

Ulster Automobile Club

Knockagh Hill Climb



Christopher Houston - OMS 28

Saturday 10th September 2022

Supplementary Regulations

KNOCKAGH HILL CLIMB SUPPLEMENTARY REGULATIONS

1. The Ulster Automobile Club will organise and promote a interclub status Hill Climb on Saturday 10th September 2022 at Knockagh, Carrickfergus, Co Antrim.
2. The meeting will be held under the general regulations of the Motorsport UK , (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. Motorsport UK Permit No. **TBA** has been issued.
4. The event is open to all fully elected members of the promoting club or clubs affiliated to the ANICC, who are holders of Motorsport UK or Motorsport Ireland competition licences valid for the event.
5. All competitors and drivers must produce a valid competition licence and club membership card.
6. The event is a round of the 2022 ANICC Miller Oils Hill Climb Championship, and the 2022 UAC Club Championship (only open to fully elected members of the UAC).
7. The programme of the meeting will be:
 - a. **SCRUTINEERING** Commences at 7.30 a.m.
 - i. Individual times will be notified in final instructions.
 - ii. Any competitor not signed on by 9.30 a.m. may be excluded.
 - b. **PRACTICE** Starts at 9.30 a.m.
 - c. **FIRST COMPETITIVE RUN** Starts at 11.00 a.m.
8. The length of the hill climb is 0.75 miles and consists of 4 corners
9. Awards will be presented as follows:
 - 1st Overall - Trophy (overall winner forfeits class)
 - 1st in Class - Trophy
 - 2nd in Class - Trophy (provided there are 3 or more starters)
 - 3rd in Class - Trophy (provided there are 5 or more starters)
10. The entry list opens on Saturday 27August 2022 and closes finally at 1700 hrs on Wednesday 7th September2022.

The entry fee is £110 All Entries are to be made through the Rallyscore on-line entry system (<https://enter.rallyscore.net/#/>)

Fees can be paid by:- **on line system**

Entries must be fully completed and include all relevant fees as stated above.

The maximum entry for the event is **90**, the minimum is **40**. The minimum entry for each class is 5. Should any of the minimum figures not be reached, the organisers have the right to cancel the meeting or amalgamate classes as necessary. Entries will be selected in order of receipt. Entries withdrawn, in writing, before April 24th April 2021 will be refunded in full; entries withdrawn, in writing, after Saturday 24th April 2021 will be refunded subject to an administration fee of £25. Entrants will get a receipt from Rally score. The issue of such a notification does not imply the acceptance of an entry. Entries by telephone **WILL NOT** be accepted. Written acceptance or refusal of entries will be acknowledged by the issue of Final Instructions.

11. Dual entries will be accepted at the organisers discretion.

12. Officials of the Meeting are:

Motorsport UK Steward	Robert Kelly
Club Stewards	Ian Culbert & Gus Geddis
Clerk of the Course	Wilson Carson Fel McIroy
Deputy Clerk of the Course	Craig Hunt
Chief Scrutineer	Gillian Magee
Chief Timekeeper	Declan McAleer
Chief Medical Officer	John Fox
Chief Marshal	TBA
Safety Officer	TBA

13. Provisional results will be published as soon as possible after the event.

14. Any protests should be lodged in accordance with Motorsport UK Regulation **C.5.1 to C5.7**

15. Starting order will be determined by classes. Cars will start singly with a maximum of four on the course. The starting signal will be by means of a light. Timing will be electronic (see **S10.9** Timing Struts). The finish will be indicated by a white line and finish boards.

16. Competitors will have the opportunity of two practice runs, having walked the course under official control, and three timed runs, the fastest to count.

17. Competitors will be identified by side numbers complying with MSA Regulations (J 4.1) which **will NOT** be supplied by the Organisers. ANICC Championship competitors who wish to use their relevant Championship

18. Technical Regulations: ALLCARS

Cars in all classes must comply with **J and Section S** of 2022 Motorsport UK Year Book where appropriate. Particular attention is drawn to regulation **J5.1** which states: -

“As general principle, it is prohibited to carry out any tuning or modification that is not specifically permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed”.

19. CLASSES

OVERALL	
A	All vehicles in classes 1-16 must comply with current Motorsport UK Technical Regulations
CLASSES	
B	Cars complying with A above and entered in one of the following classes;
1	Road going series production cars up to 1700cc, 2WD only
2	Road going series production cars over 1700cc, 2WD only
2B	Road going series production cars Mazda MX5
3	Road cars Series Production Cars 4WD
5	All other road going specialist production cars
6A	Modified series production cars, 2V, 2WD only
6B	Modified series production cars, multi valve 2WD only
7	Modified specialist production cars, 2WD only
8A	Sports libre special saloon cars inc Space-frame and semi Space-frame Chassis 2WD only
9	Sports libre saloon cars & Sports/GT Cars, 2WD only
9B	Sports libre cars, closed wheel sports racing Cars
10	Sports libre rally cars up to 1650cc, multi valve and 2100cc 2V, 2WD only
11	Sports libre rally cars over 1650cc, multi valve and 2100cc 2V, 2WD only
12	All other 4WD sports libre cars
13	Racing cars complying with formula VW or Club Formula Ford (FF1600)
14	Racing cars up to 2000cc, having no more than 2 valves per cylinder or up to 1400cc multivalve
15	All other racing cars
16A	Period defined Road cars Historic Saloons and Sports Cars (road going)
16B	Period defined Historic Saloons ,Sportcars Non-road going and Motorsport UK/FIA historic stage rally (competition cars)
17	Vintage and post vintage thoroughbred car as defined by UVCC

NOTES RE CLASSES

- i. Forced induction will be considered as subject to a 1:4:1 engine capacity coefficient. For cars in classes 10+11
- ii. All vehicles entered in Classes 10 & 11 (Sports libre rally cars) must be capable of passing scrutineering for a Nat B Status Stage Rally (**Section R** 2021 Motorsport UK Year Book). Cars must be capable of passing an MOT but a test certificate or road fund licence is not required. Registration documents must be available for inspection at scrutineering if requested.
- iii. The Organising Club and the Championship organisers reserve the right to reclassify vehicles according to eligibility.

- iv. The Championship organisers reserve the right to have any vehicle examined regarding class eligibility and engine capacity.
- v. All vehicles entered in Class 8 must be visually based on cars produced for road use and retaining the silhouette as seen in the side elevation.

DEFINITION OF HISTORIC ROAD GOING SALOONS AND SPORTS CARS (CLASS 16 A)

Cars based on a model in series production before 1 January 1975. Major components (cylinder head, engine block, gearbox casing, rear axle casing) must be of original type. Period modifications may be permitted subject to the Motorsport UK yearbook subject to written approval of ANICC speed committee and the championship eligibility scrutineer.

ROLL OVER BARS ARE NOT MANDATORY ON ALL CARS.

- 20. All other General Regulations of the Motorsport UK apply as written.
- 21. All cars must be fitted with a timing strut in accordance with (S)10.9. Any car that does not have a timing strut fitted will not have a time recorded(G)6.5.4.
- 22. No competitor or their vehicles may leave the course without the written permission of the Clerk of the Course during Road Closed times.