



midland

Speed Championship

Notes for Competitors

These notes are written chiefly for the benefit of competitors who are new to hillclimbing and sprinting. They give an introduction to how the championship works, and hints on how to make the championship work for you.

Midland Speed Club / Championship Entry

In order to enter the Midland Speed Championship, you must become a member of the Midland Speed Club. The entry form at the back of the regulations allows you to apply for membership of the club and registration in the championship at the same time.

When I receive your entry, I will send you a club membership / championship registration card and a set of championship decals. The decals must be affixed to your car in order for you to qualify to score championship points. You may be required to present your championship registration card when signing in at events which are qualifying rounds of the championship.

I will also send you a list of names, addresses and telephone numbers of the competition secretaries for each qualifying round of the championship. You should keep this for future reference in case you need to contact any of the organizing clubs directly during the season.

Qualifying Rounds

The Midland Speed Club is not directly responsible for the organization of any of the qualifying rounds of the championship. Registering as a contender in the Midland Speed Championship means that you will be invited by the local organizing motor clubs to submit an entry for each of the qualifying rounds of the championship.

We talk to all of the organizing clubs, and try to arrange that the classes run at each event are as close as possible to the Championship classes. At some events, this is not possible, and the classes run on the day will differ significantly from the Championship classes. In any case, the scores calculated for the Midland Speed Championship will be based on the Championship classes, and not the classes run on the day.

Event Regulations

Event regulations are distributed in different ways by different clubs.

- Almost all clubs now make their regulations available on their web-sites, so that these can be downloaded and printed by interested competitors.
- Some clubs distribute regulations by e-mail. These will be available to be downloaded from the championship web-site at www.midlandsspeed.org.uk

Event regulations for some events begin to appear on the internet in January. For other events, the regulations appear

during the season. In any case, you should be able to obtain regulations for any event you wish to compete in 6 to 8 weeks before the event.

Event Entries

In past years, the Midland Speed Championship has proved very popular, although the economic downturn has reduced entries in recent years. With most events having a maximum capacity of around 120 competitors, and the Midland Speed Championship being only one of several clubs and championships invited, events may be oversubscribed, and some entries will be refused.

There is no way to guarantee that your entry will be accepted for any individual event, however there are some simple actions that you can take to reduce the chances of your entry being refused:

- Apply early. With some events having part of the entry accepted on a first-come first-served basis, sending your entry off as soon as the regulations allow (which is often as soon as you receive the regulations) may get you an entry on this basis. Be aware that regular contenders in the Midland Speed Championship know about this and do it as a matter of course.
- Fill in the entry form correctly. This seems a bit obvious, but the club competition secretaries tell me that the first entries to be rejected when an event is oversubscribed are those where the entry form was not correctly filled in, or the wrong class was entered.
- Remember to include your cheque and return address labels (if required). Again, don't give the competition secretaries an easy excuse to reject your entry.

Results

I normally receive the official results about a week after the completion of each event. When I receive the event results, I will calculate the Championship scores as soon as I can, and the scores and standings will be posted on the Championship web-site at www.midlandsspeed.org.uk.

Summary

Briefly, the main things you need to know to get the best out of the championship are:

- Send your event entries in early.
- Take care filling in the entry forms, and remember to include cheques and address labels if required.
- Results will be posted on the internet at www.midlandsspeed.org.uk.
- If you have any problems, don't hesitate to contact the committee. We will be glad to help in any way we can.
- Have fun!

The Midland Speed Championship 2012

Supplementary Regulations

Disclaimer

These regulations are provisional and are provided for information only. The regulations and championship calendar are subject to change without notice.

1.1 Title & Jurisdiction:

The Midland Speed Championship is organised and administered by the Midland Speed Club 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. CH2012/S???

Status: National B

MSA Championship Grade: C

1.2 Officials:

1.2.1 Co-ordinator: Alex Smith, 593 Tanworth Lane, Shirley, Solihull, West Midlands. B90 4JE.

Phone: 01564 702547

e-mail: coordinator@midlandsspeed.org.uk

1.2.2 Eligibility Scrutineer: Mr. G. Walton, Wayside Farm, Stanways Lane, Biddulph Moor, Stoke-on-Trent. ST8 7LD.

1.2.3 Championship Stewards: Mr. S. Udall, Mr. M. Silcox and Mr. M. Waldron

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of the Midland Speed Club and be in possession of a valid 2012 MSA

1.5 Championship Rounds:

The qualifying rounds for the Midland Speed Championship 2012 and MSC Classic Awards will be:

8th April
15th April
28th April
5th May
19th May
20th May
26th May
9th June
9th June
10th June
23rd June
23rd & 24th June
24th June
30th June
7th July
8th July
14th July
21st July
22nd July
28th July
5th August
11th August
26th August
1st September
2nd September
8th September
9th September
9th September
16th September
22nd September
22nd September

Loton Park Hillclimb
Harewood Hillclimb
Goodwood Sprint
MIRA Sprint
Kames Sprint
Kames Sprint
MIRA Sprint
Lydden Sprint
Anglesey Sprint
Anglesey Sprint
Gurston Down Hillclimb
Prescott Hillclimb
Silverstone Sprint
Shelsley Walsh Hillclimb
Lydden Sprint
Curborough Sprint
Llandow Sprint
Blyton Sprint
Blyton Sprint
Mallory Park Sprint
Three Sisters Sprint
MIRA Sprint
Harewood Hillclimb
Aintree Sprint
Wiscombe Hillclimb
Loton Park Hillclimb
Loton Park Hillclimb
Gurston Down Hillclimb
Curborough Sprint
Shelsley Walsh Hillclimb
Brands Hatch Sprint

Hagley & District Light Car Club
BARC (Yorkshire)
Bognor Regis Motor Club
Bentley Drivers' Club
Scottish Sporting Car Club
Machars Car Club
Midland Automobile Club
SEMSEC
Chester Motor Club
Chester Motor Club
BARC
Bugatti Owners' Club
MG Car Club
Midland Automobile Club
SEMSEC
Nottingham Sports Car Club
BARC (Wales)
Westfield Sports Car Club
Westfield Sports Car Club
Classic Touring Car Racing Club
Chester Motor Club
Nottingham Sports Car Club
BARC (Yorkshire)
Liverpool Motor Club
Bristol Motor Club
Hagley & District Light Car Club
Hagley & District Light Car Club
BARC
Shenstone & District Car Club
Midland Automobile Club
SEMSEC

Entrants Licence.

1.3.2 Drivers and Entrant / Drivers must be fully paid up valid membership card holding members of the Midland Speed Club, be Registered for the Championship and be in possession of a valid Competition National B or higher status licence,

Or, be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

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

1.4 Registration

1.4.1 Registration forms are included within these Supplementary Regulations. These must be completed and sent with remittance to John Phoenix, 7 Wollerton Grove, Sutton Coldfield, West Midlands. B75 7SP.

Competitors will receive a registration card as confirmation of their entry into the Championship. The card does not ensure or imply acceptance of an entry in any nominated Championship event.

1.4.2 The membership fee for the Midland Speed Club for 2011 is £10. The registration fee for the 2012 Championship is £15.00. The total fee for club membership and championship registration is therefore £25. ~~Competitors registering before the end of January will be eligible for a £5 discount making the total fee £20.~~

1.4.3 Competitors must register for the Championship and the appropriate class at least SEVEN days before the first event in which they intend to compete. No points will be awarded to any competitor until seven days from the date of registration has elapsed.

1.4.4 An entry applies only to one class. If desired, competitors may change classes during the season and score in the new class from zero, but any points scored in any other classes hitherto will be totally forfeited. A competitor may submit up to two entries.

1.6 Scoring

1.6.1 Irrespective of the number of class runs offered by each individual event organiser only the first two competitive runs at each qualifying round will count for Championship points. Should a meeting be abandoned before the completion of two class runs for all Championship classes it will only count as a qualifying round of the Championship providing that all competitors have completed one class run. In this instance only the first class run would count for Championship scoring purposes.

The winner of each Championship class, if a Championship contender, will be awarded 20.00 points. The other Championship Contenders in the class will receive 20.00 points minus the time difference between themselves and the class winner, whether or not the class winner is registered with the championship.

The Championship Coordinator will publish target times for each Championship class at each Championship venue. For class 1C, separate target times will be published for two-wheel-drive and four-wheel-drive cars. The target time will normally be the class record as set at any competitive event unless, in the opinion of the Championship Coordinator, this would result in an unfair advantage or disadvantage. In addition to the points awarded as described above, bonus points will be awarded based on each competitor's time in relation to the target time as follows:

A competitor who finishes within 2% of the target time for their class will be awarded 1 bonus point. A competitor who beats the target time for their class will receive an additional bonus equal to the time difference between their best time and the target time, up to a maximum of 0.5 seconds. Therefore a maximum of 1.5 bonus points will be awarded to a competitor who beats the target time by half a second or more.

Registered championship contenders will be notified of the target time for each venue before the first qualifying round of the championship at that venue. The target times will stand as notified at the start of the season for the entire season.

At venues new to the championship where it is not possible to identify appropriate target times for the Championship classes, the target time will be deemed to be 0.20 seconds slower than the fastest time recorded in the first two competitive runs for that class. The winner of each class at a new venue will therefore score 1 bonus point and other drivers within 2% of the winner's time will also score 1 bonus point. The championship coordinator will identify "new venues" where this method of calculating bonuses will be used, and will notify registered championship contenders of these "new venues" before the first qualifying round of the championship. This method of calculating bonus scores will be used at every visit to a "new venue" throughout the season, even if the venue is visited more than once.

If there is a change to the track layout, for example a change to the position of the finishing line, at a venue for which target times have been published, and the Championship Coordinator considers that this change has had a significant effect on the times achieved by competitors at that venue, the venue will be classified as a "new venue" after the event, and bonus scores calculated as described above for "new venues".

Example points scoring in a class with a target time of 60 seconds:

Position	Time	Points	Bonus	Total
1st	59.70	20.00	1.30	21.30
2nd	60.50	19.20	1.00	20.20
3rd	62.85	16.85	0.00	16.85

The above will apply to Individual Class and Overall Championship points scoring.

Only a competitor's best eight scores from the qualifying events will count towards the final overall Championship and Class awards. As this is a Speed Championship the best eight scores must include a minimum of two hillclimb events and a minimum of two sprint events, even if this means the discarding of higher points scored in other events.

In the event of a Championship event being cancelled the Championship Coordinator reserves the right to nominate a substitute event, providing that a suitable number of places are available for Championship contenders and there is sufficient time (a minimum of six weeks) to notify all Championship entrants (See MSA Regulation D11.1.3 in 2012 Year Book).

If any of the above rounds are cancelled and cannot be replaced the number of counting rounds will be as follows:

12 or more qualifying events - best 8 scores (including a minimum of 2 hillclimbs) to count

10 or 11 qualifying events - best 7 scores (including a minimum of 2 hillclimbs) to count

8 or 9 qualifying events - best 6 scores (including a minimum of 1 hillclimb) to count

Less than 8 qualifying events - best 5 scores (including a minimum of 1 hillclimb) to count

Competitors in the individual qualifying meetings will take part in their appropriate class for awards at that meeting. If any individual meeting does not run to the Midland Speed Championship classes as listed in Paragraph 3.2 the entry, excluding any additional classes run at the event which are not concurrent with the appropriate Championship classes (e.g. a class for 'one-make' vehicles run at the end of the programme), will be classified into the Championship classes and points awarded correspondingly.

1.6.2 In the event of a tie for any positions, the number of rounds from which scores can be counted will be increased to nine. If this fails to resolve the tie, the number of counting rounds will be increased again until the tie is resolved. If the tie cannot be resolved when all championship rounds are counted then the competitors will be deemed to have finished equal.

1.6.3 Any queries / protests regarding inaccuracies in the scoring must be notified, in writing, to the Championship Coordinator within seven days of receiving the results in question.

1.7 Awards

At the conclusion of the Championship, awards will be presented as follows:

- 1st Overall in the Midland Speed Championship:
A Trophy and Souvenir.
 - 2nd Overall in the Midland Speed Championship:
A Trophy.
 - 3rd Overall in the Midland Speed Championship:
A Trophy.
 - 1st Lady overall in the Midland Speed Championship:
A Trophy.
 - ~~The highest placed driver calculated on the basis of the 8 best scores at sprint events only: The A.W.M.M.C. Sprint Award.~~
 - * The Highest Placed Driver of a Road Car in the Midland Speed Championship: A Trophy.
 - * The Highest Placed Driver of a Race Prepared Car in the Midland Speed Championship: A Trophy
 - * The Highest Placed Driver of a car manufactured before 1975 in the Midland Speed Championship: A Trophy.
 - The Winner of each individual class (subject to a minimum of two entries): A Trophy.
 - The Second Placed finisher in each individual class (subject to a minimum of five entries): A Trophy.
 - The Third Placed finisher in each individual class (subject to a minimum of eight entries): A Trophy.
 - The Fourth Placed finisher in each individual class (subject to a minimum of twelve entries): A Trophy.
- The Main Championship Trophy is to be held for 10 months and must then be returned to the Championship Coordinator
- * Drivers finishing in the top three overall in the main Championship are not eligible for these awards.

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds:

In accordance with Section C of the 2012 MSA Yearbook and the Supplementary Regulations of the qualifying round.

2.2 Championship:

In accordance with Section C of the 2012 MSA Yearbook and these Regulations.

3 TECHNICAL REGULATIONS

3.1 Eligible Vehicles

Competing Cars must comply with MSA regulations Section S as applicable including all safety requirements.

To be eligible for marking in the Championship all competitors' vehicles must carry Championship decals which will be supplied by the Championship organisers

Forced induction equivalence is 1.4. Diesel engine equivalence is 0.714. Forced induction Diesel engine equivalence is $1.4 \times 0.714 = 1.0$. Rotary engine equivalence is 1.5. Forced induction rotary engine equivalence is $1.4 \times 1.5 = 2.1$.

Within these regulations, the term "silhouette" shall be interpreted as defined in the 2012 MSA regulations Section B - "The outline of the original body shape, in the side and plan view, of the vehicle above a line drawn through the front and rear hubs."

Some of the venues used by the Championship have more stringent silencing requirements than those specified by MSA regulation J5.18. Cars competing at any event must meet the silencing requirements as specified in the Supplementary Regulations for that event.

3.2 Classes:

Standard production car classes.

Class SA: Standard Saloon and Sports Cars up to 1400cc.

Class SB: Standard Saloon and Sports Cars over 1400cc up to 2000cc.

Class SC: Standard Saloon and Sports Cars over 2000cc.

These classes are intended for near-standard cars with very few modifications (as listed), to encourage low-cost entry into the sport.

All cars must have current VED & insurance in the name of the main driver, with a current MOT if age requires it. Note. Trade plates and traders or company group insurance policies will not be accepted. Documents must be available for inspection at scrutineering.

Cars running in Standard classes SA to SC inclusive must conform to the regulations for Road-Going Series Production Cars defined in the 2012 MSA Technical Regulations S11

NO modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions:

The standard wheel rim width may be increased by a maximum of one inch and fitted with tyres to suit.

Electronic ignition and heavy duty dampers may be fitted.

The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted.

In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not just a bare shell. Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item. Original equipment seatbelts may be removed if a competition harness is fitted.

No other modifications, except the fitting of a roll cage, are allowed in classes SA, SB and SC.

The only permitted tyres within these classes are those defined in the MSA Technical Regulations 2012 L4 List 1A.

All cars running in the above classes must remain in totally road legal form at all times.

Kit cars, limited production cars, space framed or non-ferrous chassis construction road cars and one-off road-going cars are not permitted in Classes SA, SB and SC.

In the event of an unresolved eligibility problem, the driver of the car concerned may be asked to produce within four weeks of the event in question a manufacturer's catalogue to substantiate any queried modifications / specifications and allow championship points to stand.

Road-going modified production car classes.

Class 1A: Road Modified Saloon and Sports Cars up to 1400cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.

Class 1B: Road Modified Saloon and Sports Cars over 1400cc up to 2000cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.

Class 1C: Road Modified Saloon and Sports Cars over 2000cc, excluding Kit, Replica, Space-framed and non-ferrous chassis

construction cars.

Cars running in Road Modified classes 1A to 1C inclusive must conform to the regulations for Road-Going Series Production Cars defined in the 2012 MSA Technical Regulations S11.

Limited edition models produced in volumes of less than 1000 per annum will be eligible if they are based on a standard model that was produced in volumes of greater than 1000 per annum, and the differences between the car as presented at an event and the eligible standard car are permitted as modifications in these classes.

Cars must be taxed (no trade plates), insured, MOT'd where applicable with documents available for inspection.

A full sized glass windscreen (a single windscreen the full width of the car and with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen) must be fitted in the standard position. Cars supplied without full sized windscreens are not permitted in these classes.

With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified.

Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item. Original equipment seatbelts may be removed if a competition harness is fitted.

The only permitted tyres within these classes are those defined in the MSA Technical Regulations 2012 L4 List 1A. Tyres must be in a road legal condition.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

Brake calipers, discs, master cylinder & pads can be modified. Carbon discs are not permitted. Modification of the brake pedal is permitted. Brake bias adjustment is allowed. The fitting of pedal assemblies is not permitted.

Anti-Lock braking systems can be removed but cannot be added to a vehicle that did not have one as a manufacturer specified option.

~~The suspension type and mountings must remain the same as that fitted by the vehicle manufacturer. The shock absorbers may be of any make and may be uprated from standard. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the vehicle manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials, but rose joints or similar metal joints are prohibited unless fitted as the vehicle manufacturer's specified option. The fitting of spherical type joints is not permitted, except as the top mounting of a suspension strut.~~

Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place.

Kit, Replica, Space-framed and non-ferrous chassis construction cars are not permitted in Classes 1A, 1B and 1C.

In the event of an unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specification and allow the championship points to stand.

Class 2A: Road Modified Kit, Replica, Space-framed and non-ferrous chassis construction cars with single engines up to 1700cc.

Class 2B: Road Modified Kit, Replica, Space-framed and non-ferrous chassis construction cars with single engines over 1700cc.

Cars running in Road Modified classes 2A and 2B must conform to the regulations for Road-Going Specialist Production Cars defined in the 2012 MSA Technical Regulations S11.

Cars must be taxed (no trade plates), insured, MOT'd where applicable with documents available for inspection.

A full sized glass windscreen (a single windscreen the full width of the car and with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen) must be fitted in the standard position. Cars supplied without full sized windscreens are not permitted in these classes.

With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified. The air intake filter may protrude above the silhouette of the car to a maximum of 75mm. When the filter is removed, the silhouette must remain as standard. Exhaust systems are not considered to be part of the silhouette of the car.

Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item. Original equipment seatbelts may be removed if a competition harness is fitted.

The only permitted tyres within these classes are radial-ply tyres defined in the MSA Technical Regulations 2012 L4 List 1A or L5 List 1B. Tyres must

be in a road legal condition.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

All cars must have an operational reverse gear (S10.8.1).

Class 2C: Road-going TVR Cars of 4 and 6 cylinders manufactured before January 1st 1992

Class 2D: Road-going TVR Cars not eligible for class 2C

Class 2E: Road-going Lotus Elise and Elise derived Cars

Cars running in Road Modified classes 2C, 2D and 2E must conform to the regulations for Road-Going Specialist Production Cars defined in the 2012 MSA Technical Regulations S11.

Cars eligible for class 2E include but are not limited to the following: Lotus Elise, Lotus Exige, Lotus 340R, Lotus 2-Eleven, Vauxhall VX220 and Opel Speedster.

Cars competing in Classes 2C, 2D and 2E must be totally based upon a standard production car. Modifications to enhance the performance are permitted but the cars must remain in totally road legal form at all times. They must be taxed, MOT'd (if applicable) and insured with documents available for inspection.

For all cars in classes 2C, 2D and 2E the only permitted tyres are those defined in the MSA Technical Regulations 2012 L4 List 1A or L5 List 1B.

In the event of an unresolved eligibility problem the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specifications and allow the championship points to stand.

Modified Production Car classes

Class 3A: Modified Production Cars excluding Kit, Replica and Space-framed cars up to 1400cc.

Class 3B: Modified Production Cars excluding Kit, Replica and Space-framed cars over 1400cc up to 2000cc.

Class 3C: Modified Production Cars excluding Kit, Replica and Space-framed cars over 2000cc.

Class 3F: Modified Production Kit, Replica and Space-framed cars up to 1800cc.

Class 3G: Modified Production Kit, Replica and Space-framed cars over 1800cc.

Cars running in classes 3A to 3G inclusive must conform to the regulations

for Modified Series Production Cars and Modified Specialist Production Cars defined in the 2012 MSA Technical Regulations S12.

Class 4A: Sports Libre Cars up to 1400cc.

Class 4B: Sports Libre Cars over 1400cc up to 2000cc.

Class 4C: Sports Libre Cars over 2000cc.

Cars running in classes 4A, 4B and 4C must conform to the regulations for Sports Libre cars defined in the 2012 MSA Technical Regulations S14.

Class 4D: Sports Libre Saloon Cars up to 1400cc.

Class 4E: Sports Libre Saloon Cars over 1400cc up to 2000cc.

Class 4F: Sports Libre Saloon Cars over 2000cc.

Cars running in classes 4D, 4E and 4F must conform to the regulations for Sports Libre cars defined in the 2012 MSA Technical Regulations S14. Saloon cars must also comply with S12.1, 12.4.1, 12.4.4, 12.5.1 to 12.5.8 and 12.5.10 to 12.5.13.

Class 5A: Racing Cars up to 1100cc.

Class 5B: Formula Ford 1600 Racing Cars manufactured before January 1st 1994.

Class 5C: Racing Cars over 1100cc up to 1600cc.

Class 5D: Racing Cars over 1600cc up to 2000cc.

Class 5E: Racing Cars over 2000cc.

Cars running in classes 5A to 5E inclusive must conform to the regulations for Racing Cars defined in the 2012 MSA Technical Regulations S15.

For all cars running in class 5B the permitted tyres are as follows:

Avon ACB10 – Front tyres marked "Formula Ford" with the code 7317, rear tyres marked "Formula Ford" with the code 7319.

Avon ACB9 – Front tyres marked "FF" with the code 7267, rear tyres marked "FF" with the code 7290.

3.3 Safety Requirements

Drivers must comply with S9.2.1 at all times.

The MSC Pre-1975 Classic Award

A The Midland Speed Championship will present an additional award for Classic Saloon, Sports, Sports Racing and Racing Cars manufactured before 1st January 1975 based on a bogey time scoring system.

To qualify for these awards drivers must be registered in the Midland Speed Championship in one of the classes defined in section 3.2 and must pay an additional £10 fee to register for the MSC Pre-1975 Classic Award.

B Bogey times will be allocated to each registered competitor upon conclusion of the practice runs at each qualifying event.

C The Scoring System: Only the fastest of first two competition runs at each event will count for championship points. If a driver exactly matches their bogey time they will be awarded 20 points. If the driver's time is slower than the bogey time, they will be awarded 20 points minus the difference between their best time and the bogey time. If a driver's time is faster than the bogey time, they will be awarded 20 points plus the difference between their best time and the bogey time, unless the bogey time is beaten by more than 5%. If the bogey time is beaten by more than 5%, the bogey time will be deemed to be faulty and the driver will be awarded 20 points.

4 The Committee

The Midland Speed Championship Committee for 2012 will be:

Chairman and Championship Co-ordinator: Alex Smith, 593 Tanworth Lane, Shirley, Solihull, West Midlands. B90 4JE. Phone: 01564 702547

e-mail: coordinator@midlandspeed.org.uk

Vice Chairman: Dave West, 3 Bagehott Road, Droitwich, Worcestershire. WR9 8UH. Phone: 01905 773287, e-mail: technical@midlandspeed.org.uk

Secretary: John Williams, 60 High Street, Castle Donington, Derbyshire. DE74 2PP. Phone: 01332 810481, e-mail: secretary@midlandspeed.org.uk

Administrator: John Phoenix, 7 Wollerton Grove, Sutton Coldfield, West Midlands. B75 7SP. Phone: 0121 378 0432, admin@midlandspeed.org.uk

Member: Keith Green, 60 Underwood Drive, Stoney Stanton, Leicestershire. LE9 4TD. Phone 01455 273939

Associate Member: Andrew Meek

Associate Member: Gary Thomas

Application for Membership of the **Midland Speed Club**

Name			
Address		Telephone	
		Home	
		Work	
		Mobile	
Postcode			
e-mail address			

Application to Register for **The Midland Speed Championship 2012** and **The MSC Pre-1975 Classic Award**

Car			
Engine Capacity		Turbo / Supercharged	
Year of Manufacture		Road-going / Race	

Class Entered	
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Pre-1975 Classic Award?	
Is this your first full season of motorsport?	

Fees:

Membership of the Midland Speed Club (£10) (Required for registration in the Championship)	£10
Registration in the Midland Speed Championship (£15)	
Registration for the MSC Pre-1975 Classic Award (£10)	
Total	

Signature		Date	
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This form should be returned with the Registration Fee to:
John Phoenix, 7 Wollerton Grove, Sutton Coldfield, West Midlands. B75 7SP.
Please make cheques payable to "The Midland Speed Championship".

Office Use Only			
Date Received		Championship No.	

Help us to plan for the season

In order to assist the championship committee and event organisers, could you please take the time to mark the form below indicating your intention or otherwise to compete at each event.

In doing this, you are not committing yourself in any way. We will use this information to determine the likely number of Midland Speed Championship contenders at each event, so that we can negotiate with event organisers to reserve an appropriate number of places at each event.

<i>Date</i>	<i>Venue</i>	<i>Intend to compete</i>	<i>May compete</i>	<i>Do not intend to compete</i>
8 th April	Loton Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15 th April	Harewood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
28 th April	Goodwood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 th May	MIRA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19 nd May	Kames	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20 nd May	Kames	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26 th May	MIRA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 th June	Lydden	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 th June	Anglesey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10 th June	Anglesey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23 rd June	Gurston Down	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23 rd & 24 th June	Prescott	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24 th June	Silverstone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
30 th June	Shelsley Walsh	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 th July	Lydden	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8 th July	Curborough	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14 th July	Llandow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21 st July	Blyton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22 nd July	Blyton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
28 th July	Mallory Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 th August	Three Sisters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11 th August	MIRA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26 th August	Harewood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1 st September	Aintree	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 nd September	Wiscombe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8 th September	Loton Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 th September	Loton Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 th September	Gurston Down	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16 th September	Curborough	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22 nd September	Shelsley Walsh	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22 nd September	Brands Hatch	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>