

Double Drivers

Double drive cars must display a sticker provided by the organisers. The sticker should be a black “D” on white background to be placed on top of the windscreen or middle of the bodywork in front of the driver for single seaters.

Competition Numbers

Number must be clearly visible on both sides of the car. Registered Hillclimb & Sprint competitors are asked to state on their entry form their registered number. Non registered competitors will be provided with a number by the organizers. Only the race number that you are running with on the weekend of the event is to be visible on your car all other numbers are to be covered up or removed. The onus is on double drivers to make sure that the correct number is on the car before they get to the start line.

Paddock

No competitor's cars will be allowed park on the road on the morning of the sprint. There shall be no holding of spaces for any competitors. As you enter the venue follow signs provided to the paddock, there shall be marshals observing this rule, you must at all times obey the paddock marshal's instructions. Double drivers shall be accommodated but will have to make themselves known to the paddock marshal who will have a list of the double drives. Waste bins will be provided in the paddock. Toilets will be in the paddock area.

Practice and timed runs

Each competitor must undertake one practice run and no practice re-runs will be allowed. Each competitor must sign on both days before they will be issued with run stickers – no sticker no run. No competitor will be allowed on drive the Hill/Course. Only walk or cycle before event.

Finish

The finish line is indicated by chequered flag boards. After crossing the finishing line competitors must reduce speed as quickly as possible within the distance of the 3-2-1 boards.

Awards

- 1st, 2nd and 3rd overall each day
- 1st, 2nd, 3rd in class each day
- Ladies Award
- Spirit of the event Award
- F.T.D. overall for the weekend

Prize Giving

Saturday's prize giving will take place in Deebert House Hotel at 9-30pm
Sunday's prize giving will take place in the paddock (approx.) 30 mins after the last car.

Final Instructions

Final instructions will be available on line at www.Limerickmc.ie & www.irishhillclimb.com
On Thursday 20th of September.



Limerick Motor Club And Hillclimb/Sprint Committee Sprint Weekend

22nd & 23rd September 2018

**Rounds 13 & 14 of the
Naylor Engineering Hillclimb & Sprint Championship
2018
For the Frank Keane Trophy**



The event is organised by Limerick Motor Club and will be held under the general competition Rules of MI (incorporating the provisions of the International Sporting Code of the F.I.A) and in accordance with Appendix 80 and 81 of the current Motorsport Ireland Yearbook, copies of which are available on www.motorsportireland.com, and these supplementary regulations. All competitors who forward entry forms agree to be bound by these rules. Both Sprints count as rounds of the Naylor Engineering Hillclimb & Sprint Championship 2018

MOTORSPORTS IRELAND PERMIT NO: 18 / 192

LIST OF OFFICIALS

Motorsport Ireland Steward	Dermot Quigley
Motorsport Ireland Safety Officer	Derek Power
Clerk of the Course	Kieran Ambrose
Deputy COC	Evan Maher
Club Steward	Mark Parsons
Club Safety Officer	Joseph O'Sullivan
Chief Scrutineer	Niall Mullane
Chief Marshal	Brian Meade
Event Secretary	Elaine Shinnors
Paddock Marshal	TBA
Timing & Results	Cecil Orr & Team
Chief Medical Officer	Dr. Kevin Twomey
Ambulance	Red Cross Limerick
Rescue	South West Motorsport rescue

Event Venue: Limerick Racecourse, Patrickswell, Co. Limerick, Course length: 1.96 km

Entries Close: Wednesday 19th September 2018

TIME/TABLE BOTH DAYS

Optional Scrutiny on Friday, September 21 st in the Paddock area.	7 pm – 9 pm
Mechanical and Document Scrutiny in the Paddock on Both Mornings:	8 am – 10 am
Driver's briefing – In Paddock both mornings:	10 am.
Practice Run Both Days:	10.45 am.
1 st Timed run Both Days approx.:	11.30 am
Finish Approx. on both days:	5.30 p.m.

Our intention is to give 3 timed runs each day.

2018 Definitions

Production saloon: Body shell as originally manufactured. Includes any steel monocoque production road car which was manufactured with more than 500 examples and has more than 2 seats.

Modified Production Saloon: (as above) bodyshell may be modified but no section may be spaceframed. Any part of the body shell which is modified must be replaced by the same material of equal or greater thickness, wheel arch material is free and Including Mini's with removable front section.

Roadster: (Body shell as above) Includes any 2 seater and 2 door steel monocoque, open or closed top. e.g. MR2 or MX5.

Alloy & composite saloon: Production saloon with more than 500 examples whose chassis is not manufactured from steel. E.g. Morgan

Spaceframe: A tubular structure which if removed would prevent the vehicle being driven

Silhouette saloon: Chassis space-frame / alloy / composite. Bodywork to have the appearance of a large production road car with the same dimension of windscreen as that car. e.g. RT2000 **Space-framed saloon:** Body shell may be modified, must retain the original roof, A, B & C pillars and sills of the original car and have the appearance of this car.

Sports car: Open or closed top, with enveloping bodywork. Includes prototypes. Kit car: A vehicle that can be purchased in component form for self-assembly, capable of being road registered and that are on sale to the general public. Including the Two-Seater or 2+2 or single seated **Single seaters:** Open wheeled single seater formula type racing cars. **Rally Car:** Cars as per current and previous MI Rally Regulations

Turbo / supercharger: cc x 1.7 applies to all classes

Rotary engine; multiplication factor of cc x1.5 applies to all classes. The 12a engine may run in the appropriate two valve per cylinder class and all others in the appropriate over two valve per cylinder class.

Minimum of National B Speed Licence is required with the exception of competitors competing in classes 3A, 3B, 3C, 6, 7, 9 and 10 which are required to have a minimum of a National A Speed licence.

ALL CARS OVER 1650CC require a National A Speed licence irrespective of class

THE ORGANISERS RESERVE THE RIGHT TO ADD ADDITIONAL CLASSES

ENTRY FEE: €250 FOR BOTH DAYS, €150 FOR ONE DAY

NO ENTERIES WILL BE TAKEN EITHER THE SATURDAY OR SUNDAY OF THE EVENT.

ENTRIES CLOSE ON **Wednesday 19th September 2018**

ENTRIES TO: **Elaine Shinnors
Grange
Bruff
Co. Limerick**

Contact Number: 087 0878221067 **E Mail:** elainhggns@yahoo.co.uk
ALL ENTRIES TO THE EVENT SECRETARY ONLY

REMEMBER TO BRING YOUR 2018 COMPETITION LICENCE AND VALID LOGBOOK

NO LICENCE.....NO START NO LOGBOOK.....NO START

Driver

Only one person is allowed in a competition car at any time during the event, including the Paddock

Class Eligibility

The onus will be on the competitor to ensure that they have been entered in the correct class. Please read the above classes carefully before you fill in your entry form.

Note: CARS BEING DOUBLE DRIVEN CAN ONLY BE ENTERED INTO ONE CLAS

2018 Class Details

Classes:

- 1A** Production / Modified production saloons up to 1400cc. 'Roadsters' up to 1400cc.
Rally cars up to 1650cc not more than 2 valves per cylinder.
- 1B** Fiat Cinquecento / Seicento as per Technical Regulations published on the MI website.
- 2** Production / Modified production saloons 1401 - 1650cc. 'Roadsters' 1401-1650cc
- 3A** Production / modified production saloons 1651cc to 2100cc. Roadsters' 1651 - 2100cc
Front engine Sportscars up to 1650cc (car derived engines)
Front engine Sportscars up to 1200cc (motorbike derived engine)
Silhouette cars up to 1650cc Space-framed saloons up to 1650cc
- 3B** Production / modified production saloons over 2100cc. 'Roadsters' over 2100cc
Silhouette cars from 1651cc-2100cc Space-framed saloons over 1650cc
Front engine Sportscars with bike derived engines over 1200cc
Front engine Sportscars with car derived engines 1651-2100cc
4WD Production saloons / modified saloons
- 3C** Silhouette cars over 2100cc Rear engine sportscars up to 2100cc
Front engine sports cars with car derived engines over 2100cc.
Alloy & composite saloons unlimited.
- 4** Classic cars as per HRCA regulations (reference MI appendix 49 and FIA appendix K)
Compliance documents required: HTP, HRVIF, or Written confirmation of compliance with the HRCA regulations from an authorised representative of the HRCA
- 5** Formula Ford 1600 / Classic Formula Ford 1600 as per current or previous Ford Motorsport regulations
Formula Vee as per current or previous Formula Vee regulations (Appendix 45).
It is permitted to use the current Avon tyres in lieu of the Dunlop Tyres specified in previous regulations

- 6** Single seaters up to 2100cc having only 2 valves per cylinder
Single seaters up to 1650cc having more than 2 valves per cylinder
- 7** Single seaters over 2100cc having only 2 valves per cylinder

Single seaters over 1650cc having more than 2 valves per cylinder.
Rear engine sportscars over 2100cc
4WD cars (to cover any 4WD vehicle that is not rally/production/modified production saloon)
- 8** Rally cars up to 1650cc with more than 2 valves per cylinder
Rally cars up to 2100cc with not more than 2 valves per cylinder.
- 9** Rally cars 1651cc – 2100cc with more than 2 valves per cylinder.
Rally cars 2101cc – 3000cc with not more than 2 valves per cylinder.
- 10** Rally cars over 2100cc with more than 2 valves per cylinder.
Rally cars over 3000cc with not more than 2 valves per cylinder.
All 4WD rally cars.
- 11** Drift car's logged for Hillclimb/Sprint with Motorsport Ireland and must hold a National 'A' grade speed licence

Subject to sufficient entries these classes must apply to all Championship events. The organising clubs may include extra classes or amalgamate classes, subject to the approval of the Hillclimb / Sprint Committee.

Rally cars must run **"Rally Ready"** - to include tyres, seats etc.