

BERT HADLEY MEMORIAL CHAMPIONSHIP REGULATIONS 2019



SPORTING REGULATIONS - GENERAL

1.1 The Bert Hadley Memorial Championship – 2019 is organised and administered by The Pre-War Austin Seven Club in accordance with the General Regulations of **Motorsport UK** (Incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit Number (Grade): **CH2019/S067** (Grade D)

1.2 OFFICIALS

1.2.1 Co-Ordinator : MRS SHIRLEY TULL (Contact: sjtull46@gmail.com)

1.2.2 Eligibility Scrutineer : **Robert** Parker

1.2.3 Championship Stewards : ROD DAINTY, GEOFF ROE & **JOHN SKEAVINGTON**

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be fully paid-up valid membership card holding members of The Pre-War Austin Seven Club and in possession of a current **Motorsport UK** Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must be fully paid-up valid membership card holding members of The Pre-War Austin Seven Club, be registered for the Championship and be in possession of a current Competition National 'B' (Non-Race) Status Licence as a minimum.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school

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

1.4 REGISTRATION

1.4.1 By written application, enclosing A5 size SAE, or by email to the Championship Co-ordinator :

Mrs Shirley Tull. Chapel Gate, Chapel Street, Goxhill, Barrow-Upon-Humber, North Lincs,
DN19, 7JJ. Phone 01469 530258, Mobile 07826 518999. Email : sjtull46@gmail.com

1.4.2 A registration fee of £20.00 (payable to Pre War Austin Seven Club Limited) should accompany the completed application

1.4.3 Entry into the Championship commences from the confirmed date of Registration and points will not be awarded retrospectively. Registration does not imply or guarantee acceptance of an entry in a nominated event.

Competitors should be fully registered at least seven days before the first round in which they intend to compete.

1.5 CHAMPIONSHIP ROUNDS All National 'B' or 'A'/'B' status

1. April 20, Sat	H/C	Gurston Down	BARC - South West
2. May 11, Sat	S	Goodwood	Brighton & Hove
3. May 25, Sat	H/C	Prescott Hill, Glos.	Bugatti Owners' Club
4. June 1, Sat	H/C	Harewood Hill, W.Yorks	BARC – Yorkshire
5. June 8, Sat	H/C	Barbon, Cumbria	Liverpool M.C
6. June 15, Sat	H/C	Shelsley Walsh	Midlands A.C.
7. June 29, Sat.	S	Aintree Circuit	Liverpool M.C.
8. July 28, Sun	H/C	Wiscombe PK, Devon	Woolbridge M.C.
9. Aug 11, Sun	S	Curborough (2), Staffs	Mid-Cheshire
10. Aug 24, Sat	H/C	Loton Park, Salop	Hagley & D.L.C.C
11. Sept 7, Sat	S	Blyton Park Sprint Circuit	Nottingham S.C.C
12. Sept 21, Sat	S	Curborough (2), Staffs	BARC – Midlands

CLUB CONTACT DETAILS WILL BE PROVIDED ON A SEPARATE LIST SUPPLIED UPON RECEIPT OF YOUR REGISTRATION

SCORING

1.6.1 Championship drivers will be awarded points based on best timed runs per the final results, as issued by the promoting club after each event.

1.6.2 Each round will be scored as follows:-

Points counting towards The Bert Hadley Memorial Cup will be calculated by ranking all competitors regardless of class fastest first. Points will then be awarded as follows:-

1st – 20 pts, 2nd – 18 pts, 3rd -16 pts, 4th – 15 pts, 5th – 14 pts, 6th -13 pts, 7th – 12 pts,

8th -11 pts, 9th -10 pts, 10th – 9pts, 11th - 8 pts, 12th – 7 pts, 13th- 6pts, 14th – 5pts,

15th – 4 pts, 15th – 3 pts, 16^h – 2 pts, 17th -1 pts, 18th onwards 1pt each.

For the class awards ‘Road Car’ and ‘Track Car’ results will be separated (see 3.2) Points will then be awarded as follows:-

1st – 10 pts, 2nd – 8 pts, 3rd – 6 pts, 4th – 5 pts, 5th – 4 pts, 6th - 3 pts, 7th – 2 pts, 8th onwards – 1 pt each.

Points obtained from a minimum of five of the qualifying rounds will count to establish final placings. Where applicable, the best five scores obtained will be regarded.

1.6.3 If required, the following tie-break procedure will apply :

(1) The consistency of competition runs will be considered according to the formal formula below.

Each person will receive a ‘tie breaker time allowance’ to go with their points at each meeting. In case of a tie, the person with the smallest tie breaker total from their scoring events will be placed higher in the table.

The tie break element for each race would be equal to the difference between the competitor’s two best timed runs or 3% of their lowest time, whichever is the smaller value.

Example: Competitor A Run 1 **80.8** Run 2 **79.8**

difference between times is **1.0s**

3% of the best time of 79.8 is **2.39s** so the tie breaker element is **1.0s**

Competitor B Run 1 **83.3** Run 2 **88.7**

difference between the times is **5.4s**.

3% of the best time of 83.3 is **2.65s** so the tie breaker element is **2.65s**

Five best scores will still determine overall positions.

(2) Outcome of those events where the drivers in question have competed together will be considered.

Should none of these methods be effective, the Championship Stewards will specify the means to reach a solution. In all cases their decision will be final.

1.6.4 Any Championship points appeal will be decided by the Championship Stewards.

1.7 AWARDS :

Overall Winner: ‘The Bert Hadley Memorial Cup’ (Donated by Clive Hadley).

1st Track Class : ‘The Murray Jamieson Trophy’. (Anonymous Donator)

1st Road Class : ‘The Shelsley Award’. (Donated by Jenny Wilcox)

Best Newcomer : ‘The Newcomer’s Cup’.

Best Lady Driver : ‘The Kay Petre Award’.

1st on handicap : ‘The Brooklands Cup’.

1st moderate Road Car : ‘Tin Sump Challenge’ Trophy.

The above awards to be held for 11 months then returned, in good order, to the Championship Co-ordinator. Other awards will be issued for class placings etc. The date and venue of the presentation will be advised later in the year.

2. SPORTING REGULATIONS – JUDICIAL PROCEDURES.

2.1 Rounds : in accordance with Section C of the **2019 Motorsport UK** Year Book.

2.2 Championship : in accordance with Section C of the **2019 Motorsport UK** Year Book.

3. TECHNICAL REGULATIONS :

3.1 Eligible vehicles : Any Austin Seven of 1922-1939 origin, production car, modified production car, ‘reproduction’ or ‘special’ based upon the Austin Seven and to incorporate all of the Austin Seven main assemblies including chassis and quarter-elliptic rear suspension, engine, gearbox and rear axle. Front Suspension design is free. Any body type of period appearance, suitable materials and construction.

3.2 Classes : Eligible vehicles will be divided into two classes :-

‘ROAD CARS’, Must compete in a genuine road-legal order (including tyres and silencing) with fitted mudguards, working lights, horn and dynamo. An operable starting handle or working electric starter must be fitted as well as a reverse gear. **The car must have a current and valid road tax. It must have at least two seats, including the driver’s.** The front passenger seat should be of suitable size & construction to be fit for purpose; loose cushions should be strapped or fastened securely. Cars must compete with either a full **glass windscreen or at least one aero screen.** Spare wheel(s) must be removed. **Competitors must:**

- **Lodge with the Championship Co-Ordinator, a copy of the DVLA website page showing the car is taxed. This can be printed from the following website address – <https://www.gov.uk/check-vehicle-tax> which can also be found by using google and searching for check vehicle tax**
- **Take responsibility themselves to ensure that their vehicle is suitably insured for use on the public highway**

‘TRACK CARS’, To have one or more seats. ‘Period’ racing tyres are permitted, but **all** tyres must have a minimum tread depth of 1.6mm. ‘**Modern**’ low-profile competition tyres, whether treaded, slicks or re-cut slicks are **not** allowed.

‘Track’ cars are required to have a Vehicle Logbook issued by **Motorsport UK or, if applicable, issued by the VSCC.**

ROAD CARS exhibiting only minor performance and handling modifications may be eligible to compete for an additional award. Eligibility is at the discretion of the Co-ordinator and Stewards. Acceptance is based on the specification and performance being in the spirit of a, maybe improved, but essentially un-developed road car.

NOTE: Any Austin Seven – based vehicle which does not comply as to the normal layout or arrangement of the main mechanical assemblies, may be accepted within the Championship, subject to the discretion of the Eligibility Scrutineer and of the Championship Co-Ordinator. Their joint decision will be final. Cars based on the Austin Seven by licence, i.e. BMW - Dixi, Rosengart and American Bantam may also be considered for inclusion.

FUEL : ‘Road’ cars to run on ‘pump’ fuel (lead substitute additives permitted). ‘Track’ cars may use ‘methanol’ - as defined in the current **Motorsport UK** regulations, Section B.

WHEELS : To be of Austin Seven ‘style’ to choice. Minimum rim diameter : 15” Maximum rim width : 5”
‘Twin’ rear wheels and/or tyres are not permitted.

TYRES : Cross-ply or radial, as available.

WINDSCREENS : Toughened or laminated glass (subject to S.R requirements.)

SUPERCHARGERS : **Any car fitted with a supercharger will incur a 3% time penalty.** This will be closely monitored and may be adjusted at any time. If any adjustment is made, all affected competitors will be notified of the new penalty before their next event. **Cars fitted with a “pre-war” supercharger or an exact replica of a “pre-war” supercharger will not incur a time penalty.**

REPLACEMENT AND/OR UPRATED MECHANICAL COMPONENTS ARE PERMITTED

COMMON TECHNICAL REQUIREMENTS

All vehicles are to comply with the current **Motorsport UK** Regulations as they apply to Vintage (Category C) and Post-Vintage cars (Category D) of pre – 1941 manufacture. Section J (Common Regulations for Competitors Vehicles) and Section S (Specific Regulations for Sprints, Hill Climbs and Drag Racing) with particular reference to the following :

- J5.2.1. Construction of bodywork
- J5.13.1. Fuel lines passing through driver compartment.
- J5.14.1. Batteries secured
- J5.14.5. Have earth lead identified
- J5.17. Silencing requirements
- S10.3.5. Catch tank(s)
- S10.9. Timing strut, size & positioning

3.3 Safety Requirements.

- J5.4.2. A return spring acting directly onto **each** carburettor throttle spindle
- S10.4 . Steel self locking type wheel nuts, fitted over heavy-duty steel flat washers approx 1 /8” x 1” on dowelled wheel centres.
Chamfered stainless steel nuts for raised seating centres (ie some ‘West London’ types)
- S10.5.3. Accessible and clearly indicated isolating tap on gravity fuel systems
- S10.6.1. Accessible and clearly indicated ignition and/ or electric fuel pump switch(es) and ‘Off’ positions marked
- K3. A fire extinguisher, securely mounted, **Motorsport UK approved type & capacity** is recommended **but not mandatory.**

THE ABOVE REGULATIONS SHOULD BE READ IN CONJUNCTION WITH THE **2019** EDITION OF THE **MOTORSPORT UK** YEAR BOOK AND ANY SUPPLEMENTARY REGULATIONS ISSUED BY **MOTORSPORT UK** AND/ OR THE PROMOTING MOTOR CLUBS.

This Championship was established to enable the sporting Austin Seven owner to engage in keen, but friendly, competition with like-minded enthusiasts. The regulations have been drawn up to serve all intending participants and to meet **Motorsport UK** requirements. As a Registered Championship Competitor, it is your responsibility to ensure your entered vehicle complies with both the letter and the spirit of the Regulations. The Eligibility Scrutineer may undertake the examination of competing vehicles at any time, to ensure fair interpretation of the above.