

Ulster Classic Trial

4 September 2026

Supplementary Regulations

[1] Announcement

The MG Car Club Ulster Centre will organise a Clubmans multi-venue Evening Autotest on 4 September 2026 starting and finishing at 24 Lisbane Road, Comber, BT23 6AF (Event HQ)

[2] Jurisdiction

This meeting will be held under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), and these Supplementary Regulations.

[3] Permits

Motorsport UK Permit No [TBC]

[4] Eligibility

The event is open to all fully-elected members of The MG Car Club and fully elected members of 500 MRCI, ADC, BADMC, CAM, C&DMC, DMC, EMC, LMC, NAMC, NUCC, PMC (NI), TDC Ireland, TSCCNI, UAC and UVCC

[5] Membership cards and Licence

All drivers and passengers must produce a valid club membership card and a valid Motorsport UK licence or Motorsport Ireland equivalent.

[6] Scrutineering/Programme

The programme of the meeting will be:

Scrutineering starts at 17.30 hours

Drivers' briefing at 18.30 hours

First car starts at 18.45 hours

Any competitor not signed on before the first car starts may not be eligible to compete.

[7] The following Production Car Autotest classes will apply: -

Class A: Pre 1939 cars of any marque

Class B: 1939 to 1955 cars of any marque

Class C: 1956 to 1974 MG marque (including cars in continuous production to 1980) and Austin Healey Sprites

Class D: Class C eligible cars fitted with non-original type engines; BL Minis and other classic cars in production to 1980 at organisers' discretion; also any modern MGF and MGTF series cars*

***All cars are eligible for overall award with the exception of modern MGF and MGTF Series**

[8] Awards

Awards will be presented at the end of the event as follows: -

1st Overall (forfeits Class award)

1st in Class (if 3 or more starters)

2nd in Class (if 5 or more starters)

[9] Entries

[9] The maximum entry for the meeting is **35** and the minimum is **20**. Should any of these figures not be reached, the organisers have the right to amalgamate classes or cancel the event. The entries will be accepted in order of receipt. Entry fees may be refunded at the discretion of the organisers less £5 administration fee.

[10] Entry List

The entry list opens on Thursday 23 July 2026 and closes finally on Monday 31 August 2026 at 18.00.

Entries must be made via www.stopastride.live If the maximum number of entries (see Regulation 9 above) is reached before Monday 31 August 2026, a reserve list will be opened. No entries will be confirmed before Monday 31 August 2026.

Entrants should satisfy themselves that they are in compliance with requirements for drivers and passengers – Motorsport UK NCRs Chapter 19, Appendix 5

The entry fee is £75.00 with a reduced fee of £65.00 for MG Car Club members

[11] The secretary of the meeting is:

Simon Johnston, simon@mgcculstercentre.co.uk tel 07711 636554

[12] Officials

Official	Name
Secretary of Meeting:	Simon Johnston
Clerk(s) of the Course:	Will Corry
Club Steward(s):	Denis Bell
Timekeeper:	Richard Earney, Stopastride

[13] Provisional Results

Provisional results will be published as soon as possible following the end of the event and a copy of the Final Results will be posted on the Stopastride and ANICC websites.

[14] Protests

Protests must be logged in accordance with Motorsport UK NCRs Chapter 2 Appendix 9

[15] Additional Information

- (a) Details of Tests will be distributed at signing-on.
- (b) The timing will be manual.
- (c) The starting signal will be verbal.
- (d) The order of attempting tests will be numerical.
- (e) Competitors must run in order, unless permission is granted by the C.O.C.
- (f) If a car breaks down and is repaired, the driver will re-join at the end of the class for the remainder of the event. Other drivers MUST NOT wait for the car to be repaired.

NOTE: Any necessary repairs must be carried out only by the driver and passenger of the broken down car using only tools and parts carried in the car. No external assistance is permitted under any circumstances and the use of any external assistance to repair the car will result in the immediate disqualification of the entry.

- (g) The passenger must remain in the car during the tests.
- (h) Practising will not be allowed.

[16] Penalties

Penalties will be as follows:-

- (a) Not reporting at drivers' briefing = 5 seconds. Motorsport UK NCRs Chapter 6 Appendix 1 Art. 2 (2.3)
- (b) Not attempting test when instructed = 20 seconds. Motorsport UK NCRs Chapter 19 Appendix 9 Table penalty 9b0 modified
- (c) Pylons: Any contact = 5 seconds per offence
- (d) Lines: Failure to stop astride a line as required = 5 seconds per offence MSUK Table M.7 (b).
- (e) Failure to attempt to stop at a STOP line = Fail
- (f) A maximum penalty will be applied if a competitor crosses, with both leading wheels, a marked test line in the wrong direction, out of the prescribed sequence, or too many/few times, otherwise competitors may correct their mistakes by returning to the point where they deviated from the test diagram.
- (g) Garages - All wheels must be inside the 4 garage lines, otherwise line penalties will be incurred.

Note: A "Fail" is deemed to be fastest in that class plus 20 seconds. One entrant in a class and a test is failed, that entrant must repeat the test and 20 seconds including any penalties will be added to the time. There will be a Maximum Time for each test, which will be the fastest time in class plus 20 seconds.

[17] General Regulations of MSUK

All other Motorsport UK National Competition Rules shall apply as written except for the following which is modified -

- a) Pylons may be less than one metre in height.

[18] Timing

Timing will be by use of the Stopastride system. There will be no time-cards and competitors may wish to record times for their own information.

[19] Noise Limits

Competitors are reminded of noise limits - Motorsport UK NCRs Chapter 7 Appendix 8 Art 2

[20] Spill Kits

All competitors should carry a small spill kit. Motorsport UK NCRs Chapter 19 Appendix 3 Art. 1 (1.8f)

[21]. In the event of a tie, this will be resolved by comparing total penalties accrued by each competitor after the first visit to each test site. If this fails to resolve the tie, then the total penalties accrued on the second visit to each test site will be considered, and so on until the tie is resolved

Motorsport UK Master Top-Up Insurance Policy

Competitors are responsible for ensuring they have appropriate insurance cover in place for their activities whilst travelling to and from the Event, as well as during the Event itself.

The Motorsport UK Master Public Liability policy provides third party cover for activities falling under the Event Permit, but this policy specifically excludes any form of Road Traffic Act liability.

An additional third party “top-up” insurance policy, administered by Motorsport UK, is available to add-on for this Event which offers cover for Road Traffic Act liability for any sections of the Permitted Event that take place on the public highway. This policy provides cover to compliment but not replace your own motor insurance.

The acceptance criteria for this scheme are as follows:

- Drivers must be aged 19 years or older*
- Drivers must be UK residents for over 1 year, and have held a Full UK Car Licence for at least 6 months*
- Drivers must have not been banned from driving in the last 5 years, and no criminal convictions*
- Drivers must have no more than 6 penalty points on their licence and/or no more than 1 fault motor claim in the last 3 years in their history*
- Drivers must be a named driver on a valid motor insurance policy for the vehicle they are driving*
- Drivers must not already have the 3rd Party Extension (top-up) for Road Sections cover already on their existing motor policy*
- Vehicles must have a valid MOT and taxed for the road (unless exempt from doing so)*
- Vehicles must be road going/road legal and have a UK Registration Plate assigned and attached*
- Vehicles must be in the custody or control of the competitor and be participating in a motorsport event permitted by the Policyholder (Motorsport UK Association Ltd)*

Competitors who do not comply with any of the above criteria must contact Kingfisher Motorsport at motorsportuk@kingfishermotorsport.com as early as practically possible in advance of the event to discuss their application to confirm whether cover can still be offered and whether there are any additional terms.

All Competitors will be required to sign a declaration before the Event to confirm that they either have adequate insurance cover for the Event or need cover under the Motorsport UK top-up policy. If they do not meet the minimum eligibility criteria, they must have referred themselves to and been approved by Kingfisher before the start of the Event.

Those Competitors who do require cover under the Motorsport UK top-up policy will be required to pay the organisers an additional fee to cover the Motorsport UK permit surcharge.