

Chester Motor Club



Founded 1921

and

Lancashire Automobile Club



Established 1902

Present

The Three Sisters Sprint Weekend

Saturday 6th August 2011

Sunday 7th August 2011

Supplementary Regulations

Forward

Once again Chester Motor Club and Lancashire Automobile Club have joined forces to bring a whole new sprinting dimension to the Three Sisters Circuit.

By combining the two teams it is our intention to bring you a memorable day of competition at the famous Ashton-in-Makerfield Circuit.

The organisers would like to bid a very warm welcome to all the championships that have yet again chosen this Lancashire Automobile Club and Chester Motor Club event as a qualifying round.

We look forward to an enjoyable weekend of motor sport at the Three Sisters Circuit, but we would recommend that you get your entries in promptly to ensure you get a run.

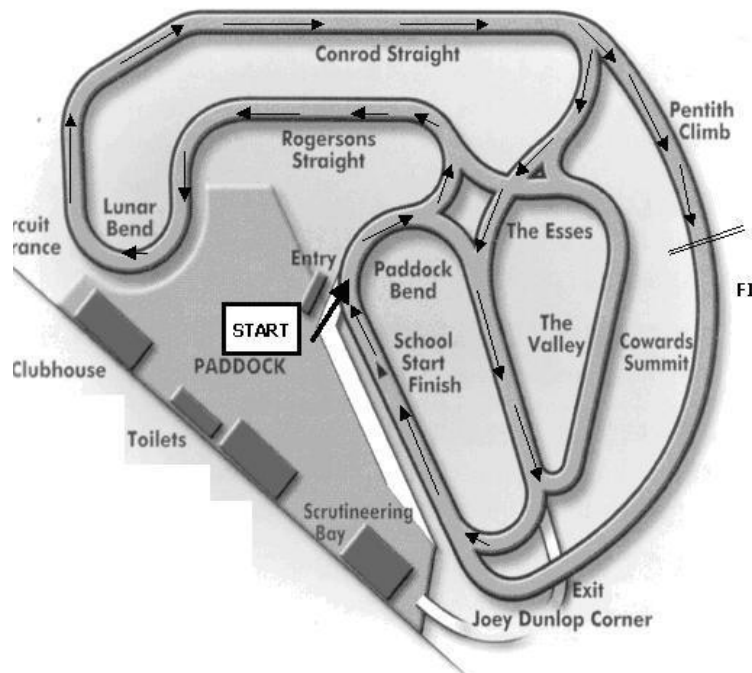
We look forward to meeting our old and new friends again on the 6th & 7th August.

Bob and David Clerks of the Course.

Acknowledgements: -

Three Sisters Circuit
The Marshals
All Voluntary Officials
Keith Knowles (Paramedic)
Phoenix Rescue
British Red Cross (Cheshire)
Chief Scrutineer & Team
Ian Johnson
Recovery - C.& G. Auto's
The Motor Sports Association

Please find below the two lap route that will be used.



Chester Motor Club Ltd
Lancashire Automobile Club Ltd
The Three Sisters Sprint Weekend

Three Sisters Circuit
Saturday 6th August 2011
Sunday 7th August 2011

SUPPLEMENTARY REGULATIONS

1. Chester Motor Club Ltd and Lancashire Automobile Club Ltd will organise a National B status sprint on Saturday 6th August and Sunday 7th August 2011 at the Three Sisters Circuit.
2. The meeting will be held under the General Regulations of Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations; and any other written instructions that the organising clubs may issue for the event.
3. An MSA Permit has been applied for and will be notified to competitors in the Final Instructions.
4. The event is open under National B Licence to all members of the organising clubs, to those Competitors of the National B Championships listed and the following invited organisations, Hagley & District Light Car Club & Healey Driver International Hillclimb and Sprint Challenge
All competitors MUST produce a valid Competition Licence, Club Membership Card and any relevant Championship Registration Card at signing on.
5. **The Event will be rounds of the following Championships: -**

Saturday 6th August 2011

Chester and Liverpool Motor Clubs Speed Championship 2011, sponsored by Belgrano Services Ltd & Interconnectit.com

The Lancashire Automobile Club Speed Sprint Championship 2011

Longton's Northern Speed Championship 2011

Midland Speed Championship 2011

The A.N.W.C.C. Sprint Championship & Novice Sprint Championship.

The Trident Engineering (Llanelli) 2011 Welsh Sprint & Hillclimb Championship In Association With Bartlett Engineering (South Wales) Ltd & Trainers BMW (Swansea)

SD34 Sprint and Hillclimb Championship.

LCCC/Keyline Championship

The MSCC Techniques Speed Championship

The Austin Healey Club 'Healeysport' Speed Championship

Sunday 7th August 2011

Chester and Liverpool Motor Clubs Speed Championship 2011, sponsored by Belgrano Services Ltd & Interconnectit.com

The Lancashire Automobile Club Speed Sprint Championship 2011

Longton's Northern Speed Championship 2011

Midland Speed Championship 2011

The A.N.W.C.C. Sprint Championship & Novice Sprint Championship.

The Trident Engineering (Llanelli) 2009 Welsh Sprint & Hillclimb Championship In Association With Bartlett Engineering (South Wales) Ltd & Trainers BMW (Swansea)

SD34 Sprint and Hillclimb Championship.

LCCC/Keyline Championship

The 2011 Richard Egger Insurance HSA Speed Championship

2011 - Revington TR / TR Register Sprint & Hillclimb Championship

The Austin Healey Club 'Healeysport' Speed Championship

6. **Programme of the Meeting is:** - Signing-On and Scrutineering from 08.00 hrs, Drivers Briefing will be at 09.30 hrs **ALL DRIVERS MUST ATTEND**, Environmental Noise Testing commences at 10.20 hrs. Competitors not signed on by 10.00hrs may be excluded.
The course will be open for competitors to walk prior to 09.30 hrs. Please note that it is the responsibility of the Competitors and Entrants to ensure that the Entry is made in the CORRECT CLASS. Racing engines may not be started before 10.00 hrs. Convoy runs will commence at 10.00 hrs. Practice will start at 10.20 hrs prompt, followed by Competitive Runs **(A).28.**

7. **On Saturday the length of the course is approx. 1600 metres** and consists of one lap of the inner circuit and $\frac{3}{4}$ lap of the outer. There are a total of 8 RH Bends, 2 RH Curves, 4 LH Bends and 1 LH Curve on a good tarmac surface. Full detail will be given with Final Instructions. **(A).28.** Competitors will have the opportunity of TWO Practice Runs after driving the course at non-competitive speed. Cars will start singly to programme. **(A).28,** Timing will be by electronic beam – Class E equipment. Competitors will start in their own time on a green light. Timing will commence on breaking the timing beam. Chequered boards at each side of the track will indicate the FINISH line.

On Sunday the length of the course is approx 1100 metres and consists of a single lap with 6 right hand bends and 4 left hand bends. Full detail will be given with Final Instructions. **(A).28.** Competitors will have the opportunity of TWO Practice Runs after driving the course at non-competitive speed. Cars will start singly to programme. **(A).28,** Timing will be by electronic beam – Class E equipment. Competitors will start in their own time on a green light. Timing will commence on breaking the timing beam. Chequered boards at each side of the track will indicate the FINISH line.

8. **Classes will be as follows: -**

Roadgoing Production Cars: (S11) (see also Appendix 1 of these Supplementary Regulations)

You must be able to produce a current Tax Disc, Insurance and MOT certificate, where applicable, at Scrutineering

SA: Standard Saloon & Sportscars up to 1400cc

SB: Standard Saloon & Sportscars 1401cc up to 2000cc

SC: Standard Saloon & Sportscars over 2000cc

1A: Saloon Cars up to 1400cc

1B: Saloon Cars 1401cc up to 2000cc

1C: Saloon Cars over 2000cc

1D: 2 & 4 Seater Sportscars up to 2000cc

1E: 2 & 4 Seater Sportscars over 2000cc

2A: Roadgoing Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)

2B: Roadgoing Kit, Replica & Spaceframed Cars over 1700c (car derived engines)

2C: Roadgoing Kit, Replica & Spaceframed Cars (motorcycle derived engines)

2D: Roadgoing Specialist Cars

Modified Production Cars: (S12)

3A: Saloon Cars up to 1400cc

3B: Saloon Cars 1401cc. up to 2000cc

3C: Saloon Cars over 2000cc

3D: 2 & 4 Seater Sportscars up to 2000cc

3E: 2 & 4 Seater Sportscars over 2000cc

3F: Modified Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)

3G: Modified Kit, Replica & Spaceframed Cars over 1700cc (car derived engines)

3H: Modified Kit, Replica & Spaceframed Cars (motorcycle derived engines)

3K: Modified Specialist Cars

Sports Libre & Hillclimb Super Sports Cars: (S13, S14)

4A: Cars up to 1700cc & Hillclimb Super Sports

4B: Cars over 1700cc

Racing Cars: (S15)

5A: Up to 1100cc

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

5C: From 1101cc up to 1600cc

5D: From 1601cc up to 2000cc

5E: Over 2000cc

Classic & Racing Cars

6A: Classic Cars manufactured prior to 1973

6B Racing Cars manufactured prior to 1973

Vehicles in Class 6 may be further subdivided at the organisers discretion.

All vehicles must comply with Technical Regulations **S 10 11 12 13 14** of the 2011 Competitors & Officials Yearbook. Equivalence factors are as for forced induction as per **S 10.3.**

All vehicles must comply with the MSA Technical Regulations as per the 2011 Competitors' Year Book and the appropriate championship regulations.

9. Awards will be presented as follows: -

Fastest Time of the Day

1st in class

2nd in class

3rd in class

4th in class

Best Novice,

Best Chester Motor Club

Best Lancashire Automobile Club

Best Performance by a Lady Driver

The perpetual trophy (to be returned) plus replica.

An award.

An award (subject to 3 entries)

An award (subject to 6 entries)

An Award (subject to 9 entries)

An award (on handicap)

An award (on handicap)

An award (on handicap)

An award (on handicap)

Named Trophies will be retained by the Club and engraved with the winners' name. The organisers may present other such awards as they see fit.

10. The Entry list opens on publication of these regulations and **closes on Saturday 23rd July 2011**. The entry fee is £105.00 for Saturday and £105.00 for Sunday.

Members of Chester Motor Club or Lancashire Automobile Club may deduct £5.00

Late entries may be accepted at the discretion of the organisers and will be subject to a £15.00 handling fee.

11. Which includes ££16.90 MSA Insurance and £3.10 MSA per capita fee. Entries must be made on the official entry form and accompanied by the appropriate fee.

12. Post-dated cheques will be accepted but must be dated no later than **Friday 22nd July 2011**.

13. The Secretary of the Meeting to whom all entries must be sent is: -

Jan M Chesters	Telephone:	01253 732983 (Before 9.00 p.m.)
48, Worsley Road	E-mail:	Jan.Chesters@totalise.co.uk
Ansdell		
Lytham St Annes		
FY8 4AW		

14. The maximum entry for both days is 130 plus 10 reserves. **This maximum cannot and will not be increased**. The minimum entry is 100 and 70 respectively. Should the minimum entry not be reached the organisers reserve the right to cancel the meeting.

Entry fees will be refunded in accordance with **H 31.1.2**, less £10.00 administration fee, providing the cancellation of the entry is received in writing before the closing date for entries, otherwise only the per capita fees will be refunded.

15. The Event Officials are as follows: -

Clerk of the Course	Bob Chesters	MSA National A
Clerk of the Course:	Dave Bell	MSA National B
Course Controller:	Chris Lee	
Jan M Chesters	Secretary of the Meeting	
MSA Steward:	T.B.A.	
Club Stewards:	Norman Venables/TBC	
Chief Scrutineer:	Chris Mansley	MSA National A
Environmental Scrutineer:	Ian Johnson	
Chief Timekeeper:	Christoph Kieselmann (TSL Timing)	Speed National A
Chief Marshal:	Dave Cleaveley	
Chief Medical Officer:	Keith Knowles	
Rescue Unit:	Phoenix Rescue	
Ambulance	British Red Cross (Cheshire)	
Recovery Unit:	C.& G. Auto's	

16. Provisional results will be published as soon as possible after each run or following the end of the event. Awards will be presented as soon as practicable after declaration of final results. **D 26**

17. Any protest should be lodged in accordance with **C 5** of the current MSA Competitors Year Book.

18. Competitors will start singly.

The starting signal will be by means of a green light. The method of timing will be electronic and chequered banners will clearly indicate the finish.

19. Competitors will have the opportunity to walk the course prior to 09.20 hrs each day and then have the opportunity of completing two practice runs prior to the competitive runs.

20. Competitors will be identified by competition numbers on each side of the vehicle. Numbers will be on sale at the event office at the circuit. **S 9.2.5**

21. Results are compiled in accordance with **D 26**

22. All other General Regulations of the MSA apply as written except for the following: - One driver may not compete in more than two cars. **S 9.2.3**

23. a) Competitors are advised that timing struts **MUST BE FITTED**. **S 10.9**

b) On shared vehicles the onus of displaying the correct number is on the driver. Timekeepers may not issue times for cars that are incorrectly numbered.

c) All vehicles must comply with the Silencing requirements. Noise tests **WILL** be carried out before and during the event. **J 5.17**

d) Competitors are reminded of the requirements of **Q 13** and are requested to comply with **S 9.3.4** in respect of the refuelling of vehicles.

24. **Tyre warming by means of spinning the wheels of the car will not be allowed S 9.3.1.** Competitors reported for deliberately spinning their wheels either prior to the start line or after the finish line may be excluded from the event.
25. a) Safety at all Lancashire Automobile Club and Chester Motor Club events is considered paramount. Entrants and Drivers are to ensure that they themselves, their supporters and mechanics drive responsibly and obey speed limits in the paddock and public areas of the circuit. The onus being on the entrant to ensure that all members of their team comply with this requirement. The penalty for any infringement by entrants, competitors, mechanics or supporters may be exclusion from the event.
b) Tow starting of vehicles will only be permitted at the discretion of the Clerk of the Course.
26. No competing car may leave the site during the event without permission of the Clerk of the Course. In any event, road going cars must remove or completely cover competition numbers before leaving the site.
- 27. Animals will not be permitted anywhere at the circuit.**
28. Final Instructions, having the same authority as these regulations, will be sent to all competitors on Saturday 24th July 2011.
29. An accommodation list is enclosed for your assistance but should not be taken as an endorsement by the organisers as to the quality.
30. Hot and cold food is available at the circuit during the day.
31. Fuel is not available at the circuit.
32. **Flame-resistant gloves**
The MSA would like to remind competitors that flame-resistant gloves are now mandatory for competitors in Sprints and Hill Climbs under Regulation S9.2.1. Regulation K.14.3 requires that such gloves be of a material tested to ISO 6940, although any FIA-approved gloves, including FIA 8856-2000, are acceptable.

APPENDIX 1
Clarifications for Roadgoing Series Production Cars
(the following clarifications form part of these Supplementary Regulations)

Classes SA, SB & SC

These classes are intended for near-standard cars with very few modifications (as listed), to encourage low cost entry into the sport. All cars running in the above classes must remain in totally road legal form at all times. 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. NO modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions:

Wheels & Tyres: The standard wheel rim width may be increased by a maximum of one inch and fitted with tyres to suit. Tyres must be from MSA list 1A and be Road Legal.

Engine & Exhaust: The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted. Electronic ignition may be fitted.

Suspension & Steering: The steering wheel may be replaced by a non-standard item. Uprated dampers may be fitted.

Body: In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not a bare shell. Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed.

General: No other modifications, except the fitting of a roll cage, are allowed in classes SA, SB and SC. 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 issue, the driver of the car concerned may be required 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.

Any modifications not specifically permitted are, by definition, not allowed.

Classes 1A to 1E

Tyres must be from MSA list 1A and be Road Legal.

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

Engine & Gearbox: The engine block &/or cylinder head must remain as original type and material. Internal modifications are allowed but the cubic capacity must remain within the same capacity class as the original car. Gearbox and differential casing must be of the original type and material and remain in the original position. Internal modifications are allowed.

Brakes: 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 does not have one as a manufacturer specified option.

Suspension: 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.

Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. Otherwise as specified in Section S11.

The requirements of the current MSA regulations with regards to safety provisions for Sprint and Hillclimb cars and requirements of Classes 1 A-E must be adhered to.

Classes 2A to 2D

Tyres must be from MSA list 1A or 1B of radial construction only and be Road Legal

All cars in 2A & 2B must have a full windscreen fitted.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999. Otherwise as specified in Section S.

All other classes as specified in Section S