

# Midland Speed Championship 2017



## 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.

## The Midland Speed Championship Entry/ Midland Speed Club

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 includes membership of the club and registration in the championship at the same time. When we receive your entry, we 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.

We will also provide on our web site ([www.speedchampionship.org.uk](http://www.speedchampionship.org.uk)) a link to all Clubs organizing each qualifying round of the championship. You should keep this for future reference in case you need to contact any of the organising clubs directly during the season.

## Qualifying Rounds

The Midland Speed Club is not directly responsible for the organisation of any of the qualifying rounds of the championship. Registering as a contender in The Midland Speed Championship means that you will be allowed to submit an entry for each of the qualifying rounds of the championship.

We talk to all of the organising 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.

Most clubs distribute regulations by e-mail. These will be available by a link from the championship web-site at [www.speedchampionship.org.uk](http://www.speedchampionship.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. 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 us 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** or retain proof of payment by credit card or bank transfer (where available). Again, don't give the competition secretaries an easy excuse to reject your entry.

## Results

When we receive the event results, we will calculate the Championship scores as soon as we can, and the scores and standings will be **emailed to competitors and** posted on the Championship website at [www.speedchampionship.org.uk](http://www.speedchampionship.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 if required. Ensure payment by credit card or bank transfer (where available) has been actioned.
- Results will be posted on the internet and emailed to competitors after each round
- 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!

# Midland Speed Championship 2017 Championship Regulations

## 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. xxxTBAxxx(Grade C)**  
Status: National B MSA Championship Grade: C

## 1.2 Officials:

- 1.2.1 Co-ordinator: **Diana Simms, Alex Smith & Co. 29a Manor Park Road, Castle Bromwich, Birmingham, B36 0DJ**  
Phone: 0121 748 4333 e-mail: [coordinator@speedchampionship.org.uk](mailto:coordinator@speedchampionship.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. W.Pardoe** and Mr J. Bouckley.

## 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 2017 MSA 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 Regulations. These must be completed and sent with remittance to Jeff Allan, 50 Blenheim Road, Moseley, Birmingham B13 9TZ 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 Championship and the Midland Speed Club for 2017 is £35.
- 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. A competitor may drive more than one car during the season.
- 1.4.4 An entry applies only to one class. Competitors may change vehicles in the same class but must notify the championship at least 7 days before the first event in the new car. Points scored with the previous car in the same class will count. 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 forfeited. A competitor may submit up to two entries. A second vehicle in a different class may be registered for an additional £30 and a separate form is required for each car.

## 1.5 Championship Rounds:

The qualifying rounds for the Midland Speed Championship 2017 will be:

26-Mar	Rockingham	BARC Midlands			
9-Apr	Harewood	BARC (Yorks)	1-Jul	Curborough (x 1)	Nottingham SCC
17-Apr	Croft	Darlington MC	2-Jul	Curborough (x 2)	Nottingham SCC
16-Apr	Loton Park	Hagley DLCC	8-Jul	Blyton	Westfield SCC
17-Apr	Loton Park	Hagley DLCC	9-Jul	Blyton	Westfield SCC
22-Apr	Aintree	Liverpool MC	30-Jul	Blyton (Eastern)	M.A.C.
6-May	MIRA	Bentley Drivers Club	05-Aug	Harewood	BARC (Yorks)
7-May	Shelsley Walsh	M.A.C.	06-Aug	Harewood	BARC (Yorks)
21-May	Curborough (F8)	M.A.C.	12-Aug	#Shelsley Walsh	M.A.C.
20-May	Snetterton (tbc)	Borough 19 MC	13-Aug	#Shelsley Walsh	M.A.C.
21-May	Snetterton (tbc)	Borough 19 MC	26-Aug	Loton Park	Hagley DLCC
3-Jun	Pembrey	BARC (Wales)	27-Aug	Loton Park	Hagley DLCC
4-Jun	Pembrey	BARC (Wales)	2-Sep	Cadwell Park	B19
17-Jun	Gurston Down	Gurston Hillclimb	3-Sep	Cadwell Park	B19
18-Jun	Gurston Down	Gurston Hillclimb	9-Sep	MIRA	M.A.C.
24-Jun	Aintree	Liverpool MC	10-Sep	Curborough (x1)	Shenstone DCC
24-Jun	Prescott	Bugatti O.C.	16-Sep	#Shelsley Walsh	M.A.C.
			17-Sep	#Shelsley Walsh	M.A.C.
				# Possible restricted number of 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. At each qualifying round the winner of each Championship class, if a Championship contender, will be awarded 20.50 points and second place 20.00 points. The other Championship Contenders in the class will receive 20.00 points minus the time difference between themselves and the second place, whether or not the second place is registered with the championship. In addition to the points awarded as described above, bonus and additional points will be awarded based on each competitor's time in relation to a target time as follows:

A competitor who finishes within 2% of the target time for their class will be awarded 0.5 additional points. A competitor who beats the target time for their class will receive a 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 1.00 bonus/additional 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 initial target times for each Championship class at each Championship venue will stand as notified at the start of the season and will be updated after each event where **the MSC are an invited club**, and where records are broken including the first event of a 'double-header' weekend. The target time will be the class record as set at any competitive event. Where no class record can be identified the championship will estimate a target time for that class for that venue. 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.

**Note that target times published at the beginning of the season will be deemed correct unless the committee is notified of errors or discrepancies, with evidence, at least seven days before the first visit to that venue.** The winner of each class at a new venue will therefore score 0.50 bonus points and other drivers within 2% of the winner's time will also score 0.50 additional points. 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	Additional	Total
1 <sup>st</sup>	59.70	20.50	0.30	0.50	21.30
2 <sup>nd</sup>	60.50	20.00	0.00	0.50	20.50
3 <sup>rd</sup>	62.85	17.65	0.00	0.00	17.65

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. However any **bonus points** earned but not included in the best eight scores **will count** towards the 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 2017 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 and 2 sprints) to count. 10 or 11 qualifying events – best 7 scores (including a minimum of 2 hillclimbs and 2 sprints) to count. 8 or 9 qualifying events – best 6 scores (including a minimum of 1 hillclimb and 1 sprint) to count. Less than 8 qualifying events – best 5 scores (including a minimum of 1 hillclimb and 1 sprint) 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.

### 1.6.4

**To encourage new competitors a minimum score of 4 points will be awarded to any competitor completing both timed runs at an events regardless of their time.**

## 1.7 Awards

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

- 1<sup>st</sup> Overall in the Midland Speed Championship: A Trophy and Souvenir.
- 2<sup>nd</sup> Overall in the Midland Speed Championship: A Trophy.
- 3<sup>rd</sup> Overall in the Midland Speed Championship: A Trophy.
- 1<sup>st</sup> Lady overall in the Midland Speed Championship: A Trophy
- The Highest Placed Driver of a Road Car in the Midland Speed Championship: A Trophy. \*
- The Highest Placed Driver of a Race Prepared Car (non single seater) in the Midland Speed Championship: A Trophy \*
- **The Highest Placed Driver of a single seater 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. \*
- For consistency – points scored at each round are calculated as the difference in time between a competitor's two competitive runs. The two competitors with the lowest total score from the lowest eight scores – a Trophy each. \*\*
- The Winner of each individual class (subject to a minimum of two points scoring entries): A Trophy.
- The Second Placed finisher in each individual class (subject to a minimum of five points scoring entries): A Trophy.
- The Third Placed finisher in each individual class (subject to a minimum of **seven** points scoring entries): A Trophy.
- The Fourth Placed finisher in each individual class (subject to a minimum of **ten** points scoring entries): A Trophy.
- **Best novice \***
- **Best prepared car \***
- **Highest placed over 59 \***
- **Highest placed under 25 \***

**N.B.** 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.

\*\* Contenders who finish in the top 10 in the championship standings are not eligible for this award.

All awards are subject to competing in a minimum of 5 events of which at least 2 must be in hillclimbs and at least 2 in sprints.

## 2 SPORTING REGULATIONS – JUDICIAL PROCEDURES

### 2.1 Rounds:

In accordance with Section C of the 2017 MSA Yearbook and the Supplementary Regulations of the qualifying round.

**2.2 Championship:** In accordance with Section C of the 2017 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 organizers. Forced induction equivalence is 1.4. 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 2017 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:

#### 3.2.1 Standard Saloons and Sports Cars

**Class SA: up to 1400cc or equivalent**

**Class SB: over 1400cc and up to 1999cc or equivalent**

Cars manufactured after 1/1/2000 and under 2000cc and in numbers over 5000 per annum, as specified in the MSA Blue Book 2017 Section S11.9. Please note that for this class the forced induction equivalence is **1.7**

#### 3.2.2 Road-going Modified Production car classes.

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

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

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

Cars running in Standard and Road Modified classes 1A to 1C inclusive must conform to the regulations for Road-Going Series Production Cars defined in the 2017 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. Proof of road tax will be via DVLA Confirmation of Vehicle Tax or a recent copy of the DVLA enquiry website ([www.vehicleenquiry.service.gov.uk](http://www.vehicleenquiry.service.gov.uk)). 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 2017 L4 List 1A or L5 List 1B and clearly EU marked. Tyres must be in a road legal condition. Exhaust systems must include a working catalytic converter on all cars manufactured after 31<sup>st</sup> 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 rosejoints 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. Competitors are reminded of the MSA rule on engine blocks (Blue Book S11.5.1) 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.

### 3.2.3 Specialist Production Cars

**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 2017 MSA Technical Regulations S11. Cars must be taxed (no trade plates), insured, MOT'd where applicable with documents available for inspection. There is no windscreen requirement for 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 defined in the MSA Technical Regulations 2017 L4 List 1A or L5 List 1B and clearly EU marked. Tyres must be in a road legal condition. Exhaust systems must include a working catalytic converter on all cars manufactured after 31<sup>st</sup> December 1999. All cars must have an operational reverse gear (S10.8.1).

**Class 2C: Road-going TVR Cars**

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

Cars running in Road Modified classes 2C and 2E must conform to the regulations for Road-Going Series Production Cars defined in the 2017 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 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 and 2E the only permitted tyres are those defined in the MSA Technical Regulations 2017 L4 List 1A or L5 List 1B and clearly EU marked. 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.

**Class 2F: Modified Lotus Elise and Elise derived cars**

Any car of this type not in 2E

### 3.2.4 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 2017 MSA Technical Regulations S12.

### 3.2.5 Sport Libre Cars

**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.**

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

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

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

Cars running in classes 4A to 4F inclusive must conform to the regulations for Sports Libre cars defined in the 2017 MSA Technical Regulations S14.

### 3.2.6 Racing Cars

**Class 5A: Racing Cars up to 1100cc.**

**Class 5B: Formula Ford 1600 Racing Cars manufactured before January 1<sup>st</sup> 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 2017 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.

### 3.2.7 Electric and Hybrid Cars

**Class 6A: Electrically powered cars** – purely run by battery power (excluding hybrids) less than 100 kilowatts

**Class 6B: Electrically powered cars** – purely run by battery power (excluding hybrids) over 100 kilowatts

**Class 6C: Hybrid Cars**

Cars running in classes 6A 6B & 6C must conform to the regulations for Road-Going Series Production Cars defined in the 2017 MSA Technical Regulations S11.

### 3.3 Safety Requirements Drivers must comply with S9.2.1 at all times

## 4 The Committee

The Midland Speed Championship and Midland Speed Club Committee for 2017 will be:

Chairman: Alex Smith Phone 01564 702547

Championship Co-ordinator: **Diana Simms. Phone: 0121 748 4333** e-mail: [coordinator@speedchampionship.org.uk](mailto:coordinator@speedchampionship.org.uk)

Vice Chairman: Dave West,. Phone: 01905 773287, e-mail: [technical@speedchampionship.org.uk](mailto:technical@speedchampionship.org.uk)

**Secretary: Roger Slater**, e-mail: [secretary@speedchampionship.org.uk](mailto:secretary@speedchampionship.org.uk)

Administrator Member: Jeff Allan Phone **07749724345**

Members: Fred Currell & John Williams Associate Member: Gary Thomas

## Application for Membership of the **Midland Speed Club 2017**

Name:	Telephone:
Address:	Home:
	Work:
Postcode:	Mobile: (essential)

E-mail address:

### Application to Register for **The Midland Speed Championship 2017** and **The Midland Speed Club Pre-1975 Award**

Car	Year of Manufacture
Engine Capacity Turbo / Supercharged	Class Entered
If applicable: 2 wheel drive/ 4 wheel drive	
Is this a second vehicle?      Yes/No	
Pre-1975 Award?                  Yes/No	Are you aged over 59 ?                  Yes/No
Is this your first year competing with an M.S.A. licence?                  Yes/No	Are you aged under 25 ?                  Yes/No

**Fees:**

Registration in the Midland Speed Championship including membership of the Midland Speed Club	£35.00
Second vehicle	£30.00 <i>(if applicable)</i>
<b>Total</b>	<b>£</b>

Signature	Date
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This form should be returned with the Registration Fee to:  
  
Jeff Allan, 50 Blenheim Road, Moseley, Birmingham B13 9TZ  
Please make cheques payable to "Midland Speed Championship".

*Office Use Only*

Date Received:	Championship No.
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