



Saturday 22nd April 2006

Supplementary Regulations.



www.rathfrilandmotorclub.com

Organised and promoted by Rathfriland Motor Club Ltd.

It gives me great pleasure to present to you the Supplementary Regulations for the 2006 Spelga Pass Clubman Hillclimb.

The event is a first of its type for Rathfriland Motor Club Ltd and we take this opportunity to thank Michael Johnston (Mid Antrim MC), Bill Johnston (UAC) and Paddy Haveron (Larne MC) and all the other individuals from other clubs who have freely given their time and advice to ensure that we get the event up and running. We also thank the ANICC Race & Speed Specialist Committee for their support for the event and we hope that we can organise an event that will warrant inclusion in the 2007 Championship.

We hope you enjoy the event and look forward to seeing you all on the 22nd April.

Ivan Strain

President, Rathfriland Motor Club Ltd.

1. Rathfriland Motor Club Ltd will organise a Clubman Status Hillclimb on Saturday 22nd April 2006 at Spelga Pass, Hilltown, Co.Down.
2. The meeting will be 'Held under the General Regulations of the Motor Sport Association (incorporating the provisions of the International Sporting Code of the FIA)', these Supplementary Regulations and any written instructions that the organising club may issue for the event.
3. MSA Permit Number 34076 has been issued.
4. The event is open to all fully elected members of Rathfriland Motor Club Ltd. All competitors must produce a valid Competition drivers license (National B) issued by the MSA or MI and a club membership card.
5. The event is not a round of any championship but will be observed for possible inclusion in the 2007 ANICC Hillclimb Championship.
6. The programme for the meeting will be:-
 - **Scrutineering.** Scrutiny will begin at 07:30 and finish at 10:00. Individual times for scrutiny will be notified in Final Instructions. Any competitor not signed on by 10:30 may be excluded.
 - **Drivers Briefing.** Briefing will begin at 10:15.
 - **Practice.** Two practice runs will begin at 10:30.
 - **Timed Runs.** Timed runs will commence after the practice.
7. Awards will be presented as follows
 1. 1st Overall – Trophy (forfeits class win)
 2. 1st in class – Trophy.
 3. 2nd in class - Trophy (if more than 3 starters in class)
 4. 3rd in class - Trophy (if more than 5 starters in class)
8. Entries open on publication of these regulations and entries will close on 17th April 2006. The entry fee for the event is £60.00. All entries must be made on the official entry form and accompanied with the appropriate fee. Cheques must be made payable to Rathfriland Motor Club Ltd. Please do not send cash in the post. Entries withdrawn before 12th April 2006 will be given a full refund (less club membership). Entries withdrawn after this date will be refunded as above less an administration fee of £10.00.

9. All entries must be posted to the event secretary at:-
RATHFRILAND MOTOR CLUB Ltd.
SPELGA PASS HILLCLIMB
9 MONTAGUE PARK
TANDRAGEE
Co.ARMAGH.
BT62 2NU.
Tel 077 5384 6734 before 21.00hrs.
Email info@rathfrilandmotorclub.com
10. The maximum entry for the event will be 70. The minimum will be 40. Should any of the minimum entries not be reached, the organisers have the right to either cancel the meeting or amalgamate classes as necessary. Entries will be selected in order of receipt. Dual entries will be accepted at the organiser's discretion
11. Senior Event Officials:-
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|-----------------------|------------------------------|
| MSA Steward. | TBA |
| Club Stewards | Alan Cromie, Ronnie Mitchell |
| Clerk of the Course | Bill Johnston |
| Chief Scrutineer | Gavin McLean |
| Chief Time keeper | McAleer Timing |
| Chief Medical Officer | Eamon Ferguson |
| Safety Officer | Sam Magill |
12. Provisional results will be published as soon as possible after the finish of the event.
13. Protests should be made in accordance with O5.
14. Cars will start singly in an order determined by class. The starting signal will be Red/Green light. Timing will be automatic by use of light beams. The finish line will be identified by a white line across the road and finish boards.
15. Competitors will be offered 2 practise runs and 2 timed runs (3 runs if time permits) with the fastest time to count towards the final placings.
16. Competitors will be identified by regulation size numbers **which will not be provided by the organisers.**
17. All other general regulations of the MSA apply as written except the following which are modified:-
TECHNICAL REGULATIONS VEHICLE CATEGORIES
Category A Overall: - All cars complying with MSA Safety Regulations Sections E, L & Q for sprint and Hillclimb vehicles entered in classes 1-14. As below.
Category B Classes:-
1. Modified Saloons and sports Cars up to 1400 cc, having no more than 2 valves per cylinder.
 2. Modified Saloons and Sports cars 1401cc and up to 2300cc (2 valves per cylinder) and Modified Saloons and Sports cars up to 1700cc having more than 2 valves per cylinder.
 3. Modified Saloons and Sports cars over 2300cc (2 valves per cylinder) and Modified Saloons and Sports cars over 1701cc having more than 2 valves per cylinder.
 4. 2 Wheel Drive Rally cars up to 1700cc.
 5. 2 Wheel Drive Rally cars over 1700cc.
 6. Road going saloons and Sports Cars up to 1700cc.
 7. Road going saloons and Sports Cars over 1700cc.
 8. Modified Road and Kit cars up to 2500cc having no more than 2 valves per cylinder.
 9. All other Modified Road and Kit cars.
 10. Historic Road going Saloons and Sports Cars.
 14. Vintage and PVT as defined by UVCC.
 15. All 4 wheel drive Cars over 1700cc.
- General Notes.**
1. Vehicles with forced induction will be considered as subject to a 1.4:1 engine capacity coefficient.
 2. All cars entered in class 1 to 5 must have no more than 2 driven wheels.

3. The organising club and the championship Organisers reserve the right to reclassify vehicles according to eligibility and engine capacity.
4. All vehicles entered in classes 1 to 3 must be based on a series production engine or chassis:-
 - A. In all vehicles the engine must remain in the original chassis location (front, mid or rear)
 - B. A vehicle based on a series production engine must have the 'silhouette' of the 'donor' vehicle
 - C. A vehicle based on a series production chassis, may use any power unit, but must retain the original method of chassis construction (unitary, ladder, space frame etc.)
5. Cars entered in class 4 & 5 must be capable of passing scrutineering for a National B status Stage Rally (Section K 2006 MSA Yearbook). A current Road Fund License is not required.

DEFINITION OF A ROAD GOING CAR (Class 6 & 7)

1. Cars must be production cars (as defined in the 2006 MSA Yearbook) available in the UK and Eire and having a minimum production of 1000 identical models in any 12 month period.
2. Cars must comply with the current Road Traffic Act (NI) i.e. the vehicle must comply with all statutory regulations as to construction and use of vehicle, especially lighting, tyres, rear view mirror, silencer, speedometer, wings, bumpers etc. and current noise requirements. The front windscreen must be of laminated glass. There is no requirement for the vehicle to have a Road Fund Licence.
3. Tyres must be Road Legal and contained within List 1A & 1B of the 2006 MSA Yearbook Section R.
4. All bodywork and glass (excluding the front windscreen as outlined as above) must be complete and standard in shape. The specification of all panels must be as production. No panels may be added or extended. Road going Minis may have metal removed from the outer wheel arch but must utilise a recognised BL wheel spat.
5. All major components must be of the original type as specified in the manufacturer's catalogue or workshop manual, and remain in the original locations. Engine modifications are permitted and induction and exhaust systems may be modified. Multi valve and forced induction engines will be permitted only if originally specified for the particular model. Suspension mounting points and the method of location must remain as standard. The entrant must supply documents to support vehicle specification if required. Major components are deemed to include the cylinder head, engine block, gearbox casing and rear axle casing.
6. Cars manufactured before 1st January 1968 do not have to comply with the minimum production requirements, however, proof of specification may be required.

DEFINITION OF A MODIFIED ROAD AND KIT CAR (Class 8 & 9)

1. All cars must comply with points 2 & 3 of the Definition of a Road Going Car as outlined above.

DEFINITION OF HISTORIC ROAD GOING SALOONS AND SPORTS CARS (Class 10)

1. Cars built before 1st January 1968 must comply with points 2, 3 & 6 of the definition of a Road Going Car as outlined above. Major components (see point 5) must be of the original type. Period modifications to the bodywork and suspension may be permitted subject to written approval of the current ANICC Race and Speed committee and the Championship Eligibility Scrutineer.

ROLL OVER BARS ARE MANDATORY ON ALL CARS EXCEPT THOSE ENTERED IN CLASS 14.

18. It is not the duty of any Marshal to interpret regulations or any written instructions to a competitor or to explain the meaning and/or explain the meaning/or effect thereof. It is the responsibility of the competitor to read and understand the regulations and other written instruction. When an entry has been received by the organisers it is understood that all competitors have read and understood these supplementary regulations