

THE SOUTH WEST'S PREMIER MOTORSPORT VENUE

Wiscombe Park



SPEED HILLCLIMB



Getting Started Guide

Club Motorsport Since

1958

www.wiscombepark.co.uk

Got a car? Interested? Like what you see? Want to have a go?

This Guide is an introduction to preparing yourself and your car for Wiscombe Park Speed Hillclimb and other speed events.

If you fancy some motorsport and want to start on a small budget, (it can be done for under £500 plus a car) then speed hill climbing or sprinting are great options.

If you are not already a spectator, do come along and get a feel for the sport – access to the paddock is included in the admission price and the drivers are very happy to chat.

‘Speed Event’ is the general term given to the motorsport of speed Hillclimbing and Sprinting. Speed events are run on a tarmac surface with one car at a time going over the course from a standing start where the times are measured to 1/100th of a second. Hillclimbing, as the name suggests, is on an uphill course and sprinting is on a flat course.

The speed event season runs annually from March through to the end of October.

If you are not ready to compete, there will always be a very warm welcome for you to join the enthusiastic band of marshals or the working parties who do so much behind the scenes to maintain the hill and prepare it for each event.

If you have any questions, or require further guidance, please send an e-mail to wiscombe.hillclimb@gmail.com

BASICS YOU NEED TO KNOW TO ENTER EVENTS

These are covered in more detail below:

- Licences and Club membership
- Types of car and mandatory requirements
- Driver preparation and safety – helmet and overalls etc.
- Entering an event
- What to do on the day

LICENCES AND CLUB MEMBERSHIP

You will need a competition licence issued by Motorsport UK. The entry level licence is known as an **Interclub Licence** and currently **costs £69**– this will allow you to compete in club events in road going cars and other classes.

As a beginner with no competition experience and an RS Interclub licence you will be able to drive all types of production and other classes.

Apply online for your licence at Motorsport UK via:

<https://www.motorsportuk.org/competitors/competition-licences/>

The following link gives you online access to the **Motorsport UK Year Book** which is **commonly known as the Blue Book**. It is available on-line to download in separate sections at www.motorsportuk.org/resource-centre/yearbook/

or it can be downloaded completely at: <https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/12/Motorsport-UK-Yearbook-2024.pdf>

Please be aware that the UK Motorsport Year Book is updated so the live version on the link above is the current version.

Listed below are the relevant sections for entering Speed events and it is advised to read them in the following order:

- **H: Licences**
- **S: Sprint & hillclimb**
- **J: Cars - general**
- **K: Safety**
- **L: Tyres**

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CLUB MEMBERSHIP

To take part in an event you must be a member of the club running the event as an invited club as defined in the event regulations. Club membership also opens up a whole range of advice and support as you prepare for your first event.

TOP TIP - Don't forget the scrutineers can help at events as to what you can do or not do to your car. Please ask them.

Clubs that run events at Wiscombe Park are listed below along with their web sites:

- **Burnham on Sea Motor Club** www.bosmotorclub.co.uk
- **MG Car Club (SW)** www.mgcc.co.uk/south-west-centre
- **Plymouth Motor Club** www.plymouthmotorclub.co.uk
- **Torbay Motor Club** www.torbaymotorclub.co.uk
- **Wildlife Autosport** www.tauntonmc.co.uk
- **Woolbridge Motor Club** www.woolbridge.co.uk

All of the above clubs are members of the Association of South West Motor Clubs (ASWMC). If you visit the ASWMC web site you will find links to all the clubs in the region www.aswmc.org.uk/member-clubs as well as a calendar of all events in the region.

TOP TIP - if you join one of the above motor clubs and register for the ASWMC Hillclimb Championship you are then invited to all the above club events at Wiscombe.

If you have any queries, please contact the clubs or let us / them know that you are coming to an event and we will arrange for someone to chat to you.

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TYPES OF CAR AND MANDATORY REQUIREMENTS

REQUIREMENTS - THE DIFFERENCE BETWEEN CATEGORY AND CLASSES

You need to understand what 'class' your car will run in, and what modifications are and are not allowed in that class.

The golden rule when thinking about modifications is that if the Motorsport UK rule book doesn't say you CAN, then you CAN'T.

Motorsport UK divide all types of cars into categories. The 4 most relevant categories for novices are –

- **Road Going Series Production** (over 1,000 made per year – e.g. Audi TT, MX5, Renault Clio) – they must have a current MOT, be taxed (unless exempt) and insured at the time of the event.
- **Road Going Specialist Production** (over 20 but less than 1000 made per annum – e.g. TVR, Davrian etc.) – again require current MOT, tax and insurance.
- **Modified Series Production** (over 1000 made per year but highly modified – e.g. Renault Clio). These cars can be stripped out internally and run on slick tyres etc.
- **Modified Specialist Production** (over 20 but less than 1000 made per annum), e.g. TVR, Davrian etc.

Not all cars in a category have the same performance – so to create a level playing field for competitors in different cars, each category is sub divided by engine capacity - note there is an equivalence factor of 1.4 for turbo-charged cars (i.e 1.000cc turbo is treated as 1,400cc etc). If you have any concerns about which class your car would run in, please contact your local motor club who can help you navigate the rules.

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MANDATORY REQUIREMENTS FOR A ROAD GOING CAR ARE:

- A sticker on the ignition switch to indicate how to switch the engine off if you have an emergency;
- Some yellow tape around the negative / earth cable on the battery (so the marshals know which cable to cut in case of a very serious accident or fire risk);
- Attach towing point eyes both front and rear (in case you break down) – these must be clearly marked in a contrasting colour.

TOP TIP - You can fit the standard towing eyes that come with your car - you will need two; one front and rear.

- Attach a timing strut / beam breaker to the front (details in the Motorsport UK Book in S.10.9)
- A set of Race Numbers to stick on your car – these will vary for each event (many people use magnetic backgrounds – Demon Tweaks and other race suppliers are the simplest source) – ***please note these should not be on the car when you rejoin the public highway, or at least crossed out.*** Size is 9" per Blue Book J.4.

TOP TIP - for a road going car - you can print off numbers on your home printer and stick the numbers on the inside of each rear side window.

For other modifications please read carefully the Motorsport UK Year Book.

TOP TIP - consult a scrutineer before undertaking the modifications.

Noise checks are undertaken before undertaking runs. Please check the noise limit for your car. In road going classes, the Catalytic Converter if originally fitted, must be retained - it cannot be removed.

HELMET, OVERALLS AND SAFETY BELTS ETC

- **Race Suit** – must be as defined in K9.1.2 of the Motorsport UK rules. Be aware – ***there is more than one standard.***
- Crash helmet must be to an approved standard, see K10.3.1 – ***motor cycle helmets, however fancy will not do!*** Open cars or those with widescreens and no roof etc, then either a full face helmet with visor or open face helmet with approved goggles can be worn. We also suggest you buy a helmet suitable for Hans / FHR posts. (Section K 10.3.1).

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- **Safety belt requirements** vary for different categories (section K.2). The minimum requirement is for Road Going cars, which is a belt with three secure anchorage points as used on the road – this also applies to the requirements for the MOT.
- If you enter an event in the Modified Production category then you will need a **Hans / FHR device**. FHR stands for Frontal Head Restraint and they are designed to protect the neck in the event of an accident by reducing the speed and the distance that it is thrown forward by the impact.
- **Gloves** – fire retardant ***gloves are not required for road going classes*** but are required for other classes (Section K 14.3 e)

YOU ARE NOW READY FOR YOUR FIRST EVENT

ENTERING AN EVENT

Entries are made on line. You will need to monitor the organising clubs website to see when entries open as sometimes they can fill up very quickly.

You will need to know your Motorsport UK licence number and club membership number and also have electronic copies of both to attach to the entry.

WHAT TO DO ON THE DAY.

Before each event you will be sent joining instructions from the organising club. **For your first event get there early and walk the hill from your paddock space to the start line and then over the course. You will need to do this before 08:15 latest.**

These instructions will tell you the following:

- Where the event is and how to get there;
- What time the circuit / paddock are open - important if you are arriving the evening before the event;
- What time signing-on and scrutineering (of the car and driver safety equipment) starts – much of this was carried out remotely in 2020 and 2021 due to COVID-19, so please check the instructions very carefully;
- When you can walk the course (essential for your first visit to any hill);
- Instructions about when engines may be started - in some cases not before 8am so as to respect local residents, be aware this varies, so check;

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- When practice starts;
- Whether there will be a pre-start drivers briefing;
- Lunch tends to be a movable feast – but is generally between the 2nd and 3rd runs. If you are using the excellent catering facilities at Wiscombe then please buy your lunch early as during the actual lunch break catering priority will be given to the marshals;
- Who you will be competing against in your class;
- A diagram of the paddock layout;
- Note there are usually a minimum of four runs, all timed – usually two for practice and two counting to the results.

