



REQUIREMENTS FOR THE ORGANISATION OF ALL MI HILLCLIMBS & SPRINTS

This document should be read in conjunction with Appendix 106 Safety Criteria for Temporary Motorsport Venues.

1. DEFINITIONS.

1.1. Hillclimb.

An event in which each vehicle takes the start individually to cover the same course, ending with a finish line situated at a higher altitude than the start line. The time taken to cover the distance between the start and finish lines is the determining factor for establishing the classifications.

1.2. Sprint.

An event similar to a hillclimb but with no gradient of significance.

2. HILLCLIMB/SPRINT COURSE.

The total length of the course should not exceed 2.5kms, and must not be less than 1km.

Courses exceeding 2.5km must receive written permission from the Hillclimb & Sprint commission at the time of the course inspection.

Factors to be considered will include:

- Presence of return road
- Paddock layout
- Number of flag marshals required
- Ambulances quantity & location(s) on course
- The number of runs which could be achieved using this route.

3. INSPECTION.

3.1. New Venues.

Pre-inspection of all new venues is mandatory. A group of experienced people, appointed by the Hillclimb/Sprint commission together with the appointed Safety Delegate, will inspect each proposed venue a minimum of 12 weeks before an event takes place, to confirm its suitability as a Hillclimb or Sprint venue in accordance with the safety criteria set down by the Hillclimb / Sprint commission. The approval of this group will be required for the use of a particular course. Their recommendations must be included in the drafting of the Safety Plan.

3.2. Existing Venues.

Pre-inspection of existing venues should be carried out by the appointed Safety Delegate, and an experienced person appointed by the Hillclimb / Sprint commission 8 weeks prior to the event to confirm its continued suitability as a Hillclimb or Sprint venue in accordance with the safety criteria set down by the Hillclimb / Sprint commission. Their recommendations must be included in the drafting of the Safety Plan.

3.3. Safety Criteria.

The safety criteria document for venues set down by the Hillclimb / Sprint commission is available on the MI website. This document should be referred and adhered to by clubs when planning their event prior to requesting an inspection of the venue.

4. SAFETY PLAN.

Clubs running a Hillclimb or Sprint must submit a safety plan to MI. A draft safety plan for Hillclimb / Sprint events is available from MI and its contents will be a minimum requirement for all events.

5. SAFETY DELEGATE.

The duties and responsibilities of a Safety Delegate are outlined in a document prepared by the commission and a copy will be provided to each club and appointed Safety Delegate.

6. STARTERS.

The maximum number of starters permitted is 85, unless prior agreement for a higher number has been obtained in writing from the Hillclimb / Sprint commission. The number may have to be reduced, depending on venue location, paddock size etc.

7. FINAL INSTRUCTIONS.

Final instructions, which form part of the Supplementary Regulations, should be made available to all competitors and officials prior to the event. They should include clear directions to the hill, time of drivers briefing, paddock parking instructions, the timetable including prize giving details, and other relevant information.

8. PADDOCK.

The paddock should use a large field or large yard in preference to a roadway. A paddock marshal or PA system should be used to call competitors, manage paddock traffic and keep competitors informed in case of delays. Paddock management should also be responsible for keeping start line queuing time for competitors from becoming excessive. In the case of a road paddock, the "paddock start" and "paddock end" should be clearly marked the night before the event.

9. PADDOCK NOTICE BOARD.

A notice board should be set up in a suitable place, typically at the sign-on office for example, where final instructions, run results, etc. should be available for viewing during the event.



10. SCRUTINY.

10.1. General.

Scrutineering will take place in the paddock. Optional scrutiny may be made available on the evening before the event in a suitable location.

10.2. Noise.

As per Appendix 2.

10.3. Fire.

In the event of an incident involving fire of any size a competitor must notify and make their car available to the Scrutineers of the event for a full examination.

11. DOUBLE DRIVES.

Double drive cars must display a sticker provided by the organisers. The sticker should be a black "D" on white background, 4" in diameter, to be placed on top of the windscreen, or middle of the bodywork in front of the driver for single seaters. The onus is on each competitor to ensure their correct competition number is on the car before going to the start line.

12. START & FINISH AREAS.

12.1. There must be a minimum of 12 metres cordoned off before the start line. The 200 metres after the start line will be designated forbidden ground.

12.2. Tyre warming of any type, whether spinning wheels before the start or using tyre warming blankets etc. is strictly prohibited. The start line and the finish must be kept clear of all vehicles and spectators. A second line must be marked 400mm back from the timing beam position at the start line to ensure consistent competitor line up position. The finish line must be marked by a chequered board on both sides of the course.

12.3. Start Procedures.

Where possible cars should be run in class order so that all single seaters run together and all sports cars run together without saloon cars mixed amongst them. Cars should start at a minimum of 20 second intervals.

12.4. False starts.

If a car breaks the timing beam at the start line, but the rear wheels do not cross the start line (e.g. car stalled on the line) this is deemed to be a false start and the car can be pushed back and restart the timed run.

13. ROUTE MARKING.

13.1. As early as possible on the day put up direction/diversion signs indicating alternate routes for the public.

13.2. Particular care should be paid to painting white lines around potholes, rocks, and bad bumps.

14. COURSE SAFETY EQUIPMENT.

14.1. Fire Extinguishers

Fire Extinguishers (minimum of 4kg powder) certified by manufacturers or their agents annually. As a minimum one must be at the start and each marshals post on the course.

14.2. Hazard Protection.

Straw bales are preferred, but car tyres can be used provided they are bound in bundles of 4/5 and if used to protect sign post etc. they must be cut and placed around the post and then bound in position. The use of tractor or truck tyres are strictly forbidden.

15. CHICANES.

15.1. Efforts should be made to avoid venues which require chicanes. Consider roads with junctions. If chicanes are required use only marker cones. The roadway must be painted about their bases allowing 10 to 12 metres between elements of the chicane. A penalty will be applied only if the cone is moved outside the painted area of the base. The penalty for moving a cone will be forfeiture of the run (DNF). 30 metres before the chicane will be designated forbidden ground 3-2-1 boards must be erected at equal distance in advance of the chicane. All penalties must be notified to timekeepers and competitors at the end of each run.

15.2. White Flag Rules.

White flags should be a minimum of 600mm x 600mm. White flags will be used at chicanes to indicate that a penalty has been incurred. One white at the exit and a following white at approximately 50M further on, or at the next flagpost.

15.3. Deleted

16. RED/YELLOW FLAG RULES.

16.1. Red flags should be a minimum of 600mm x 600mm. Marshals must raise the flag at the incident point and all flags to the bottom of the hill in turn. Show waved flag to any following traffic up to the incident point. Competitors must stop as soon as possible in a safe place to one side of the roadway or track and await instructions. Await roaming marshal's instruction to lower the flag. Flags should normally be kept lowered when cars are returning to the paddock or start area. If cars slow down or stop during this procedure, waved flags should be shown to alert following competitors.

16.2. Red Flag Locations.

First red flag should be within 20m of the start line, all red flag posts must have line of sight to the next flag post on the course and cover 200m past the finish line. Flag post locations must be passed



by the M.I. Safety Delegate to ensure marshal safety. A timed red flag check will be carried out by M.I. Safety Delegate before racing commences maximum time allowed 20 secs per KM.

16.3. Yellow Flag Rules.

Yellow flags should be a minimum of 600mm x 600mm. Yellow flags shall be waved to slow down competitors after crossing the finish line. These marshals can also be red flag marshals after the finish line. Yellow flag marshals may be omitted at the discretion of the Safety Delegate providing the last Red Flag marshal has visibility of the slowing down area.

17. RETURN ROUTES.

Return route must be controlled at all times during events and Judges of Fact are recommended on the route. A 30 kph speed limit is mandatory for this section.

18. REPAIRS.

Have a standby team organised to deal with course emergencies such as oil spills. Ensure that any walls or fences damaged during the event are repaired quickly.

19. MARSHALS.

All marshals and incident teams should be given adequate briefing before an event by knowledgeable individuals. A set marshals briefing will be provided by the Hillclimb commission to each club hosting an event and must be read out at marshals briefing in the company of the M.I. Safety Delegate.

20. ROAMING MARSHAL.

Clear the roads before the start of each run using a spectator control vehicle, from the top down. This is a mandatory requirement. A motorcycle is strongly recommended. The use of quads /trikes is forbidden. The roaming marshal should be an experienced motor sport official and should carry a radio to summon assistance if required. The use of a baton system or alternative system approved by the Safety Delegate is mandatory. The roaming marshal should remain at the start line during a run and be ready to dispatch immediately in the event of a red flag. Once dispatched nothing else should be dispatched until he summons it.

21. DRIVERS BRIEFING.

Hold the driver's briefing at the advertised time. During the briefing, point out any particular hazards on the hill/course. Explain the importance of obeying marshal's signals and stress the meaning of the red/yellow flags. Be sure to explain the running order and turnaround system. A guideline document will be provided by the Hillclimb commission to each club hosting an event.

22. DRIVERS.

22.1. Only one person is allowed in a competition car at any time during the event.

22.2. Each driver must ensure that they present the complete and signed scrutiny sheet for their car when they attend event sign-on.

22.3. If a change of cars is required during an event all relevant paperwork must be completed to reflect the change, the Stewards of the event must also be consulted for their approval.

22.4. Minimum of a National B speed licence is required with the exception of competitors in class 3, 6, 7 and 9 who are required to have a minimum of a National A Speed licence.

23. DRIVERS ACCIDENT RECORD.

If it comes to the attention of MI that a competitor is showing a tendency to have accidents, the individual may be requested to attend a meeting with MI to discuss the matter.

24. TIMING STRUTS.

Championship registered competitors will be required to have a vertical timing strut fitted to their car. The strut shall be finished in matt black over its total area (250mm x 50mm). The top of the strut shall not be less than 350mm from the ground and not more than 450mm. No other or further forward part of the vehicle may interrupt these dimensions or activate the timing.

25. AMBULANCE.

As per Appendix 109; 3.2

26. PRACTICE AND TIMED RUNS.

26.1. Practice.

A competitor must count their first completed run as their practice run. No times will be issued to competitors on the official practice run.

26.2. Timed Runs.

Clubs should aim for a minimum of three timed runs. All completed runs, after a practice run, must count towards the overall result of the event. Times, with any penalty incurred, should be made available to all competitors at the end of each run. Once a new run has commenced, a previous run cannot be reopened.

27. PRIZE GIVING.

Attempt to have a Saturday night prize giving function. The Sunday prize giving should be held in the paddock as soon as practical after the final run.

28. NOVICE AWARD.

Clubs are asked to present such an award for their event.

29. RACE NUMBERS.

Race numbers must be in compliance with Appendix 6 of the current yearbook. Only one set of race numbers should be visible on the car at any time.



30. CLASSES.

Classes for hillclimb or sprint events must be in compliance with classes as per Appendix 81.

31. HEAD RESTRAINTS

The wearing of a head restraint approved by the FIA, e.g. HANS, is mandatory on all Motorsport Ireland Hillclimb & Sprint events. See Appendix 2 article 17.3.

32. ENTRY FEES

Entry fee for a one day hillclimb or sprint is €180.

Entry fee for atwo day hillclimb or sprint is €280.

Entry fees must be paid by the closing date for entries. Payment should be by electronic means, unless such means are not available to the club or competitor in which case an alternative method of payment will be accepted.