

Llys Y Fran 2010 HILL CLIMB Supplementary Regulations

Held under the General Regulations of The Motor Sports Association Ltd. (incorporating the provisions of the International Sporting Code of the FIA), these supplementary regulations and the Final Instructions. To be read in conjunction with Motor Sports Association (MSA) Regulations (2010 Edition) contained in the *MSA Competitors Yearbook*, obtainable from Motor Sports Association Ltd., Motor Sports House, Riverside Park, Colnbrook, SL3 OHG. Swansea Motor Club will promote National 'B' status Hillclimbs at Llys y Fran on Sunday 9th May 2010 and Sunday 18th July 2010. The following SRs apply to both meetings unless otherwise indicated.

1 STATUS: The meetings will be governed by the General Regulations of the MSA incorporating the provisions of the International Sporting Code of the FIA, these SRs, except as modified below, and any written instructions the promoting Club may issue for the events.

2 PERSONS ELIGIBLE: a) National B Events: All members of the promoting and invited Clubs/Championships holding a valid MSA Competition License appropriate to the event entered. (b) Competition Licenses appropriate to the meeting must be produced when signing-on, together with Club Membership and (where appropriate) Championship cards valid at the time of the event. Members of invited Clubs/Championships failing to produce evidence of valid Club/Championship membership will be required to join the Swansea Motor Club.

2 a) Invited Clubs/championships. May 9th. The 2010 Trident Engineering Welsh Sprint & Hillclimb Championship. The MG CC Luffield Cars Speed Championship. The 2010 Lotus 7 Speed Championship. The WAMC. The RIAC. The Wexford C C. The H S A. The HRCR. The 500 O C. The Morgan Sports C C. The Allard O C. Club Alpine Renault .The Westfield Sports Car Club

18th July. The 2010 Trident Engineering Welsh Sprint & Hillclimb Championship. The Westfield Sports Car Club. The 2010 Sevenoaks & District Sevenoaks Speed League. The Richard Egger Insurance / HSA Speed Championship. The 2010 Bridge Tyres & Wheels ASWMC Hillclimb Championship. 2010 Club Alpine Renault Speed Championship. The Austin Healey Club. The Morgan Sports Car Club. The WAMC. The RIAC. The Wexford Car Club. The H S A. The HRCR. The Allard O.C. Club Alpine Renault. The Westfield Sports Car Club.

3 PROGRAMME: a) **SCRUTINEERING** will take place as per the timetable in Final Instructions. Competitors must sign-on, make their cars available for scrutineering, and practice as per Final Instructions. Anyone who has not signed-on and/or whose car has not been satisfactorily scrutineered will not be allowed to compete. Any competitor who has not signed-on by the time shown in Final Instructions may lose one practice run.

b) **PRACTICE.** Drivers can walk the hill before practice commences. Two practice runs will be offered. Practice will be in batches. Full details will appear in Final Instructions. Timed runs will normally commence after the lunch break.

c) **COMPETITION:** There will be 2 competitive runs for each competitor. In the event of a tie the aggregate of both the runs will be the deciding factor. (d) If time allows and at the sole discretion of the organisers, there may be a Top 10 run off. If there are two Top 10 runs, in the event of a tie, the aggregate of both the Top 10 runs will be the deciding factor.

4 COURSE: Llys y Fran hillclimb course is situated within the bounds of Llys y Fran Country Park and consists of left and right hand corners. Length is approx 1044 metres. The surface is machine-laid tarmac. MSA Track Licence No. HC/2010040

5 CLASSES: Classes for all meetings, will be as follows: N.B 2010 Championships. Not withstanding anything contained in these Supplementary Regulations, the onus of responsibility for the eligibility of vehicles competing in a championship rests with the Entrant/Competitor. ***For definitions of Standard Production & Road Modified cars see below.**

Classes that are in bold print will refer to The Bridge Tyres & Wheels ASWMC Speed Championship.

- 1A Road Modified Saloon and Sports Cars up to 1400cc excluding kit, Replica, Spaceframed Cars or non ferrous chassis construction road cars.
- 1B Road Modified Saloon and Sports Cars over 1400cc up to 2000cc excluding kit, Replica & Spaceframed Cars or non ferrous chassis construction road cars
- 1C Road Modified Saloon and Sports Cars over 2000cc excluding kit, Replica, Spaceframed Cars or non ferrous chassis construction road cars
- 1E Cars complying with ASWMC classes A1 and B1 (Roadgoing Saloon, Sports & kit cars up to 1400cc + motorcycle engined kit cars up to 875cc).**
- 1F Cars complying with ASWMC classes A2 and B2 (Roadgoing Saloon, Sports and kit cars 1400cc up to 1800cc + motorcycle engined kit cars 875cc up to 1125cc).**
- 1G Cars complying with ASWMC classes A3 and B3 (Roadgoing Saloon, Sports and kit cars 1800cc up to 2600cc + motorcycle engined kit cars over 1125cc).**
- 1H Cars complying with ASWMC classes A4 (Roadgoing Saloon & Sports cars over 2600cc)**
- 1SP Standard Production Car Class* for definition of Standard Production Car see below**
- 2A Road Modified, Kit, Replica, Spaceframed & non ferrous chassis construction Cars up to 1700cc
- 2B Road Modified, Kit, Replica, Spaceframed & non ferrous chassis construction Cars over 1700cc
- 2C Road Modified, Kit, Replica, Spaceframed & non ferrous chassis construction Cars with Motorcycle Engines

L7. Cars conforming to 2010 Lotus 7 Club Speed Championship regulations
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MG. Cars conforming to 2010 MG CC Luffield Cars Speed Championship regulations

MG1. MG Cars Up to 1500cc. MG 2. MG Cars 1501 to 3000cc cars. MG 3. MG Cars Over 3000cc
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- 3A Modified Production Cars excluding Kit, Replica, Spaceframed & non ferrous chassis Cars up to 1400cc
- 3B Modified Production Cars excluding Kit, Replica, Spaceframed & non ferrous chassis construction Cars over 1.4 to 2000cc**
- 3C Modified Production Cars excluding Kit, Replica, Spaceframed & non ferrous chassis construction road cars over 2000cc
- 3D Modified Production Kit, Replica, Spaceframed Cars construction cars up to 1800cc
- 3E Modified Production Kit, Replica, Spaceframed & non ferrous chassis construction cars over 1800cc
- 4A Sports Libre Cars up to 1700cc and Hillclimb Supersports.
- 4B Sports Libre Cars over 1700cc
- 5A Racing Cars up to 600 cc.
- 5B Racing cars over 600cc up to 1100cc
- 5C Formula Ford 1600 Racing Cars Manufactured before 1/1 1996
- 5D Racing Cars over 1100cc up to 1600cc.
- 5E Racing Cars over 1600cc up to 2000cc
- 5F Racing Cars over 2000cc
- 500 Racing Cars up to 500 cc complying with the eligibility rules of the 500 Owners Association
- 6 Classics not complying with Road or Stage Rally Classes built before 6(a) 01/01/1967 6(b) 1972
- 7A Road Rally Cars up to 1600 c.c
- 7B Road Rally Cars over 1601c.c All cars competing in Class 7A & 7B must comply with the Blue Book requirements for Road Rallying cars & should comply with the M.S.A. Definitions for 2010
- 7C Stage Rally Cars up to 1600 c.c .
- 7D Stage Rally Cars over 1601c.c All cars competing in Class 7C & 7D are not required to be taxed as for single venue events and should comply with the M.S.A. yearbook Definitions for 2010
- 7E. Class F1 up to 1600cc 7F. Class F2: over 1600cc. Cars in these classes must comply with current MSA vehicle Technical Regulations for Stage Rallies (H262-H312). Cars need not be taxed, but must have a current valid MOT certificate. Cars must be presented for scrutineering with a valid MSA Log Book. Tyres marked "For Racing Purposes Only" are prohibited but otherwise tyre choice is free.**

HRC For Historic Rally Cars and Post Historic Rally Cars that comply with the M.S.A yearbook Definitions for 2010 **VC** Vintage Cars. **DD**. Cars entered in this class may be modified to suit the drivers physical abilities.

* **Standard Production Car Class**. Cars Running in Standard Production Car Class (SP) are defined as roadgoing production cars produced in quantities of not less than 1000 per annum, which must be taxed, insured (no trade plates) and MOT'd where applicable with documents available for inspection. No modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions. The standard wheel rim width must be used. The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted. In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not just a bare shell. Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. No other modifications except the fitting of a roll cage are allowed in SP. The only permitted tyres in this class are those defined in the current MSA competitors and officials yearbook, Technical Regulations L list 1A. All cars running in this class **MUST** remain in totally road legal form at all times. In the event of an unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturers catalogue within four weeks of the event in question to substantiate any queried modifications/ specifications. Kit cars, limited production cars, spaced frame or non ferrous chassis construction road cars and one-off road going cars are **NOT** permitted in SP.

****Road Modified Classes** .Cars running in the Road Modified Classes must conform to the regulations in the 2010 MSA Technical Regulations Section S with following amendments: Limited edition produced in volumes of less than 1000 per annum will be eligible if they are based on a standard model that was produced in volumes greater than 1000 per annum, and the differences between the car as presented at the event and the eligible standard car are permitted as modifications in these class. Cars must be taxed, insured (no trade plates) and MOT'd where applicable with documents available for inspection. A full sized glass windscreen (a single windscreen with the full width of the car and a minimum glass measurement of 235mm between the top & bottom frames of the windscreen) must be fitted in the standard position. Cars supplied without full sized windscreens are not permitted in these classes. With the exception of the bonnet & boot-lid, all other bodywork must remain in the original material. Wheel arch extensions may be fitted, but the original Wheel arch may not be modified. Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. The only permitted tyres in this class are those defined in the current MSA competitors and officials yearbook, Technical Regulations L list 1A or List 1B. Kit cars, spaced frame or non ferrous chassis construction road cars and one-off road going cars are **NOT** permitted in the Road Modified Classes. In the event of an unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturers catalogue within four weeks of the event in question to substantiate any queried modifications/ specifications.

***All cars running in Classes 1A to 3E inclusive must be silenced to a maximum noise level of 108 DbA when measured at half a metre from the exhaust pipe at a 45° angle at two-thirds maximum revs. **Cars in classes 1A to 1C inclusive, registered for the 2010 Trident Engineering Welsh Sprint & Hillclimb Championship will be as defined in the 2010 Trident Engineering Welsh Sprint & Hillclimb Championship Regulations.** Kit cars, limited production cars, spaced frame or non ferrous chassis are not permitted in Classes 1SP,1A ,1B or 1C, only classes in 2A ,2B or 2C. **Cars registered for the 2010 ASCMC Hillclimb Championship, the only permitted tyres are those defined in the 2010 ASCMC Hillclimb Championship Regulations**
Championship Regulations

NOISE:- All cars must be silenced to a maximum noise level as per 2010 MSA Year Book [C(b)23]

NOTE: Cars using forced induction will be classified as having an engine capacity increase of 40%. Those cars using diesel fuel will be classified as having an engine capacity reduction of 50% (e.g. a 2000 cc turbo diesel will be considered to be equivalent of a 1400 cc normally aspirated engine.) Rotary equivalence is 1.5
ALL VEHICLES MUST COMPLY WITH CURRENT MSA TECHNICAL REGULATIONS as per the MSA British Motor Sports Yearbook 2010. All vehicles must be fitted with a timing strut as per MSA Section S. No car may be driven by more than two drivers; no driver may drive more than two cars. Where one driver drives two cars, which must be in two separate Classes, no other driver may drive either. Cars must be entered in one Class only, which must be the correct capacity Class for its category. Any car which does not comply with the spirit of the Regulations or in the opinion of the Organisers is presented in an untidy condition may be rejected, excluded or transferred to another Class at the discretion of the Organisers.

5.2 Classes for the meetings on May 9^h and July 18th will be as per the Classes above.

5.3 INVITED CLUBS: Where sufficient entries are received, special classes may be created to cater for entries from one make clubs etc. Where a competitor enters as a member of an invited Club, he/she should drive a vehicle relevant to that club.

6 IDENTIFICATION: Cars will be identified by means of a number as defined in the current MSA Technical Regulations for hillclimbs and sprints. When a car is driven by two drivers, only the number of the driver actually taking the run is to be displayed.

7 CRASH HELMETS: Crash helmets must be worn when coming to the Start Line and during each run. Drivers in open vehicles must wear helmets while returning down the hill from the Top Paddock to the start line. They must be as specified in the MSA Yearbook 2010 and must carry the appropriate MSA label.

8 SILENCING: All cars must comply with 2010 MSA silencing regulations. Noise testing will be carried out.

9 TYRE WARMING: Aids to raise the temperature of tyres are not permitted. Cars must not do practice starts to warm their tyres

10 STARTING: Cars will proceed in single file from the assembly area to the Top Holding Paddock, parking as directed by the Paddock Marshal. Cars will be returned down the hill in batches to the start line as instructed by the Clerk of the Course and Paddock Marshals. Cars will start singly, although the next car will normally be started prior to the preceding car crossing the Finish Line. Drivers will start in their own time when given the starting signal, which will be a green light. At all other times a red light will be shown at the Start Line. Timing will be by MSA certified Timing Equipment and timing starts when the Timing Strut attached to the car passes the start line. All competitors should be aware of the provisions of MSA Technical Regulations regarding Timing Struts.

11 FINISHING: The Finish Line will be indicated by black and white chequered boards. Competitors must, on crossing the Finish Line, IMMEDIATELY REDUCE SPEED and enter the Paddock, parking as directed by the Paddock Marshal. Cars will be returned down the hill in batches as instructed by the Clerk of the Course and Paddock Marshals. Drivers are reminded of SR 7.

12 SIGNALS: The only signal which will be used on the hill will be a RED FLAG. ON BEING SHOWN A RED FLAG A COMPETITOR MUST STOP AND REMAIN STATIONARY UNTIL INSTRUCTED OTHERWISE BY A MARSHAL OR OFFICIAL.

13 ALL OTHER MSA GENERAL AND TECHNICAL REGULATIONS APPLY AS WRITTEN except for the following, which are modified:

L9.2.3 No driver may drive more than two cars (SR 5 herein)

E3.3.5 Telephone notifications to the Secretary of the Meeting are acceptable

14 RESULTS: Results shall be posted in accordance with the MSA Motor Sports Yearbook 2010 D26.1 to D26.3 inclusive. Provisional results will be displayed to the public at the event control office. Any protests should be made in accordance with the MSA Motor Sports Yearbook 2010. A copy of the official results will be emailed shortly after the event, to those drivers have provided an email address; or posted to those drivers have not provided an email address, and have provided a self addressed label. They should also be available on www.swanmoco.co.uk shortly after the event.

15 AWARDS: Awards will be presented as follows: (1) FTD award for the Fastest Time of the Day N.B The winner of the FTD award will receive only that award (2) First in class (provided there are 3 starters) - 1st Class award (3) Second in class (provided there are 5 or more starters) - 2nd Class award (4) Third in class (provided there are 7 or more starters) - 3rd Class award (6) For the fastest Swansea Motor Club member, The Paul Bentley Trophy (July Event Only). Other awards may be made at the organisers discretion. There will be a prize giving on the day. Awards will not be posted.

16 ENTRY: (a) The maximum number of entries is 120. The minimum is 50.

The minimum for each Class is 5. The Organisers reserve the right to refuse an entry without stating any reason. Entries will normally be selected on a first come first served basis. Should any of the above minimum figures not be reached, the Organisers reserve the right to either cancel the meeting or amalgamate Classes as necessary, in the latter case merging the under-minimum Class with the next appropriate Class. Should any competitor in the lower Class object they shall be entitled to withdraw their entry and be refunded the entry fee, provided they comply with Regulations H30.1.3 to H31.1.2 in the MSA Yearbook 2010. The Organisers are anxious to accept all possible entries within the limits of the time available for the meeting, but they reserve the right to limit entries in any particular Class and to accept or refuse any entries without stating any reason. Where a Class is over-subscribed, in making their selection the Organisers will give regard to making the entry as representative as possible, but may also consider the known or potential performance of a driver or car. Only official entry forms will be accepted. Entry forms for all meetings covered by these SRs are enclosed. Only one entry may be made per entry form:

17. Three self addressed labels must accompany each entry (or 2 self-addressed labels if you have given email address) Entries will be accepted as per the MSA Yearbook 2010.

18 ENTRY SECRETARY: The Entry Secretary for all meetings will be: Steve Lloyd, 16 Southward Lane, Langland, Swansea, SA3 4QE. Tel 01792 368684. **Email s.richard.lloyd@homecall.co.uk**

19 ENTRY FEE: (a) 9th May. Entry fee is £85. Entries Close: 30th April 2010.

(b) 18th July. Entry fee is £85. Entries Close: 10th July 2010

(c) Cheques should be made out to the Swansea Motor Club. Each entry must be accompanied by a separate cheque. Entries accompanied by post-dated cheques will be returned. Any competitor whose entry is refused will be refunded in full.

(d) REFUND OF ENTRY FEES: (i) Before close of entries - Full refund

(ii) After close of entries and up to 9 pm on the Tuesday preceding the event - Entry fee less £25 admin fee.

e) A charge of £20 will be made for any cheque that is returned by the bank for any reason whatsoever.

This charge is to cover the bank's fees and our administration costs.

20 Officials.

M.S.A. Steward TBA
Club Stewards Terry Sanger, Phil Morgan
Sec of the Meeting (May) Alun Morgan
(July) Mike Jones
Entry Secretary Steve Lloyd
Clerk of the Course (May) Chris Jones
(July) Alun Morgan
Deputy CoC (May) Anita Williams
(July) Chris Jones
Assistant CoC TBA
Hill Controller David Knowlson
Judges of Fact TBA
Judge of Fact for top 10 runoff Anthony Parker

Chief Timekeeper Anthony Parker
Assistant Timekeeper Robert Allender
Chief MSA Scrutineer (May) Paul Loverridge
Scrutineers T.B.A
Paramedics Andy Gibson + TBA
Chief Marshal Neil Samuel
Starter TBA
Course Cars TBA
Rescue Vehicle BRSCC South Western Centre
Recovery Milforge Service Station
Ambulance by Emergency Response Systems
Commentator Tony Allen
Marshals. Members of Swansea MC and Other Clubs

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