going class (S.9.1.7).

CARS USING FORCED INDUCTION - These cars will be classified as having an engine capacity increase of 40% (except for standard cars where an increase of 70% should be applied); those using diesel fuel a reduction of 30%, e.g. a 2000cc turbo diesel will be considered to be the equivalent of a 1960cc normally aspirated petrol engine. Cars with a rotary engine will be subject to a 50% increase in capacity.

Cars may only be entered in their appropriate class. However the organisers reserve the right to adjust or amalgamate classes at their discretion in the interests of fair competition.

LICENCES – To compete in a Single Seat Racing or Sports Libre Car, manufactured after 31/12/1960 of more than 2000cc, the driver must hold a Speed National A [OPEN] or Race National A licence unless the car is currently licensed for use on the public highway, in accordance with S7.1.5. Sports Libre cars include Special Saloons and Sports Racing cars as in S14.1.

ELIGIBILITY - In the event of a dispute concerning the compliance of a vehicle to the regulations for the event the onus will be on the competitor to prove the compliance to the organisers.

All other General Regulations of the MSA apply as written, except the modified

- S9.2.3 A driver may only be permitted a maximum of two entries and these must be in different classes. The same car may not be entered to compete for the same award more than twice, and then only provided it is driven by different drivers.
- S9.3.1 Practicing and tyre warming is forbidden as there is no designated area at this venue. Anyone caught caring out such activity may be excluded from the meeting.
- S9.3.7(b) When a red flag is shown Q15.1(j) applies.
- S9.5.1 The number of runs will be determined on the day, the fastest run to count for the results.
- S9.5.4 A penalty of 5 seconds will be applied for striking a course penalty marker. S9.6 Judges of Fact will be appointed for S9.6 (a) and (b).

7 AWARDS

Awards are presented on the day and based on the fastest timed run as follows -

Best Time of the Day	* Trophy and Replica
Best Harrow CC Competitor	*Trophy and Replica
Best Green Belt MC Competitor	an award
1st in Class	an award
2nd in Class (subject to 5 starters).....	an award
3rd in Class (subject to 8 starters)	an award
1st Novice (subject to 4 starters)	an award
Best Time for a Lady Competitor	an award

A novice is defined as a person who has not won a class award or better at a National 'B', or higher grade speed event. All awards are perpetual except for named trophies (*) and held for 11 months. No competitor may win more than one award. To qualify for an award, at least one timed run must be completed. Ties will be resolved by the fastest time on the first timed run. The number of runs will be determined on the day, the fastest run to count for the final results as S9.5.1.

8 ENTRIES

The entry list opens on the publication of these Supplementary Regulations and closes on Saturday 2nd September 2017. The entry fee is £83.00 - reduced to £75 for Harrow CC and Green Belt members only and received before Mon 28th Aug.

Entries must be made on the official Entry Form (as attached) and accompanied by the appropriate fee. Cheques made payable please to the **Harrow Car Club Ltd**.

The maximum number of entries for the event is 60+10 reserves, the minimum is 40. The maximum for each class is not set, the minimum is 4. Should any of the minimum figures not be reached, the organisers reserve the right to either cancel the event or amalgamate classes as necessary. Entries will be selected in order of date of posting.

A driver may make no more than two entries, and no more than one entry per class.

Entry fees may be refunded upon notification to the Entries Secretary of intended

withdrawal not less than 7 days prior to the event, less a £5 administration fee, or should the event be cancelled for any reason whatsoever the organisers reserve the right to retain £5 of the entry fee to cover admin costs.

All entries must be posted to the **Entries Secretary:**

Nick Cook, 1 Uphill Grove, Mill Hill, London, NW7 4NH (Tel – 07901 973 687)

Marshal enquiries to Keith Warner Tel: 01923 672917 or mrkwarner@hotmail.com

9 OFFICIALS

Officials for the meeting are -

Clerk of the Course	Peter Cox (01488 72027)
Secretary of the Meeting.....	Nick Cook
MSA Steward.....	TBC
Club Stewards.....	Gary Fryer & Gerry Thurlow
Chief Scrutineer	Loyd Gerken
Chief Timekeeper.....	Tony Parker
Chief Medical Officer.....	Teresa Shadforth
Chief Marshal.....	Keith Warner

10 RESULTS

Provisional results will be published as soon as possible following the end of the event. Final results will be despatched to all competitors within 14 days.

11 PROTESTS

Protests or appeals must be made in accordance with MSA Judicial Regulations (section C5.1 to 5.7 for protests, C6.1 to C6.6 for appeals).

12 STARTING

Cars will start singly. The starting signal will be a GREEN light. Timing will be automatic and activated by light beam (S9.1.6). The attention of competitors in all classes is particularly drawn to S10.9. Any vehicle not fitted with a timing strut in accordance with this regulation will not be timed.

The finish line will be indicated by a FINISH board and a CHEQUERED flag.

13 PRACTICE

Competitors have the opportunity to walk the course prior to the Drivers Briefing followed by a convoy run [*shared car drivers must do individual runs*] and two practice runs. The number of timed runs will be determined on the day. Practice starts and tyre warming is forbidden as there is no designated area at this venue and anyone caught doing so may be excluded from the meeting as S9.3.1.

14 MARKING

Marking and penalties will be as per MSA regulations except as modified below:-

Striking a course marker Penalty of 5 seconds per marker

Completing the wrong course No time will be recorded

When a RED flag is shown Q15.1(j) applies as S9.3.7(b).

All marshals listed at signing-on will be Judges of Fact in respect of S9.6 (a) and (b) of not following the correct course or touching a marker and the start line marshals at signing-on will be Judges of Fact in respect of unsatisfactory or false starts.

15 IDENTIFICATION

Competitors will be identified by numbers, which will NOT be provided by the organisers. Numbers should be displayed on the car such that they can be read clearly from ground level, either side of the vehicle - S9.2.5.

16 VENUE REQUIREMENTS – PLEASE READ THIS CAREFULLY

Any continual revving-up or exceeding 20mph in the paddock area or entering areas of the Airfield not allocated for the event, may result in exclusion. Note: the perimeter road must be used to access the sprint area and the paddock but must be kept clear to traffic at all times – do not block the road while waiting to compete.

To enter the Airfield all vehicles will require a Vehicle Pass as supplied with the Final Instructions. All Competitors, Officials and Marshals must have one displayed on their vehicle on arrival. Spectators are not permitted at this event.

Please enter the number of VEHICLE PASSES required on the ENTRY FORM and don't forget to sign the INDEMNIFICATION.

IN THE INTEREST OF CONTINUING AND IMPROVING OUR SPRINT EVENTS THE HARROW CAR CLUB IS KEEN TO ATTRACT SPONSORSHIP SUPPORT.

WITH EVER RISING COSTS OF VENUE AND EQUIPMENT HIRE WE ARE ANXIOUS TO HOLD DOWN THE COST OF ENTRY FEES TO HELP COMPETITORS ENJOY THEIR MOTOR SPORT AND THE HCC TO DEVELOP EVENTS.

TAKE A LOOK AT WWW.HARROWCARCLUB.NET TO SEE HOW YOU MIGHT BENEFIT FROM A SPONSORSHIP ARRANGEMENT WITH US.