

DRUMHORC HILLCLIMB
SATURDAY 11th MAY 2013
SUPPLEMENTARY REGULATIONS

1. Newry and District Motor Club Ltd will organise a National B Status Hillclimb on Saturday 11th May 2013 at Drumhorc Hill.
2. The meeting will be 'Held under the General Regulations of the Motor Sport Association incorporating the provisions of the International sporting code of FIA, these Supplementary Regulations and any written instructions that the organising club may issue for the event.
3. MSA Permit Number ????? has been issued for the event
4. The event is open to all fully elected members of the organising club and members of an ANICC or MI affiliated Motor Clubs.

Competition driver's license (National B) issued by the MSA or MI is required.

5. The event is a counting round of the "2013 ANICC MILLERS OILS HILLCLIMB CHAMPIONSHIP"
6. The programme of the meeting is as follows:

Entries Open:	On publication of these Regulations
Entries Close:	Wednesday 8 th May 2013
Instructions No1 issued:	Thursday 9 th May 2013 on www.nadmc.co.uk
Publication of Entry List:	Thursday 9 th May 2013 on www.nadmc.co.uk
Scrutiny & Documentation:	Saturday 11th May 2013

Scrutiny will begin in the paddock @ 8.00hrs and will finish @ 10.00hrs.
Any competitor not signed on 10.30 hrs may be excluded

Drivers Briefing:	Will be held at the start line @ 10.30hrs Attendance is mandatory
Two practice runs:	Will begin @ 11.00hrs, Timed runs will commence after the practice
Prize giving:	Will be held in Hallsmill Inn

7. Awards will be presented as follows:
 1. 1st Overall - Trophy
 2. 1st in Class - Trophy
 3. 2nd in Class - Trophy (if more than 4 starters in class)
 4. 3rd in Class - Trophy (if more than 6 starters in class)All awards will be presented at the discretion of the organisers

8. The entry fee is £65 sterling. All entries must be made on the official entry form.

9. All entries must be posted to the event Secretary at:
William Woods, 21 Whitehill Rd, Banbridge Co Down BT32
3TS Mobile: 07909 905 989 Email:
williamwoods57@sky.com

The maximum entry for the meeting, including reserves is 80. The minimum is 30. Should any of the minimum entries not be reached, the organisers have the right to either cancel the meeting or amalgamate classes as necessary.

If more than 80 entries are received then a reserve list of up to 10 potential competitors maybe assembled.

The organisers reserve the right to select up to 5 entries at their own discretion

Dual entries (2 drivers sharing 1 car) will be accepted at the discretion of the organisers

10. Entries will be accepted by the following criteria
- Priority will be given to registered ANICC NI Hillclimb championship Competitors whose completed entry form is received by 6pm, 6th May 2013
 - All other entries whose completed entry form is received up to the final closing date.
11. Other officials are;
- | | |
|------------------------|----------------------------|
| MSA Steward | TBC |
| Club Stewards | D O'Loan and David McIlroy |
| Secretary of the event | Willie Woods |
| Clerk of Course | Ronnie McAleer |
| Asst Clerk of Course | Jan Willem Huisman |
| Chief Scrutineer | TBD |
| Chief Time keeper | Declan McAleer |
| Chief Medical Officer | Gus Geddis |
12. Provisional results will be published as soon as possible after the end of the event.
13. Any protest must be lodged in accordance with (C5) 2013 MSA Yearbook.
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. A white line will identify the finish line across the road and finish boards.
15. Competitors will be offered 2 practise runs and 2 timed runs with the fastest time counted towards the final placings.
16. Competitors will be identified by regulation size numbers which will not be provided by the organiser
17. All other general regulations of the MSA apply as written except the following which are modified:
TECHNICAL REGULATIONS: All Cars in the classes must comply with sections J and S of the 2013 MSA Year Book where appropriate
 Particular attention is drawn to regulation J 5.1 which states: "As a 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 the others are allowed."

For the purpose of Championship scoring vehicles will be divided into the following classes:

1. Road Going Series Production cars up to 1700cc 2wd only
2. Road Going Series Production cars over 1700cc 2wd only
3. Road Going Series Production cars 4wd
4. Road Going Specialist Production Cars up to 2500cc having no more than 2 valves per cylinder
5. All other Road going Specialists Production Cars
6. Modified Limited Production Cars 2wd only
7. Modified Specialist Production Cars 2wd only
8. Sports Libre Special Saloon Cars up to 1400cc having no more than 2 valves per cylinder or 1000cc having more than 2 valves per cylinder 2wd only
9. Sports Libre Cars 2wd only
10. Sports Libre Cars up to 1650cc 2wd only
11. Sports Libre Cars over 1650cc 2wd only having no more than 2 valves per cylinder
- 11a. Sports Libre Cars over 1650cc 2wd only having more than 2 valves per cylinder
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 multi valves
15. All other racing cars
16. Historic Road Going saloons and sports cars
17. Vintage and Post-vintage Thoroughbred cars as defined by UVCC

ROLL OVER BARS ARE MANDATORY ON ALL CARS EXCEPT THOSE ENTERED IN CLASS 17

General Notes

1. All vehicles in classes 1-16 must comply with current MSA technical Regulations
2. Cars with forced induction will be considered as subject to 1.4:1 capacity coefficient
3. Cars entered in classes 10 & 11 (Sports Libre Rally Cars) must be capable of passing scrutineering

For a National B Stage Rally (Section R 2013 MSA Yearbook). 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 by the Scrutineer if requested.

18. It is not the duty of any Marshal to interpret regulations or any written instructions to a competitor or to explain the meaning or effect thereof. It is the responsibility of the competitor to read and understand the regulations and other written instructions.