

THE VSCC'S

GUIDE TO SPEED EVENTS



[Link to website](#)

(vsccl.co.uk/page/hill-climbs-and-sprints)

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An Introduction.

This is the 2026 edition of a new document for both new and existing speed competitors, prepared by the Speed subcommittee with generous support from the VSCC team. It draws together existing information from a range of sources in one accessible form - and we have added full descriptions of each venue.

VSCC Hill climbs and Sprints are enormous fun and a great way of using our cars in a spirited way, not too stressful for the driver or the car. Any VSCC eligible car is welcome to compete in Speed events.

Speed events, as with all motor sport activities, are regulated in the UK by Motorsport UK. Vehicles, drivers, events and championships have to conform to their rules. Such is the breadth of motorsport in the UK that the VSCC's activities are a small part of the now comprehensive rule book known as the National Competition Rules (NCR's).

You will often hear the NCR's referred to as the "Blue Book"

This guide is aimed principally at those of us who are new to the delights of Speed events. Even experienced competitors though can be caught out by the practicalities of individual events, also this guide may be useful for all of us.

We will update this and add to it in the light of our experience and your feedback.

The Speed Event

The hill climb format is one car at a time making timed runs up a (usually) twisting tarmac road. Sprints are much the same but flatter. Competitors typically have two practice runs in the morning and two competitive runs after lunch. The events run in classes, bunching similar performance cars together, and everyone parks in the paddock in class order to ease the logistics of going up the hill on each run in programme order.

In addition to having classes, which group broadly similar cars together, Speed events include a handicap element. The Club's handicappers compute a target time for each car and driver combination (a faster driver sharing a car which is usually slower than their own would have a lower handicap time). Having your own individual target time provides an additional competitive spur and also levels things up between cars of widely differing performance and drivers with more or less experience, giving everyone a theoretically equal opportunity to win an award.

It is one car at a time on the hill, such that nobody ever catches up with anybody else. This is one competition discipline where the rearview mirror is not essential! If a competitor has a problem on the hill the marshals will wave red flags and bring things to a halt.

Most venues operate with a batch system so several classes of cars will have their runs and park in a top paddock until it is full, when there is a break in runs and everyone filters back down to the bottom main paddock.





Continued...

These are described as being against the hill or driver against the clock: both are true. Everyone should walk the course first thing in the morning to check or remind themselves of the lie of the land. Recalling accurately the linked sequence of a set of bends and tackling them in a rapid but safe fashion is immensely satisfying. Recalling it a second or subsequent time and getting it a little smoother and faster each time is even better.

In between runs most competitors have time after fettling and checks to relax and socialise in the paddock. Most of our venues are picturesque and a delight to visit. A paddock picnic in sylvan parkland, after that speedy and satisfying morning on the hill, tastes good indeed.

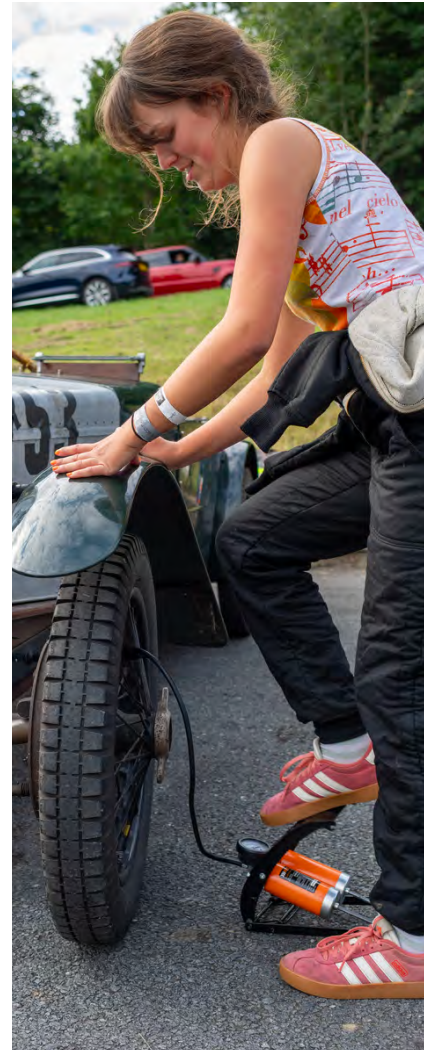
Car Preparation

When you're starting out it can seem daunting getting your car ready to actually compete in a VSCC speed event. There's lots of advice out there - and most of it is good. For chapter and verse the best place to check is the online Motorsport UK website. The trouble is that this resource covers a huge amount of different motorsport disciplines and formulas and finding that stuff relating to VSCC competition can be quite time consuming and confusing, so we have put together the following summary.

Starting with a normal road car, doing everything needed to change it to a VSCC hillclimb/sprint car could be probably done in a single weekend. You can use any VSCC eligible car.

If your car is new to the club there are seven simple steps to take to register it and get an eligibility or "buff" form - view the tutorial [here](https://youtu.be/KWRZEzGLgJw) (<https://youtu.be/KWRZEzGLgJw>)

Don't deceive yourself into thinking you need something mega-fast to compete. You'll have great fun and be made most welcome in even the most humble of VSCC cars. We would actually like to see far more completely standard cars competing as well as the more specialised machinery.



Ignition and fuel

First, make sure that someone who isn't familiar with your car could switch off the ignition if you were unable to. This generally means marking the ignition switch with a direction arrow and "ignition off" sign. Many drivers fit a red motorsport kill switch which switches off all the electrics. If you search on Halfords or similar website under "battery isolator switch" you can buy one for about £10. You can also buy a decal sheet from motorsports companies like "Demon Tweaks" which contain the necessary marking stickers. If switching off the electrics doesn't also stop the flow of fuel (for example when fuel flow is maintained by a pressurised fuel tank) then you also need a clearly marked "fuel off" label adjacent to the fuel tap. Cars using methanol must have additive in the fuel to ensure it burns with a visible blue flame.

Tow Points

Your decal sheet will also enable you to clearly mark towing points at the front and the back of the car where a breakdown recovery vehicle could hook up to if needed. Towing points can also simply be marked with some bright yellow insulating tape. Typical sites for this might be the front axle and rear dumbiron or chassis crossmember.

Battery

The same yellow insulating tape that you used to mark your towing points must also be used to wrap around the battery earth cable so marshals can easily identify it. If the battery is in the cockpit it needs to be in a sealed container unless it's a gel type racing battery.

Timing Strut

This is a device to break the laser timing beam at the start and the finish as well as other beams along the way. Make it fairly robust as spectators and competitors (mainly yourself) have a bad habit of walking into it! It must be at least 10 inches tall and two inches front to back wide - and mounted right at the front so no other part of the car can be in front of it. The bottom edge of it should be between 180mm and 200mm above ground level. Both sides must be painted in matt black paint. Most competitors mount this on the front dumbiron or apron or sometimes directly on the front axle.

Throttle Linkage

The next job is an important one to do with safety. You definitely don't want your throttle to jam open so careful attention must be given to the throttle linkage. The general idea is that if your throttle linkage fell apart the springs that close the carburettors would still close the throttle. As such, it's compulsory to have one spring per carburettor mounted as close to the carburettor butterfly as possible. The scrutineers who check your car over to make sure it's safe will certainly want to see at least two springs in the system. Preferred are linear springs over ones concentric to the spindle as it is obvious that they are unbroken. Many cars sensibly have more.

Leak Tight

Another really important safety requirement is around not having cars leaking any fluids. So, any oil - containing plugs like on the engine sump, gearbox and rear axle must be tightly secured and lock wired. You can buy thin stainless lock wire from any of the usual motorsport suppliers and some people just use wire from the garden centre. You'll need an oil catch tank and this must be of at least one litre capacity. Many use a metal oil can with rubber hosing going from the crankcase breather to their oil catch tank. If your car has a spin off oil filter it's good practice to lock wire that too and one easy way to do this is to lock wire a large jubilee clip lightly clamped around the filter. Scrutineers will want to satisfy themselves that your car is not going to drop any oil at all, so go round the car before an event wiping off any excess oil residue from the engine and undertrays. Engine coolant, especially the waterless type, is almost as slippery as oil so making sure your car isn't dripping coolant from the radiator, waterpump and connecting pipes is important. You will need a separate catch tank for coolant too. This also should be at least one litre capacity. Try it with water from the kettle at home to check that it is heat resistant. Then adding tubing between the radiator overflow pipe and your chosen container will do the job.

Competition numbers

You'll need competition numbers for your car, and these can be bought at most of our events. The supplementary regulations for each event will tell you if numbers are available for purchase at signing on. They can also be bought in advance of the event from the aforementioned motorsport suppliers. They need to be in a colour that strongly contrasts with the colour of the car and be at least 23cm tall. They should be in a place that's easy for trackside officials to read - so not on the bonnet top or obscured by an exhaust system, bonnet strap or wing. Remember you mustn't drive on the road with your competition numbers in place. The Club provides the small number label for the front at the event. If you are running on Methanol you will need to display an orange Day-Glo disk next to your competition number.

Wheels & Tyres

You'll need to remove your spare wheel for VSCC speed events unless your car is Edwardian. Make sure your wheels and tyres are in tip top shape. The scrutineers won't pass rusty wheels and will check for broken spokes. Old tyres, whether worn or cracked, are a really bad idea both in terms of safety and performance. You must have VSCC approved tyres. The full list of approved competition tyres can be found on the [VSCC website](#) and is reproduced in the tyre appendix to this document.

Exhaust System

Make sure your exhaust is in good condition. The regulations for each event tell you what the noise limit is. For normal road cars anything but the most raucous exhaust will pass. If you think your car is very noisy, carrying an extra silencer box or supertrap silencer to bolt on if you fail the noise test is a good idea. However, it should be pointed out that NCR 7.82.6 does not technically allow what is considered to be temporary parts.

Fire Extinguishers

Fire extinguishers for hill climbs and sprints are not mandatory but they are highly recommended. If you do have one fitted it must be securely located and of a type approved by MSUK. For handheld extinguishers, the minimum capacity for AFFF is 2.4 litres and gas and powder extinguishers must have a minimum capacity of 2kg. It's important to check the MSUK website [here](#) as advice is changing all the time and some older (pre July 2020) AFFF extinguishers were banned from July 2025.

The fire extinguisher must of course be in date. In practice, many competitors will sensibly have a fire extinguisher with their toolbox in the paddock just in case - but not fit it to the car.

While we're thinking about fire, some scrutineers can justifiably get concerned if the holes in the bulkhead where pedals, pipes, cables and bellhousings perforate it are excessively large - so it's worth considering making sure everything's tidy in this department.

Other

The scrutineers will also want to see a car that's reasonably clean - so if you've just done the Herefordshire trial in the same car, you'll need to get busy with the jet washer.

At events you need to empty your car of all its usual paraphernalia. That might include tools, spares, jerry can, umbrella and jack etc.

That's it! You're ready for action. Welcome and good luck. Above all, have fun.

Driver Requirements

For Speed events drivers need a minimum of a Motorsports UK “Interclub” licence (A “Race Club” licence will also meet this requirement). Neither the “Interclub” or “RS National” licences require the novice drivers training (ARDS) required for a Race licence and do not normally require a medical. A medical may be required if you have a health issue which is identified when completing the medical self-declaration

An “RS National” (Or “Race National”) is required for racing cars of more than 1100cc or 750cc supercharged.

The National licence can only be granted once you have successfully completed a set number of events at Interclub level. Marshalling can often count for one of your signatures.

Both the “Race Club” and “Race National” require ARDS training and, depending on age, a medical.



Personal Protection

You will need an approved crash helmet, fire resistant overalls, and gloves.

A full face helmet, balaclava, fire resistant shoes and a chest and back protector are highly recommended. Leather overalls and gloves are also acceptable for drivers of cars built up to the end of 1946.

MSUK Personal Safety

Equipment for Speed Events

The current version (1) of the 2026 National Competition Rules isn't particularly clear for Speed events, but these are the current requirements for UK (MSUK) events (as opposed to FIA events). The NCR's can be found here, and you should always check the current version for any updates:

[Resource Centre \(Current Rules\)](https://www.motorsportuk.org/resource-centre/)

(<https://www.motorsportuk.org/resource-centre/>)

Overalls & Gloves

- These must be fire resistant and homologated to either:
- FIA 8856 – 2018 (The latest specification with a 10-year expiry date from the date of manufacture)
- FIA 8856 – 2000 (MSUK have not as yet issued an expiry date for this standard, but it ceases to be legal for FIA events as the end of 2028)
- Both of the above are also accepted for racing.
- FIA 1986 - Hardly ever see these coming up for sale and not approved for racing (MSUK have not issued an expiry date – but could be in line with FIA 8856 - 2000).
- Drivers of open bodywork Period Defined Vehicles A to D, and pre-1941 three wheeled cars, may wear ACU or FIM approved leather overalls and gloves which must have a minimum thickness of 1.2mm at any part of the garment, or overalls and gloves approved by the FIA for Karting on Race Venues.
- Overalls need to be one piece and there is nothing to indicate that you can't mix and match leather gloves with fire resistant overalls and vice versa.
- Period Defined Vehicles A-D covers cars of a specification valid up to the end of 1946
- Currently a fire resistant balaclava is only recommended (as is underwear and socks) but are not too expensive and the balaclava keeps the inside of the helmet cleaner for longer.

Helmets

- FIA 8860-2010
- FIA 8859-2015
- FIA 8860-2018
- FIA 8860-2018-ABP FIA 8859-2024
- FIA 8859-2024-ABP
- SNELL SA2015 (Only valid until 31.12.26)
- SNELL SA2020
- SNELL SA2025

Goggles & Visors

If you purchase a full-face helmet, it should come fitted with an approved visor. Otherwise recommended visor and goggles standards are:

- BS4110 BS4110:1999 BS EN 1938
- European Standard 89/686/EEC.
- Visors or goggles must be clear or neutral density filters.

Shoes

No specific requirement for Speed events but having a pair of shoes you reserve for driving makes sense when it can be muddy underfoot. Having a towel or a mat so that you and the shoes but not any mud get into the car each time are a good idea. In addition to covering the whole foot it also makes sense to protect the ankle. So, if you don't want to go to the expense of fire-resistant race boots, kart, or leather, boots would be an option. Plastic shoes such as trainers are to be avoided.



The Typical Day

In advance

Entering events, signing on and getting information about the event is done online in advance. Before you set off you will have the full information pack including the formal supplementary regulations and know your competition numbers, where to park in the paddock and detailed timings.

Not every event is organised in exactly the same way and some we run with partners. Time spent reading the information in advance is never wasted. On the day there are seemingly only 45 minutes to the hour and arriving at the one venue where the regulations stated that competition numbers will not be available for sale, having left yours at home, is frustrating for all concerned.

Most of us have a long checklist to make sure we take everything that we need. A personal timetable helps too: you need to prep the car, sign on, attend the briefing, walk the hill and be cool, calm and collected.

We normally have two practice runs for each competitor in the morning, a short break for lunch and two timed competitive runs which decide the results in the afternoon. A breakdown on the hill or the odd over enthusiastic competitor can slow things down a bit. All our events are on a Saturday or Sunday to allow competitors to get there the night before. Everywhere has camping available and most places have hotels or bed and breakfasts nearby.

Morning

First thing on the morning of an event, time can rush by, so it really pays to be early and organised. You will need to have your car in the paddock by roughly 0800 or earlier so that the car is clean and has its competition numbers applied and can be scrutineered and helmet and overalls checked. The lowered numbered classes are on the hill first and so scrutineered first. Here you may want to arrive even earlier.

Parking

You will need to park in precisely the position set out on the paddock plan. Cars run in number order - and when cars are parked in the paddock in number order it helps our volunteer paddock marshals: things go more quickly and smoothly.

You will need to go to an office in the paddock to pick up your scrutineering chit and printed programme for the day.

Scrutineering

This involves a Motorsport UK qualified Scrutineer coming to your parking spot and checking that your car is in safe, good, order. . If you have driven to the event, allow time to remove spare wheels, tools etc and apply the numbers and timing strut. Scrutineers will look for evidence of no oil leaking, having two throttle return springs, having oil and coolant catch tanks and for general mechanical good order such as no loose wheel spokes. It is normally quick and stress free and often results in a good tip or two such as a seal for a gap in the engine bulkhead. Scrutineers also need to see your helmet, overalls and gloves to make sure that all meet the right specifications.

Scrutineering is done in class and number order but there is still a skill to hovering so that the scrutineer in your part of the paddock knows you are there and ready and does not go past. Successful scrutineering gets you a sticker which goes on the car which the start line marshal team will need to see. Old stickers should be removed so the start line team can see what they are looking for.

The Drivers' Briefing

This is for all competitors who have not competed at a venue before need to attend a briefing with the Clerk of the Course before practice starts. One of the first things the Clerk will ask new competitors is – ‘have you walked the course?’ See below!

Walking the course

This is done ahead of competition starting which is usually 0900. It is surprisingly helpful and a nice bit of first thing exercise in good company. Even if you think you know a hill well, walking it first thing is a good idea. Recollection is rarely perfect and sometimes there will have been minor changes made to the course.

Alcohol

To compete you must be sober. The limit for competition is zero: you must have no alcohol in your bloodstream. Any competitor can be breathalyzed, for cause or randomly. It is sensible to drink nothing or only a very little the night before. You must not consume again until competition is over for the day.



Competition Practice

Starts with car number one: cars go up the hill in programme order. Ever efficient paddock marshals ensure that everyone knows when their number is nearly up. There is usually just a short queue of cars shuffling up to the start line. You will quickly gain a sense of how fast the queue is moving and when you need to join it.

Have your helmet, gloves and, if you have one, balaclava ready to put on in good time. If you wear glasses driving allow extra time to thread them into place, recheck the helmet strap and get comfortable. Everyone needs to make sure that straps are properly done up and not flapping etc. To compete in the afternoon you must complete at least one practice run. A steady first run - with scope to do better - is good to have under your belt.



Noise limits

These matter to us a lot. There is a limit individual to each venue that we visit. Prior to each car's first practice run, a scrutineer will conduct a noise test, asking you to rev in neutral to 2/3 maximum engine speed. If you know that your car is noisy and/or doesn't really have a silencer it is better to make it quieter than to be less than truthful about your maximum engine revolutions. The test is a simulation of the maximum noise the car will make on the hill - and everywhere that we go noise is an issue.

Start line procedure

When called forward to the start line the start marshals will give clear indications of where to stop. You then allow them to jiggle the car backwards and forwards until it is lined up with the timing beam, Do not sit with your foot on the brake whilst they are trying to position you. When the start line team is satisfied, they will chock your car so it will not move until you go and then stand back. One will point to the starting lights and remind you to make sure your visor is shut. When the start line lights turn from red to green you are free to go. Your time starts from when you choose to go and break the beam. If you make a bad start and stop before the rear wheels pass the start line, you can try again.

The more quickly and smoothly we can make this process work the better. The maths is such that 120 competitors all taking 10 seconds longer than they need to adds 20 minutes to the session.

Most of our venues take a minute plus or minus to climb. It feels even faster in the cockpit! There is no overtaking so if you are baulked by a slower car, you will be red-flagged and able to have another go.





Red flags

If you come across a red flag, you should slow down safely straight away and stop at the next marshal's post, ideally to one side of the track in case emergency vehicles or course cars need to pass you. The marshals will come and tell you what you need to do next. If you are stopped by a red flag for somebody else's incident, you will be given a re-run as soon as is practical. If you happen to cause a red flag through a mechanical or other incident, again the marshals will come to you – give them a clear 'thumbs-up' as they approach to let them know you are OK; they will look for this and respond accordingly.'

At the finish there is a clear line marked and then marshals indicate where you need to pull up and join the batch of cars in the top paddock waiting to go back down the hill. For the few courses where there is a return road to the paddock slow right down.

Marshals are stationed at key points on the course ready to respond, if there should be a problem, with their good training, fire extinguishers, cement to lay on any oil spill etc. These volunteers are critical to the successful running of all of our events and deserve all our thanks and consideration. If we over run for example and the lunch break is short, they can have very little time to come back down to the paddock and get something before having to be back on post. A wave of thanks as we carefully drive back down the hill between runs is the least we should do.

Times

You will usually get to see your time just after the finish line and back down in the main paddock there will be a display where you can see how you and others are doing. There are apps that show live times from events, where signal permits. You normally get to see in addition to overall time a split from several points on the hill. You will know how you are doing against the clock and relative to other similar cars and be equipped for paddock conversations about where you went slowly/quickly and how you can get faster.

Lunch

There are usually good food offerings on site and a paddock picnic in sylvan parkland, after that speedy and satisfying morning on the hill, tastes good indeed.

Lunch times can vary according to the timetable and if the event is running behind - but this is a good chance to use the catering units at an event or indulge in a picnic. Remember that there is no alcohol to be consumed until you have finished competing. If you do have an issue with your car everyone is willing to help with driving tips and solving car problems.



Afternoon

Competition runs come after the benefit of two practice runs in the morning so everyone should be firmly in the groove for the afternoon and feeling more confident and getting faster. It is not surprising though that the English climate frequently introduces a complicating factor. Working out whether the course is getting faster or slower given the rain or lack of it is yet another of the skills of Speed events.

Seemingly only moments after arriving, you will have your two runs under your belt, and, we hope, have enjoyed the competition and good company.

Pretty much everyone who takes part has firmly lodged in their minds that this is fun. And fun is hard to have if the car is going back on the trailer not in the same shape in which it arrived, or worse cannot be driven home. It is immensely satisfying to leave having had an enjoyable day, have everything still in one piece and be convinced that next year you can go faster still. And looking forward to the next event on the calendar.

Some of our most enjoyable events are held over two days. Everyone gets to do it all over again and there are normally some very good barbecues around.

There is good catering provided at most of the venues we use so you can bring your own or not as you choose.



The Venues

Curborough Sprint

The season opener! Curborough is a tricky Sprint course near Lichfield in Staffs so relatively easy to get to from anywhere in the country.

Curborough is situated off the A38 trunk road between Burton on Trent and Lichfield in Staffordshire. The venue is brown-signed once you are off the A38 and also from the A515 from the West. WS13 8EJ is nearest property. Netherstowe Lane off Wood End Lane



Distance from Hockley Heath - 32 miles

Course Length - 909 yards/ 831 metres

what3words - [///flattered.students.debit](https://www.what3words.com/#!/flattered.students.debit)

Layout - Flat start, then a long sweeping left on a rise. Camber at second half of turn is adverse and you only see the next turn to the right as you crest the rise. Then a right. It is then two straights interrupted by “Molehill,” a chicane, and a final irregularly-shaped late exit right hand hairpin. The second half is tighter than the entry section. The exit leads on to the finish straight.



Batches or return road - Batches here as the road from paddock to track is single track. Post run parking at end of course close to the start and await batch return to paddock.

Paddock - Broad concrete central strip with wide grassy areas each side and at the far end for competitor parking. Accommodating trailers etc is normally easy. Some choose to camp/ motorhome in the public car park which is a grass area at the venue entrance.

Catering - On site cafe doing basic bacon baps, instant coffee etc.

Comments - An old airfield site, so often quite breezy, Curborough is a challenging course entirely in the view of spectators. Everyone – officials and caterers – is very friendly and this is a good day out. There is generous spectator parking at the entrance where some chose to camp and the paddock at the other end is just big enough to be sociable but not so small as to be cramped.

Curborough seems straightforward but can easily catch you out. There are adverse cambers and some tricky wriggles to master and a high correlation between observing someone who looks to be going fast and observing that someone slithering off. Curborough can trip up those whose car preparation falls behind schedule. This is one of our best venues for those new to Speed.

Wiscombe Park

A challenging course in a delightful location and a beautiful part of the country.

The 500 Association runs one of their major events on the Saturday with normally at least two classes for VSCC eligible cars. They are welcoming.

Wiscombe Park Colyton Devon EX24 6JE. From the M5 - leave at Junction 28 (Cullompton) and take the A373 to Honiton, then follow the AA yellow signs. From the A303 (London) join the A30 just north-east of Honiton then follow the AA yellow signs. From the A35 follow road signs to Honiton and then follow the AA yellow signs.



Distance from Hockley Heath - 155 miles

Course Length - 1000 yards/ 914 metres

what3words - ///speak.snowmen.inherit

Layout - Wiscombe is a technical course: it exponentially rewards expertise.

The start is marginally downhill almost immediately followed by the 90 degree left Wis corner with a high grass bank on the outside. Then Wis Straight running diagonally uphill over the crest of Bunnies Leap followed by The Gate; a right turn into a steep twisty uphill woodland section with two sets of left hand bends in a sequence that takes some learning. Then a right hand hairpin at Sawbench on to Castle straight, Martini left hand hairpin and the finish.

There are lots of different challenges to navigate here. You hardly get going and then there is a corner. Then the diagonal uphill section has a distinct hump to it and mastering turning right through the gateway into the woodland involves accurate car placement, bravery and a big dash of common sense. The course through the woods continues in a similar vein: you do one thing neatly to be immediately presented by the next challenge. There are two sets of Esses which have to be walked and memorised to have any decent prospects here. Sawbench is a sharp steep right -hand hairpin followed by the fast Castle Straight and Martini, another steep sharp hairpin this time to the left and a few yards later the finish.

Batches or return road - Batches. Post run, park at end of course in top paddock. Good view of cars approaching Martini while you wait to go back down.

Paddock - Sloping parkland grass. Competitors get one parking spot marked out with a peg but there is normally room to spread out room for picnics under the trees. There is one tarmac single track road running up the paddock which can be quite busy as everyone has to use it to get back to their parking spot, with strictly no driving uphill on the grass. You can camp/ motorhome in the top paddock grassed area through which all competitors access the venue - with another fine Bluebell woods view.

Catering - Good range of catering vans and a good-sized drinks tent. 500 Association/VSCC Hogroast on Saturday evening now hopefully an institution.

Comments - Wiscombe is a delight. The course is a good challenge, the paddock a delightful place to be and the local scenery beautiful. The bluebell woods are stunning in May and a great backdrop for motorsport photography. Your fellow competitors can observe your approach along Castle Straight and the final bend Martini from the top paddock and are a very discerning audience.



Shelsley Walsh

The oldest motor sport venue in continuous use anywhere. In the Teme Valley about one hour West of Worcester, Shelsley is a beautiful spot in a deeply rural part of England. A nice atmosphere with historic paddock shelters and nowadays a really nice bar and restaurant with indoor and courtyard seating. Shelsley Walsh Worcester WR6 6RP



Distance from Hockley Heath - 35 miles

Course Length - 1000 yards/ 914 metres

what3words - ///boomers.only.novelists

Layout - Start line is at the end of the paddock and is quite steep. The first bend is Kennel to the left and only becomes visible after the start. There is then a section with grass banks on each side which include Crossing, a mild turn to the left, and a further unnamed very mild right and left. It is then a short steep straight up to the Esses. There is a big wall of railway sleepers on the right marking the approach to the Bottom “S” a steep left turn which is almost immediately followed by a steep right Top “S.” The apex of the steep right is marked by what must be the most famous drain cover in British hillclimbing. Coming out of Top “S” the road is very steep and then flattens out a bit leaving the enclosing banks behind to run uphill to the finish. The tarmac road section of runoff is short, so firm braking is required the moment you are over the line. Shelsley is often described as a power hill, meaning that in a lower - powered car you could be flat out everywhere other than the Esses - but your skill in negotiating them will still be rewarded with a faster time as with everybody else. It is steep and the high grass banks obscure the kinks and bends of the lower part of the hill. The start is at a gentle inclination and being at the front of the paddock and is easily viewed. The lower part of the hill climbs up along the side of a valley with modest turns. The big part of the hill though are the esses, involving braking still going uphill, a steep left then a steep right setting up a long uphill straight to the finish.

Batches or return road - Batches. Post run, park at end of course in top paddock. Nice distant view of the Malvern Hills on a clear day. There is a separate return road for the last bit of the descent so returning cars enter the paddock from the side.



Paddock - Main paddock is tarmac with shelters for each competing car. There is also a small overspill paddock which is a grassed area off to one side. The paddock is a busy place with cars forming up for their runs, while the return batch is feeding in and reversing into their parking places. Nice grassy area for picnics to one side of the paddock and camping is across the road in the trailer parking area.

Catering - Restaurant and bar in old courtyard building with lots of picnic sets and seating.

Comments - Shelsley Walsh has a great history which it still lives up to. The Teme Valley is a beautiful part of the country, the course is demanding, rewarding skill and really thinking through approach speeds and braking. The paddock is compact but having rain shelters is in our climate a regrettably useful addition. Facilities are now really good with a really nice bar and restaurant area and even decent loos in the paddock.

Loton Park

The Prescott of the Marches. A twisting challenging track with good viewing from the paddock in exceptional scenery and the Welsh border is in the next field.

From the M6 take the M54 which becomes the dual carriageway A5. Immediately west of Shrewsbury turn off the A5 onto the A458 then turn right at the B4393 towards Alberbury. Alberbury, Shrewsbury SY5 9AJ.



Distance from Hockley Heath - 72 miles

Course Length - 1475 yards/ 1349 metres

what3words - [///hurricane.copy.cobble](https://www.what3words.com/#!/hurricane.copy.cobble)

Layout - The start is relatively flat and, through a sequence of mainly left hand curves, wraps around the paddock, offering everyone a clear view of the bottom half of the hill. The course then takes a sharp right leaving the paddock behind and becoming much more uphill. A blind crest on a slight bend is followed by a surprisingly long straight towards the Museum complex where the road turns sharp left and then almost immediately sharp right on a blind rise, followed by a sprint to the finish.



Batches or return road - Batches with large top paddock so batches are quite big. Competitors peel off at Triangle to return to the paddock.

Catering - Good range of stalls offering speed staples of bacon sandwiches etc. Good cash bar.

Comment - Loton is a course that rewards familiarity as is the case with Prescott, and has moved to a new mid-season date

Greater familiarity helps the competitor grow in confidence as to which bend is which and which tree denotes which bend is coming up. Being in a park, there are lots of overhanging trees so the rate at which the course gets wet in the rain and dries out afterwards is hard to work out. This being a Deer Park there are deer, but they tend to be scenic rather than a hazard.

Vintage Prescott

Prescott is a fabulous combination of an intricate technical hill in a beautiful location with what is often described as a garden party atmosphere. The quality of machinery in the vintage car park can rival that of the paddock. It is surely the most distinguished of all prewar motorsport venues and the Crown Jewel of our Speed events.

The hill has been owned by the Bugatti Owners Club since 1938, and everything is maintained to a very high standard. Prescott Speed Hill climb Prescott Hill Gotherington Cheltenham GL52 9RD



Distance from Hockley Heath - 36 miles

Course Length - 880 yards/ 804 metres

what3words - ///slug.frames.wager

Layout - The course is a pleasure - but particularly demanding to do well. Lots of corners, which come one on top of the other, and finding time to draw breath can be a challenge.

The start is moderately uphill and soon becomes a sweeping left hand curve made slightly blind by the high spectator bank. The VSCC course then takes the sharp right-hand Orchard hairpin with a brief sprint up to Pardon, a steep sharp left-hand hairpin. Then follows the Esses, a sequence of bends hard to describe and even harder to remember, ending with Rolt, an uphill left which opens into the 180-degree Semicircle long sweeping right hand corner with a breathtaking drop off to the left and a short straight to the finish.



Batches or return road - Prescott unusually has a full return road, so after the finish cars slow and can then trickle back down the hill on a dedicated return road re-entering the paddock from the side. . The emphasis here is on trickle: the return road is a public byway with a 10 mph speed limit and competitors uniquely must give way to pedestrians and horse riders. The competitive mist needs to clear quickly, and helmet and gloves must stay on until you are back parked in the paddock.

Paddock - The main paddock is an apple orchard with a toast rack layout of tarmac access roads. There is also a grass paddock slightly further up hill. The paddock is usually full to capacity but despite this not too congested as competing cars are constantly returning, rather than in batches. Lots of delightful sunny spots and plenty of shade if it is really hot. Nice grassy areas for picnics and camping is across the road in the trailer parking area. Lots of catering and bars of good quality and some very distinguished picnicking goes on too.

Comments - On a sunny summer's day, not entirely unreasonable to anticipate when we visit in August, Prescott is a delight at which to compete and to spectate. The format here helps a lot too. This is a two day event with competitors having two practice runs on Saturday and two competitive runs on Sunday. You can even scrutineer on Friday. Many choose to camp here, and nowadays there are quiet and not-so-quiet camping fields. A mini summer festival with tuneful music from some fantastic cars. Even the more hard bitten competitor can go dewy – eyed and be heard muttering about heaven on earth.

BARC Harewood

The British Automobile Racing Club Yorkshire run an exceptionally well organised event, with a super course and breathtaking scenery. Distinct is that the paddock is at the top of the hill and the course goes down and then up so those in the paddock get a great view of the scenery and the competition. Harewood Speed Hillclimb is located in the Wharfe Valley between Harewood village and Collingham on the A659. Harewood Avenue, Harewood, Leeds, LS17 9LA. Leave the A1 at J45 and take the A659 westwards towards Otley. Follow the A659 (signed for Harewood House) through Collingham (bear right at the lights). Harewood Hillclimb is on your righthand right-hand side in about 3 miles.



Distance from Hockley Heath - 132 miles

Course Length - 1584 yards/ 1448 metres

what3words - [///recount.confusion.icon](https://recount.confusion.icon)

Paddock - The entire hill is visible from the gently sloping grass paddock and there are proper toilets and excellent catering facilities and a large level field for camping with red kites soaring overhead.

Prescott Long Course

APPROVED TYRES LIST FOR RACE AND SPEED EVENTS

Following questions from competitors about the relative hardness of tyres being used in competition, Committee decided some years ago that it needed to have an approved tyre list for Race and Speed events.

The Club's Eligibility Rules state that 'No tyre compound softer than Dunlop 204 may be used'. Following specific hardness testing of a full range of tyres, a list of those complying was produced. This is set out below. In all cases, the eligible tyres are the cross ply version. Radial ply tyres are not eligible. If you are looking to run tyres that are not on this list, you should ask for them to be considered so that they might be added if compliant.

The inclusion of any tyre on this list does not imply that they are suitable or recommended for any type of motorsport use. It is the responsibility of the owner and driver to ensure the tyres fitted to their car are suitable for the event entered.

There is no guarantee that the tyres in this list are available for purchase and the list includes some tyres that are no longer in production. These are included because examples continue to be used in Club competitions.

Avon AM23
Avon GP (Competition)
Avon HM Tourist
Avon SM Mk 11
Avon Super Safety
Avon TurboSpeed (not radial TurboSpeed)
Avon Sidecar (or Triple Duty)
Bedford
B F Goodrich
Blockley cross ply
Camac
Dunlop B5
Dunlop C18
Dunlop D2/103 /Gold Seal
Dunlop F4
Dunlop K70
Dunlop R1
Dunlop RS2
Dunlop RS5
Dunlop Triple Stud
Dunlop R5
Dunlop Racing 5 Stud
Englebert Competition & Competition P
Ensign B5
Ensign 3 Stud
Excelsior Racing (comp V)
Excelsior P57/Commander

Excelsior Comp H
Firestone
General
Goodyear Diamond All Weather
Lester
Longstone
Lucas
Michelin Confort Bibendum
Michelin DR
Universal
Waymaster Premium
Waymaster (Vintage)
Any beaded-edge tyre
Any straight-sided tyre