

# The Regis Sprint

## At GOODWOOD MOTOR CIRCUIT

**Saturday 20<sup>th</sup> April 2019**

### FOREWORD

Bognor Regis Motor Club Ltd are pleased to present our annual **Regis Sprint** at the Goodwood Motor Racing Circuit on Saturday 20<sup>th</sup> April 2019.

As regular competitors will know, the 2.4 mile long circuit is one of the fastest and most challenging you'll ever get to drive. Often described as the spiritual home of motor racing, it has witnessed some fine performances by many of the great racing drivers of the past, and now continues to do so following its revival for historic racing in 1998.

For 2019, we will be running the traditional 1 lap format.

The event is a round in three regional championships ASCMC, ASEMC and the All Circuit, also this year a round of the MGCC Speed Championship, and we welcome back the Lotus 7 speed championship, the HSA SBD speed championship and the Revington TR / TR register Sprint & Hill climb, 7 Oaks & District MC Insite Graphics Speed League Championship new to the fold this year is the new SBD/Motorsports UK/HSA Sprint leaders Championship and the Westfield sports car club speed series

The Chuck Wagon will be open throughout the event for drinks and hot snacks.

We look forward to welcoming back old friends and meeting new ones.

**The Organising Team**

### SUPPLEMENTARY REGULATIONS

#### ARTICLE 1. ANNOUNCEMENT

Bognor Regis Motor Club Ltd will organise a National B status Sprint meeting at the Goodwood Motor Racing Circuit, near Chichester, West Sussex, on Saturday 20<sup>th</sup> April 2019. The event will be known as **The Regis Sprint**. The event will be a qualifying round in the following championships:

- The 2019 SBD/Motorsports UK/HSA Sprint leaders Championship
- The 2019 Hamilton Classic ACSMC Sprint Championship
- The 2019 ASEMC Speed Championship
- The All Circuit Sprint Championship
- The 2019 Revington TR / TR register Sprint & Hillclimb Championship
- The 2019 Northampton Motorsport Lotus 7 club Speed Championship
- The 2019 WSCC speed series
- The 2019 MG Car Club Speed Championship
- The 2019 SBD HSA Speed championship
- The 7 Oaks & District MC Insite Graphics Speed League Championship
- The 7 Oaks & District MC Insite Graphics pre 1980 Speed League Championship

## ARTICLE 2. JURISDICTION

The meeting will be held under:

- a) Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA)
- b) The various Regulations issued by the Championships of which this event forms part.
- c) These Supplementary Regulations.
- d) Any written instructions the organising club may issue for the event.

## ARTICLE 3. AUTHORISATION

MSA Permit No.....	Nat B	Permit No.
The 2019 ACSMC Sprint Championship. ....		CHS090/2019
The ASEMC Sprint Championship. ....		CH2019/tba
The All Circuit Sprint Championship. ....		CH 2019/tba
The Revington TR register Sprint & Hillclimb Championship .....		CH 2019/tba
The 2019 Northampton Motorsport Lotus 7 club Speed Championship.....		CH2019/tba
The WSCC speed series.....		CH2019/tba
The 2019 MG Car Club Speed Championship.....		CH2019/SO64
The 2019 SBD HSA Speed Championship.....		CH2019/tba
The 7 Oaks & District MC Insite Graphics Speed League Championship .....		CH2019/tba
The 7 Oaks & District MC Insite Graphics pre 1980 Speed League Championship .....		CH2019/tba
The 2019 SBD/Motorsports UK/HSA Sprint leaders Championship.....		CH2019/tba

## ARTICLE 4. ELIGIBILITY

The Regis Sprint is open to competitors holding an appropriate Motorsport UK Competition Licence who are either:

- a) Members of the organising club.
- b) Members of clubs affiliated to the ACSMC or the ASEMC.
- c) Registered contenders in the championships listed in Article 3.
- d) Members of invited clubs

All competitors must produce Club Membership Cards, Competition Licences and, where appropriate, Championship Registration Cards at Signing-on. Competitors are reminded that a valid Motorsport UK Log Book or an Motorsport UK Recognised Vehicle Identity Document must be produced at Scrutineering in accordance with S.9.1.7, unless the vehicle is currently licensed for use on the public highway and is competing in a road legal condition (i.e. it is taxed, insured, and tested where necessary, and documentation produced at Scrutineering to verify this), or is currently used in circuit racing. Please note that a vehicle carrying trade plates does not satisfy the criteria to be classified as in road-legal condition.

**If competitors are competing in a Class that requires the car to be road legal but no longer has a tax disc, in line with current DVLA regulations, they are required to supply a printed copy of the DVLA form confirming that the car is taxed, at Scrutineering.**

## ARTICLE 5. TIMETABLE

The timetable for the event will be as follows:

Entries Open on publication of regulations

Thursday 11 <sup>th</sup> April	-	Entries Close at Standard Fee
Monday 15 <sup>th</sup> April	-	Competitors' Bulletin No.1 Issued
Thursday 18 <sup>th</sup> April	-	Final Closing Date for Entries
Saturday 20 <sup>th</sup> April	-	07.00 Scrutineering and Documentation Open
		08.30 Drivers Briefing
		09.00 Practice Starts Followed by Timed Runs
		Lunch Break will be between 12.00 and 14.00 for a 1 hour period.
		Timed Runs Re-start after Lunch
		16.45 Approx. End of Timed Runs
		17.00 Publication of Results followed by Awards Presentation.

Any competitor not signed-on by 09.30 am on Saturday 20<sup>th</sup> April may be excluded.

## ARTICLE 6. COURSE

The length of the course is approximately 3.72km. Starting at the pit lane Exit the Finish being at the traditional place on the start finish straight leaving the circuit via the escape road just after the pit exit.

**Competitors are invited to walk or cycle the course before drivers briefing, there will be no convoy runs.(under**

**no circumstances must competitors cut across the airfield, this will result in exclusion)**

There is no designated tyre warming area. In accordance with S 9.3.1 , the spinning of wheels is not therefore permitted in any part of the paddock or between the paddock and the start line.

**Please note in accordance with 9.2.1.** Throughout practice and Competition, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K.9 to 11 or, where appropriate, the specific Class regulations for Drag Races. Overalls homologated to either FIA 8856-2000 or FIA 1986 standard are mandatory. Competitors are required to wear flame-resistant gloves (K.14.3(e)).

**An FIA approved FHR device, fitted in accordance with FIA regulations is mandatory for all drivers with the exception of Period Defined Vehicles, Road-going Series Production Cars and Road-going Specialist Production Cars.**

All these items must be produced for inspection and approval at scrutineering.

## ARTICLE 7. TIMING

Timing will be by automatic electronic timing equipment or, in the event of a failure, by hand held digital stopwatch, with timing commencing from the moment the vehicle breaks the light beam. The starting signal will be a green light with competitors starting singly although up to a maximum of five competing cars may be on the course at any given time. Timing struts complying with S 10.9 must be fitted.

## ARTICLE 8. PRACTICE

Practice will be in accordance with S.2. All competitors will have an opportunity to complete a timed practice run before attempting timed competition runs. Unless otherwise instructed, practice runs will be tackled in Class order.

The practice run will consist of 2 laps of the circuit. The first from a standing start at the exit of the pit lane and after a further flying lap return to the paddock via the assembly area exit road, just after the pit exit.

## ARTICLE 9. COMPETITION RUNS

There will be a minimum of two and a maximum of three timed competition runs with the fastest performance counting towards the final results. Unless otherwise instructed, competition runs will be tackled in class and Number order. Each competition run will consist of a 1 lap of the circuit from a standing start. On crossing the finish line competitor must reduce speed and return to the paddock via the assembly area exit road, just after the pit exit.

If time permits a fourth timed run will be offered, with a separate award given to the competitor recording the most improved time over the fastest of the previous timed runs, but this time will not to count towards overall results.

Competitors are reminded that **no overtaking** is permitted on the circuit.

Any competitor who is baulked should apply immediately to the Clerk of the Course, who may grant a re-run in accordance with S.9.5.8.

## ARTICLE 10. FLAG SIGNALS

S.9.3.7 is modified. Competitors are reminded that Q.15.1(j) applies and if a red flag is displayed they are required to cease driving at racing speed and proceed slowly, without overtaking and with maximum caution to the Paddock or start line obeying marshals' instructions, and being prepared to stop should the track be blocked. The penalty for failing to comply with Q.15.1(j) is exclusion.

Double waved yellow flags will indicate the exit from the circuit and entrance for the paddock after the finish line.

The only other flag signal will be the display of a chequered flag to indicate the end of a timed run.

## ARTICLE 11. CLASSES

For the purpose of results, vehicles will be divided into the following categories (see S.10.10.1 of the 2019 Motorsport UK year book) and classes:

### 2019 CATEGORIES AND CLASSES

Vehicles will be divided into the following categories (see S10 of the 2019 Motorsport UK year book) and classes:

**A Road Going Series Production (S.10.10.1) , Specialist Production (S.10.10.2), Standard Cars (S.11.9.1) - Excluding cars in Appendix 1**

1. 'Standard Cars' : Up to 1600cc. – 2wd only, list 1A tyres
2. 'Standard Cars' : Over 1600cc to 2000cc. – 2wd, list 1A tyres
3. Up to 1600cc - 2wd only, list 1A or 1B tyres
4. Over 1600cc to 2300cc – 2wd only, list 1A or 1B tyres
5. Over 2300cc - 2wd only, list 1A or 1B tyres
6. 4wd of all engine capacities, with list 1A or 1B tyres.

**- Road Going Kit Type and Replica Cars (Examples are included in Appendix 1)**

7. Up to 1800cc, excluding Motor cycle engine cars. list 1A or 1B tyres

8. Over 1800cc, including all Motor cycle engine cars, list 1A or 1B tyres

**B. Modified Series / Specialist Production Cars (S.10.10.3/S.10.10.4) and vehicles conforming to R.46 to R.49 ('rally cars') - Excluding those listed in Appendix 1:**

9. Up to 1400cc

10. Over 1400cc to 2000cc

11. Over 2000cc

**- Road Going Kit Type and Replica Cars (Examples are included in Appendix 1)**

12. Up to 2000cc

13. Over 2000cc and all Motor cycle engine cars.

**C. Sports Libre Cars (S.10.10.6) ,**

14. Sports Libre 'Car' engines up to 1800cc, Motor cycle engined cars up to 1100cc.

15. Sports Libre 'Car' engines over 1800cc, Motor cycle engined cars over 1100cc.

**D. Racing Cars (S.10.10.7) and Hillclimb Super Sports Cars (S.10.10.5)**

16. Racing Cars up to 1100cc.

17. Racing Cars over 1100cc.

**E Invited Championship Contenders**

18. The Lotus 7 Car Club

19. Westfield Sports Car Club (1) *Road Going Westfields running on list 1A or 1B tyres*  
(2) *Westfields running on List 1C tyres or slicks*

**Appendix 1** Two seater cars such as Caterham, Westfield, Sylva, Fisher and Lotus 7, Elise, Exige and 340R, Vauxhall 220, X-bow- and similar types/ derivatives.

**Appendix 2.** '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 the current Standard Car definitions but have been manufactured before 01/01/2000.

**Note 1.** Engine capacity increase/decrease factors: a. Forced induction, an increase of 40%, except for 'Standard Cars' where an increase of 70% should be applied. b. Rotary engined cars, an increase of 50% on the real capacity.

**Note 2.** To compete in a Single Seater 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 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. Road going cars must be taxed, insured and MOT tested (where necessary) and road legal in all respects. Documentation must be available at signing on if verification is requested or required by individual events.**

*Notes on changes from 2018.*

1. A1 and A2 are for standard cars only. In previous years we have included those cars built before 2000 that would otherwise meet the standard car category. Including this change made the regulations excessively complex for competitors and confusing for organisers.

2. We have changed the engine capacity break point between A7 and A8 from 1700cc to 1800cc. As in all class discussions we consider the type of cars entering Sprint/Hillclimb events. We believe this change will provide a better balance. For example all Lotus Elise have a capacity of 1800cc – those normally aspirated can run in A7, with forced induction versions running in A8.

3. We have commented before that there is a disconnect amongst the various motorsport disciplines. Recently we have observed interest from Autotest/Autosolo and Rally competitors. The restrictions defined in 12.6.1 and 12.6.2 preclude for example Vauxhall Engined Escorts – a common sight in rallying. Such cars would be severely compromised running in the Sports Libre class that they would otherwise be assigned. We have now categorised them with the Modified classes.

4. Whilst a minor addition, we have highlighted Formula Ford and included them in D16.

5. For cars entering the Road Going categories, they must, where appropriate, have a full MOT. MOT lite is not acceptable.

An FIA approved FHR device, fitted in accordance with FIA regulations is mandatory for all drivers with the exception of Period Defined Vehicles, Road-going Series Production Cars and Road-going Specialist Production Cars.

All these items must be produced for inspection and approval at scrutineering.

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.

Road going cars must be taxed, insured and MOT tested (where necessary) and road legal in all respects. Documentation must be available at scrutineering if verification is requested or required.

**THE USE OF TRADE PLATES IS NOT PERMITTED.**

## ARTICLE 12. IDENTIFICATION

Competitors are responsible for supplying and displaying acceptable numbers on both sides of the car in accordance with S.9.2.5 Where a vehicle is being shared by two drivers, the number not in use must be fully masked during both practice and competition runs. Failure to do so could result in the timekeeper failing to record a time and, in this eventuality, re-runs will not be permitted.

## ARTICLE 13. ENTRIES

The standard entry fee for the event is **£140.00 up to 12<sup>th</sup> April** then **£150.00 until Wednesday 17<sup>th</sup> April**. All entries should be submitted on the official entry form, be accompanied by a cheque for the correct fee made payable to **Bognor Regis Motor Club Ltd**, Entry fees can also be paid electronically by BACS or PayPal and sent to the Entries Secretary:

Mrs Deborah Holmes  
Wagtails Church Lane  
Eastergate  
Chichester  
West Sussex  
PO20 3XD

Please note that any dishonoured cheques will be subject to a handling surcharge of £20 per presentation and removal from the entry list until the appropriate additional fee is paid.

Entry fees can also be paid electronically by BACS or PayPal

The entry list opens on the publication of these Supplementary Regulations at the standard entry fee of £140.00 up to Friday 12<sup>th</sup> April 2019 then a Late entry fee of £150 until Wednesday 17<sup>th</sup> April 2019 when it finally closes.

**Entry selection**, the first 70 invited championship contenders will be automatically accepted prior to April 1<sup>st</sup>, the remaining 40 will be in order of receipt, and all entries received by the normal closing date will be acknowledged in writing or e-mail. Where an accepted entry is withdrawn in writing and received by the closing date for normal entries, the entry fee will be refunded less an administration charge of £20.00. in accordance with H.31.1.2.(e). The refund of fees for entries withdrawn after that date will be at the discretion of the organisers. Reserve entries which are not accepted will have their entry fees refunded in full subject to H.31.1.1(f). In the event that the event is cancelled or postponed, entry fees will be refunded less £30.00 administration costs in accordance with H31.1.2.(a).

The maximum entry for the event is 110 including 10 reserves. The organising club reserves the right to cancel the event if less than 50 entries are received by the normal closing date for entries.

S.9.2.3. is modified. A driver may drive any number of cars for which an entry has been accepted but they must be in different classes.

A Competitor Bulletin containing details of the competition number will be sent by e-mail, or if not available posted to competitors at the address shown on the submitted entry form on Monday 15<sup>th</sup> April.

Competitors are advised that information they provide will be stored in a computer retrieval system and may be used for organisation and publicity purposes. The promoting club regret that they will be unable to accept entries from competitors who do not accept this condition.

## ARTICLE 14. OFFICIALS

Clerk of the Course	-	Steve Castle
Deputy Clerk of the Course	-	TBA
Assistant Clerk of the Course	-	TBA
Secretary of the Meeting	-	Terry Holmes (01243 278814)(07841524783)
Chief Marshal	-	Meredith Hutchins
Entries Secretary	-	Deborah & Terry Holmes
Chief Timekeeper	-	John Sharp
Chief Scrutineer	-	Keith Shepherd
Environmental Scrutineer	-	T.B.A.
Chief Medical Officer	-	Chris Attfield
MSA Steward	-	T.B.A.
Club Stewards	-	tba / tba
Results Co-ordinator	-	Colin Molyneux

In accordance with S.9.6.(a) Timekeepers have been appointed as Judges of Fact to adjudicate on false or unsatisfactory starts. In accordance with S.9.6.(d), Environmental Scrutineers and Officials in charge of sound meters will be judges of fact in respect of sound.

## ARTICLE 15. RESULTS

Practice times and unofficial interim results will be published throughout the day and displayed at the signing-on office. Provisional results will be published in accordance with D.26.1.1 and displayed on the Official Notice Board. Protests must be made in accordance with Section C.5.

## ARTICLE 16. AWARDS

The awards presentation will take place immediately after the results are declared final. Awards will be presented as follows:

Fastest Time of the Day	-	The Jonathan Canning Memorial Trophy* and a perpetual award
First in each Class	-	A perpetual award
Second in each Class	-	A perpetual award (subject to a minimum of five starters)
Third in each Class	-	A perpetual award (subject to a minimum of eight starters)
Best Improver	-	A perpetual award
Fastest Lady Driver#	-	The Warwick Wright Trophy* and a perpetual award

Fastest BRMC Member# - The Don Adams Trophy\* and a perpetual award

All trophies marked with an asterisk (\*) remain the property of Bognor Regis Motor Club Ltd. To be eligible for the Fastest BRMC Member, members shall have been elected to the club before 1<sup>st</sup> March 2019. With the exception of those awards marked with a hash (#), no driver may win more than one award per car entered. Failure to attend the awards ceremony may result in forfeiture of the award.

## ARTICLE 17. NOISE

All vehicles must comply with J.5.17.2. Scrutineering will include a static noise test carried out in accordance with J.5.18.1. Chart 5.18 is modified in accordance with the requirements of the circuit owners and no vehicle exceeding **105 dB(A) at ¾ maximum RPM in the 0.5m test** at scrutineering will be allowed to compete. Competitors are advised that continual monitoring of vehicle noise emissions will also be undertaken throughout the event to comply with the local authority planning conditions for the circuit and any vehicle exceeding 101 dB(A) while practising or competing on the track will be excluded.

Competitors are reminded that the running of engines during the lunch break is prohibited.

## ARTICLE 18. ADDITIONAL INFORMATION

**Fuel** is not available at the circuit. The nearest filling stations are at the Sainsbury's Supermarket just off the A27 at Chichester and on the westbound carriageway of the A27 at Tangmere.

**Filming.** All parties wishing to make film or video recordings of any part of the event for commercial purposes must obtain the necessary permission of the circuit owners, Goodwood Road Racing Company Limited, before the event.

## ARTICLE 19. ACKNOWLEDGEMENTS

Goodwood Road Racing Company Limited  
Goodwood Rescue  
Everyman's Garage  
Harry's Fish and Chips



# BOGNOR REGIS MOTOR CLUB

[www.bognor-regis-mc.co.uk](http://www.bognor-regis-mc.co.uk)

## APPLICATION FOR MEMBERSHIP

Gary Thompson, 5 Pay Gate, London Road, Washington, West Sussex RH20 4DL

Tel 07861 380818 - Email: [membership@bognor-regis-mc.co.uk](mailto:membership@bognor-regis-mc.co.uk)

The information held by Bognor Regis Motor Club Ltd will only be used by the Club for contact with its own members and will not be divulged to any other person or organisation outside the Bognor Regis Motor Club Ltd.

Why not join us? Bognor Regis Motor Club members are active in most branches of motorsport and the club promotes a range of social and competitive activities for those members. As well as the Regis Sprint, other major events include the The Southdown Stages and the Regis Tap Historic Tour. In addition, a series of 12-Car navigational rallies are run during the winter and, in the summer, a number of grass autotests are arranged. Members also play a key role in marshalling the Goodwood Festival of Speed and other major events.

The club produces a monthly magazine to keep members informed of all our activities and meets the first Thursday of the month at The Spur, Slindon, BN18 0NE on the A29 from 9.00pm. Membership costs just £25 per year membership. Complete the following form and send it to, Gary Thompson, Payment by cheque made payable to 'Bognor Regis Motor club ltd' , BACS sort code 202062 Acc no.40177997 or Pay pal payment@bognor-regis-mc.co.uk

I/we hereby apply for membership of Bognor Regis Motor Club Ltd and deposit the sum of £25.00  
If elected, I declare that I shall at all times endeavour to maintain the good name of and dignity of the club, and abide by its rules and regulations.

FullName:.....

Address: .....

.....Postcode: .....

Tel.No.: .....E.mail.....

Other Clubs:.....

Main interests.....

.....cars.....

Applicant's Signature: ..... Date: .....

Payment method(circle one); Cheque      ,BACS      ,Pay pal