

Date	Club	Circuit Configuration
June 12 th /13 th	Mondello Park Sports Club (MPSC)	National Circuit 1.85KM
July 17 th /18 th	Mondello Park Sports Club (MPSC)	International Circuit 3.5KM
August 14 th /15 th	Mondello Park Sports Club (MPSC)	National Circuit 3.5KM
September 11 th /12 th	Mondello Park Sports Club (MPSC)	International Circuit 3.5KM
October 2 nd / 3 rd	Mondello Park Sports Club (MPSC)	National Circuit 1.85KM
November 7 th	Mondello Park Sports Club (MPSC)	National Circuit 1.85KM

1. Events

Events will be held under the General Competition Rules of MI (incorporating the provisions of the International Sporting Code of the FIA), The MI Motor Sport Yearbook 2021, these supplementary Regulations, The Final Instructions issued to competitors by the relevant club prior to the event and any bulletins as may be posted on the Official Notice Board.

2. Permit

MI Permit Numbers will be issued on the Final Instructions for each event.

3. Status

National in all classes

4. Officials of the Meeting:

Officials of the meeting will be listed in the Final Instructions.

5. Organising Club

The Race Meetings will be organised by Mondello Park Sports Club. All events are held at Mondello Park Motor Racing Circuit on the dates above. The races will be run on the circuit configuration as specified on each entry form and confirmed in the Final Instructions. The organisers reserve the right to alter the circuit configuration proposed on the entry forms, if unforeseen circumstances arise closer to the event that deem such a change necessary.

6. Rights:

The Organisers reserve the right, subject to approval of the Stewards of the Meeting to cancel or declare void the races if any unforeseen circumstances arise, and further reserve the right to divide or amalgamate any races, classes or heats, alter the length of any races and also without assigning a reason to refuse an entry or to debar any car/driver from competing. The Organisers shall assign entries to the various races and shall have the power to invite entrants to compete in any race.

7. Eligible Competitors and Entrants:

Races are open to holders of current F.I.A. Competition licences of an appropriate grade issued by an EU member country, plus Norway, Monaco and Switzerland, who can produce a current medical certificate.

In the case of some International races, these are open to holders of FIA INTERNATIONAL Licences, current, valid and issued by the appropriate A.S.N., who produce a current International Accident Control Card completed in respect of International Circuit Racing). In such cases the class co-ordinator for the competitors in these races will be advised of the licence requirements to enter the event.

ENTRANTS other than the drivers concerned must be holders of an appropriate current Entrants Licence.

8. Eligible Classes

8.1 Domestic Classes

Classes as per Appendix "1" of these Supplementary Regulation's.

8.2 Visiting Classes

Where a visiting class originates from another jurisdiction, the technical and sporting regulations for that class will be as published and approved by the ASN of the country from which the class originates. Judicial procedures on the day will be in accordance with the Motorsport Ireland GCR's and the MI Yearbook 2021, unless otherwise approved in writing by Motorsport Ireland.

9. AWARDS:

Classes will organise their own awards in 2021.

9.1 PERPETUAL TROPHIES - Winner of perpetual Trophies will, if presented with their Awards, be required to insure same for the value notified to them by the Organisers, and to sign Forms of Indemnity as required.

(The Organisers regret that Perpetual Trophies may not be removed from the jurisdiction of the Republic of Ireland unless by prior arrangement)

10. ENTRIES:

Entries must be made online at www.mondellopark.ie for the respective events and must be accompanied by the relevant Entry Fee. Entries open immediately and close at 12 noon on the Friday before the start of the event

THIS CLOSING DATE IS FINAL. LATE AND/OR UNPAID ENTRIES MAY BE DISREGARDED AT THE DISCRETION OF THE ORGANISERS.

Entrants, other than drivers, will be required to complete Official Forms online in the manner described above. All entrants should answer all questions on the Official Form and sign clearly acknowledging the undertakings and indemnities thereon. In the case of Junior Drivers the entry form must be signed by the parents/legal guardian who must hold an Entrants Licence details of which must be recorded on the entry form in Entrants Licence section.

Entry Fee: as per the following matrix;

	1Race	2Race
All Classes	220	350
Fiesta Zetec & Fiesta ST		330
Ginetta Juniors		250

Refer to the entry forms for the various events.

Late Entry Fee: A late entry fee of €50.00 will be applied to any entry received after the closing date and accepted by the organisers.

C.P.A Insurance: Competitor entry fees include a premium for Competitor Personal Accident (CPA) insurance as per Appendix "7" MI yearbook 2021.

10.1 Limitation on Starters -Races will be limited to a maximum number of starters unless otherwise authorised by MI. If more than the specified number of entries is received for any race a Reserve list may be created. Priority will be given to MI Championship points holders and subject to entries being in order, the reserves will be nominated in strict rotation of receipt of entries.

10.2 Acceptance of Entries -Entrants shall be informed of the acceptance of their entry by the issue by the Organisers of Final Instructions after the closing date.

With the submission of a signed Official Entry Form, each individual entrant and competitor confirms his/her acceptance of these Supplementary Regulations. The Organisers reserve the sole right, subject to the approval of the Stewards of the Meeting, to accept or reject a proposed change of driver or vehicle.

11. SCRUTINY and SIGN ON:

11.1 Sign On

Drivers must present their Racing competition licence, with a valid medical date, to the Race Secretary or Deputy Race Secretary at "sign-on" on a form prescribed by Motorsport Ireland.

11.2 Before signing or attempting to sign on for a race held under the G.C.R's of Motorsport Ireland (MI), an Entrant / Driver must have submitted their vehicle for Safety Scrutiny at a place and time as agreed with the chief Scrutineer. On finding that the safety of the vehicle complies with regulations (as submitted to MI), an appointed scrutineer will issue the Entrant / Driver with a signed scrutiny sheet to be presented to the secretary of the event at sign on.

11.3 The future condition of such vehicle will be the responsibility of the entrant /competitor who must maintain the "safe status" of the vehicle. All vehicles entered and presenting to race under the G.C.R's of MI will be subject to "Spot Checks" safety / eligibility scrutiny by MI appointed scrutineers.

11.4 The ONUS is on competitors to prove that their cars comply with the regulations and the cost of any dismantling required by the organisers will be decided by Appendix 2 of the current MI Yearbook. The Club retains the right to impound any car to check eligibility for its class. All measurements for steering geometry and ride height will be taken in the scrutiny bay. ***The area of floor of the scrutiny bay designated for measuring or checking ride height and/or suspension and/or steering geometry shall be considered level for the purpose of these regulations and for the purpose of making measurements necessary to ensure compliance with the relevant technical regulations.***

11.5 Crash Helmets

All Crash Helmets must comply with the current MI Regulations.

11.6 Fire Extinguisher

Each car must carry a Fire Extinguisher System as required by MI Regulations.

11.7 Fuel

Fuel (as defined by the FIA and of the maximum Octane Rating available as Premium Pump Fuel) must not be carried on a car in any container except the fuel tank. The definition of petrol is contained in Appendix 2, Art. 28.2 of the 2021 MI Yearbook.

11.8 Competition Numbers

Numbers must be displayed on each side of the car and to show forward so as to be clearly visible to the Timekeepers on the right-hand side of the course. Numbers and backgrounds must be as per Appendix 6 in the MI Yearbook.

WHILE BEING DRIVEN ON PUBLIC ROADS TO OR FROM THE CIRCUIT THESE COMPETITION NUMBERS MUST AT ALL TIMES BE COVERED. Breach of these regulations may lead to a penalty as defined in GCR 142 & 150.

11.8.1 Novice drivers

On any car driven by a person who has not received six car race signatures (or five signatures and a completed IMC course) on his National B licence, there shall be on the back of the car a yellow square, 18 cm x 18 cm, with a black diagonal cross, with strokes 15 cm long and 2.5 cm wide.

11.8.2 Transponders

All Competitors must provide timing transponders to enable each competing vehicle to be timed and ensure that it is securely fitted in the approved bracket in the designated place, as indicated by the chief scrutineer or the Class Technical Liaison. This must be done before the car takes to the track for either practice or racing. The transponders should be of the following type: AMB 260 and can be either direct or battery powered.

11.8.3. In races where two or more classes are merged or take a combined start no two cars shall carry the same race number.

11.9 On-Board Cameras

Where an on-board Television camera or other recording device is fitted to a car, Appendix "41" section 12 of the MI 2021 yearbook applies and the following regulations must be followed:

11.9.1 Written notice that the equipment is being carried must be given to the COC, before the start of practice or racing.

11.9.2 The fitting and the device must also be examined by a Scrutineer to ensure that it is safe before the competitor takes part in practice or race.

11.10 Driver Safety Equipment

All drivers must wear the full safety equipment as specified in the MI yearbook. For race suits this includes long underwear. Any driver found not complying with the regulations shall be excluded from the session where the non-compliance was detected.

12. OFFICIAL PRACTICE

Official practice will be held for each event at times to be advised in the Final Instructions. Each Competitor may be required to complete not less than two practice laps. Any intending competitor, who in the opinion of the Organisers, drives in any way likely to prejudice the interests of Motor Racing may be penalised as per GCR 142 and 150.

13. RACE PROCEDURE: (Subject to MI GCR's Chapter 6)

13.1 Amalgamation of Grids & Races

The organisers reserve the right to amalgamate grids and races where they deem it appropriate. Grid positions will be determined by qualifying times, with one grid of cars produced from this.

13.2 Grid positions

Grids for scratch races will be allocated in accordance with official practice lap times and the class regulations. If the size of entry requires more than one Practice Session in the same class, the Organisers will adjudicate if inequality of Practice conditions should occur. Pole position will be on the right-hand side of the circuit for clockwise and the left hand side for anti-clockwise. When identical times are recorded by more than one driver in the official practice session for that race the driver first setting such a time will receive the better starting position. Where no practice times are provided the grid positions will be decided by the most up to date class championship positions, with non_2

registered championship runners lining up behind in positions decided by ballot conducted by the Clerk of the course, or in a formation agreed in writing by all competitors

13.2.1 Grid Positions for 1 Qualifying & 2 Races.

Where a class races twice on the day, a competitor's fastest lap will count towards the grid position for race 1 and the competitor's second fastest lap will count towards the grid position for Race 2. Alternatively, the competitor's best lap in Race 1 may be used to form the grid in Race 2. The option chosen must be specified in the Final Instructions. All races will be scratch unless the class requests an alternative in writing and receives approval from Motorsport Ireland.

13.3 When a starting grid has been formed to the satisfaction of the Chief Grid Marshal, cars will come under Starter's Orders at the showing of the 1 Minute signal. The cars will proceed on one or more warming-up laps as and when directed by the Clerk of the Course. BOSS Class will have 2 warm-up laps. On return to the starting positions in the correct order the cars, with engines running, will prepare to start. Any car which fails to start, or falls to the back of the field behind the last car during the formation lap, and does not enter the pit road, must start the race behind the last line of the grid, must be stationary when the 5 second board is displayed, and must not retake their original grid position. Practice Starts are not permitted on warm-up laps.

13.3.1 Drivers who qualify out of session or are penalised during qualifying must start from the pit lane. This will be after the grid has cleared the start line and only when directed to do so by the starter or pit lane marshal. In the case of a pit lane starter in the first race, the COC has the discretion to allow such a competitor to start the second race in accordance with 13.2.1.

13.4 Start Procedure

Where lights are used to give a standing start, the starter will display a '5 SECONDS' board when the last cars arrive at the back of the grid, after the formation lap. This is to warn the front rows that there are 5 seconds to go before the red light is shown. Within 2 to 6 seconds the red light will be extinguished indicating the start of the race. In the event of unforeseen circumstances, the National Flag may be used to start a race with cars going on the drop of the flag.

13.5 Starting from the Pit Lane

Any car having come under Starters Orders and then not being able to take its place on the final grid may also start when ready from the Pit Road, but only after the remaining cars have left the final grid and when directed to do so by the Pit Lane Marshal or Starter. (GCR 96). In the case of Mondello where the pits may be behind the Starting Line or a continuation of it the provision of the FIA Yearbook I.S.C.90 on Departure from the Pits - Starting Line after the pits would then apply, i.e. the driver will be considered as having completed one lap the second time he passes the line.

14. Penalty for False Start - National

14.1 In the case of a massed start the driver concerned shall be penalised by the addition of 10 seconds for races up to 50Km and 60 seconds for races exceeding 50Km to the time taken by him to complete the course (see also 14.2).

The penalty shall be notified as soon as practical to the driver, or his representative and the final classification amended accordingly. Where a race is run in more than one part false start penalties will not effect grid positions for any restart and will only be applied when the final classification is being prepared.

14.2 Additional Penalty

If a competitor has gained an advantage in excess of the penalties listed in 14.1, the Stewards of the Meeting shall have power to increase the penalties listed in 14.1 to; 20 or 30 seconds for races up to 50km and to 75 or 90 seconds for races exceeding 50km.

15. FLAG SIGNALS.

All Flags will be a maximum of 60cm x 80cm

Official Signals will be conveyed to drivers by the following flag signals (for more specific explanation see Appendix H International Sporting Code)

15.1 Start: Lights/ National Flag:

Where lights are used to control the start the following applies;

- WHEN GRID IS FORMED- 5 Second board is displayed
- RED lights illuminated: Remain stationary and prepare to start racing
- RED lights extinguished: start racing.

In the event of the lights not working, the Race will commence on the drop of the national flag.

15.2 Blue flag - Stationary: Another competitor who is in a position to lap you is following you closely.

15.3 Blue flag - Waved: Another competitor who is in a position to lap you is following you closely and is attempting a passing manoeuvre. Allow the competitor to pass unhindered.

15.4 White flag - A service car or slow moving car is on the circuit. The white flag should be waved to indicate the sector of the track that the slow moving vehicle is in and held stationary whilst the vehicle is in the next sector.

15.5 Yellow flag - Stationary: Danger, slow down, **no overtaking.**

15.6 Yellow flag - Waved (**flashing amber lights**): Great danger, slow down considerably, **no overtaking**, be prepared suddenly to change from the projected racing line or take other evasive action, be prepared to stop, if necessary.

15.7 Yellow flag with Red stripes - Stationary: Slippery surface ahead.

15.8 Yellow flag with Red stripes - Waved: Slippery surface imminent.

15.9 Green flag (Green Light) - All clear, at the end of a danger area controlled by yellow flags. It can also be used on the opening lap of practice to signal the whereabouts of flag posts to competitors and on the warm-up lap preceding the race.

15.10 Red flag (Red Light): Immediately cease racing and proceed slowly and with maximum caution to start line or pits as instructed by marshals, being prepared to stop should the track be blocked. **No Overtaking**

15.11 Red flag waved at individual marshal's posts. The Race has been stopped. Proceed as 15.10 above. **No Overtaking**

15.12 Black flag with Orange disc displayed with number: A warning of apparent mechanical failure or of a fire, which might not be obvious to the driver. The car concerned must **present at the designated area on the next lap where repairs may need to be carried out before restarting.**

15.13 Black and White Rectangular flag split diagonally and displayed with a number: A warning, to the driver of the car bearing the number that his behaviour is suspect and that he may be Black-flagged on further reports.

15.14 Black flag displayed with a number: The driver must stop at **the designated area** within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by removing a car from the race by display of the Black flag. **The penalty for ignoring the black flag shall be exclusion from the race.**

15.15 Black and White Chequered flag: End of Race or session.

15.16 At an incident where the track is obstructed, or marshals are working at the trackside; the attention of drivers should be

gained by deployment of a waved yellow at the flag post preceding the incident.

15.17 This should be reinforced by deploying a STATIONARY Yellow at the post prior to where a WAVED Yellow is shown.

NB. In very serious cases, this flag may be supplemented by an additional waved yellow at this post.

15.18 A STATIONARY Green should be deployed at the post immediately after the incident.

15.19 If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a stationary yellow, followed by a stationary green.

15.20 The Clerk or Deputy Clerk of the Course has exclusive authority to deploy the following flags:

1. Starting Flag (National flag)
2. Finishing Flag (chequered flag)

15.21 Red Flag, Black and White Flag & Black Flag should only be deployed with the approval of the Clerk of the Course. The stewards should be notified.

15.22 At turn 1, turn 3 and the last corner, supplementary light signals may be used and these are operated by the Flag Marshal and/or Race Control, in addition to the corresponding flag being waved at the corner. **15.6 & 15.9 & 15.10** apply in this regard.

16.0 Safety Car:

16.1. The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course.

16.2. The Safety Car will join and exit the circuit from the Pit Lane and once deployed the Safety Car (SC) boards and a stationary yellow flag will be shown initially from the Startline. If for safety or other relevant reasons a change in regulation is required, a specific drivers and observers briefing will be given at the event, detailing the exact procedure to be used.

16.3. On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.

16.4. When the order is given to deploy the Safety Car a stationary yellow flag and SC board will be displayed at the start/finish line and each flag post on either side of the Start /Finish line. Once the yellow flag and SC board is displayed at a flag post, each preceding, or subsequent flag post, should also display a yellow flag & safety card board.

16.5. Flashing yellow lights may also be used at the Startline and at other points around the circuit.

16.6. Each time the Safety Car passes a flag point the yellow flag will be waved continuously while the Safety Car and all competing cars following it remain in the section between this points and the next flag point.

16.7. All competing cars, when notified of the Safety Car intervention (by the flag signals, SC boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden.

Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the Observer in the Safety Car.

16.8 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

16.9. While the Safety Car is in operation competing cars may stop at their Pit, but may not rejoin the track while the

Safety Car and the line of cars following it are passing the Pit Exit. A car rejoining the track will proceed at reduced speed and without overtaking until it reaches the end of the line of cars behind the Safety Car.

16.10 The Safety Car will remain in operation until at least all the leading cars on the circuit are lined up behind it.

16.11. When the Clerk of the Course calls in the Safety Car it will extinguish the yellow flashing lights at the earliest possible point, prior to exiting the circuit into the Pit Lane.

16.12. Following the withdrawal of the Safety Car and prior to passing the Green Flag, the race leader will maintain the pace and should maintain a gap of no more than 5 car lengths.

16.13. When the Safety Car pulls off the circuit a green flag will be waved and/or the green light shown at the start line.

16.13.1 Overtaking remains strictly forbidden *for each competing car until it* passes the green flag at the start / finish line.

16.13.2 All flag posts will withdraw their yellow flag and SC board, in race direction rotation and replace them with a stationary green flag for one lap.

16.14 Should the safety car be deployed, the race distance may or may not be extended by a maximum of 3 additional laps. All laps completed will be counted in deciding the final result. When a race is for a specific period of time, the length of the race will not be extended.

16.15 The Clerk of the Course for the race may impose a penalty upon any competitor or team who he/she considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety car regulations. In the event where one competitor breaches these Safety Car regulations for the benefit of another competitor, both may then be penalised.

17 Outside Assistance

During the race, fuel, oil water, spare parts or outside assistance must not be obtained other than in the pits.

18.0 End of a Race

In the case of a race over a set distance or duration, the winner shall be the competitor who covers the distance in the least time and the end of the race signal will be displayed when the first competitor completes the set distance or duration.

Competitors in each race will be flagged off after the winner has crossed the finishing line. The race will normally be considered finished three minutes later. Placings will be decided by the number of laps completed by each competitor, and where there is equality in the number of laps, by the time taken, provide they have covered at least three quarters of race distance. If any competitor on his final lap is prevented by a stop signal from proceeding to the finish line, his placing shall be determined from his time at the start of the lap.

19.0 Finishers

If a race is under 50 km long only cars that have covered at least 75% of the distance covered by the class winner, which cross the finishing line under their own power within 3 minutes of the overall winner, will be classified as a finisher. If a race is 50 km or more in length only cars which have covered more than 75% of the race distance covered by the class winner will be classified as a finisher. If any competitor on their final lap is prevented by a stop signal from proceeding to the finish line, their placing shall be determined from their time at the start of the lap.

19.1.1 End of Race Procedure

Should the end of race signal inadvertently be displayed before the leading car completes the scheduled number of laps or the prescribed race time has been completed, the race will nevertheless be deemed to end the moment the signal is deployed.

19.1.2 Should the end of the race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the published race distance or duration and the competition classified accordingly.

19.2 Protest Period

Competitors must remain available at the event until any protest period (usually 30 MINUTES after posting of results) relating to their event has elapsed, failing which any judicial action against or relating to that competitor may be heard in their absence. If a competitor wishes to leave the circuit before the expiry of the protest period, permission must be sought from the COC.

20: Race Stops:

20.1.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. When Red Flags are deployed all competitors will immediately cease circulating at racing speed.

20.1.2 If the red flag is deployed during a practice session, all vehicles will return to the pits.

20.1.3 If the Red Flag is deployed during a race, all vehicles will return to the grid.

20.2.1 Case A - Less than 2 laps completed by race leader.

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart will be replaced by reserves that will start from the back in reserve order. Gaps on the grid should not be closed up. The length of the restarted race shall be determined by the Clerk of the Course but under normal circumstances the race distance will be reduced by at least two laps.

20.2.2 Case B - More than 2 laps completed by the race leader but less than 75% of the total distance or duration.

The race will restart from a grid set out by the finishing order of part 1. The result of the race will be the finishing order of part 2. The final result will not be aggregated. The length of the restarted race will be determined by the Clerk of the Course but under normal circumstances the remaining race distance will be the original distance, less the first part, less at least two laps.

20.2.3 Case C - If the race leader has completed more than 75% of the race distance or duration at the time of the stoppage, then:

(a) For races under 1 hour duration the race shall not be restarted or

(b) for races of one hour duration or more, the race will not be restarted unless the Clerk of the course after consulting with the stewards deems it appropriate to restart the race. If the race is not restarted the results will be declared in accordance with 20.4.

20.3.1 Only Cars running under their own Power at the time the Red flag is shown will be allowed to restart the race, or be classified in the final results **subject to rule 20.3.2.**

20.3.2 A competitor not running under their own power when the race was stopped may petition the COC for reinstatement, if such situation was caused by forces outside the vehicle.

20.3.3. A competitor who is deemed to have caused a red flag may only be allowed to restart at the discretion of the Clerk of the Course.

20.4 The finishing order shall be based upon the order of crossing the finish line at 1 lap less than the number of laps

completed by the race leader at the time of showing the red flag.

20.5 False start penalties will only be applied to the final results.

21.0 Drivers Briefing / Meetings

Competitors must attend any meeting or briefing where this is required, in the Final Instructions, indicated on the official notice board, by the Clerk of the Course, or by the Stewards of the Meeting.

22.0 Driving Standards

A driver must at all times drive in a manner compatible with general safety and any penalty incurred under these regulations shall not prevent any appropriate action under GCR 139 in respect of careless, reckless or dangerous driving.

22.1. A car alone on the track may use the full width of the said track, however, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity. If the driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display the blue flag as per section 15.2 and 15.2 of these supplementary regulations. Any driver who appears to ignore the blue flags will be reported to the Clerk of the Course under GCR 139.6.

22.2. Overtaking, according to the circumstances, may be carried out on either the right or the left. A driver may not deliberately leave the track without justifiable reason. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Clerk of the Course.

22.3. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

(a) The white lines defining the track edges are considered to be part of the track.

(b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.

22.4. Should a car leave the track for any reason, and without prejudice to 22.5 below, the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.

22.5. Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of the Course and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

22.6. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed to be potentially dangerous to other drivers at any time.

22.7 Track Limits

Any breach of track limits may be penalised as follows;

First offence – No Penalty

Second Offence – Warning Flag

Third Offence – 5 second penalty (zero penalty points)

Fourth Offence – Drive Through Penalty (Zero penalty points)

Fifth Offence – Exclusion from race (4 penalty points)

22.8. Pit lane exit.

Except in cases of force majeure (accepted as such by the Clerk of the Course), any line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the

track must not be crossed by any part of a car leaving the pits or any part of a car driving on the track.

23. AUTHORITY:

The decision of the **Clerk of the Course** on all matters arising out of the Race and Regulations shall be final (GCR 131), subject to the usual channels of appeal. Protests, if any, must be lodged in writing on the correct form where possible with the Clerk of the Course in accordance with GCR 163 within 30 minutes of the posting of the Official Results on the day of the Race, accompanied by the appropriate fee see GCR's schedule of fees,, which may be refunded if the protest is deemed 'bonafide'.

Official instructions, including amendments to supplementary regulations must be displayed on the official notice board. Amendments to supplementary regulations shall be read at a drivers briefing. Every affected competitor shall sign that they understand the amendments, and instructions. Amendments and instructions shall have the force of these regulations and shall be binding on all competitors.

The duties given to the Clerk of the Course may be delegated to one or more assistants. The names and the functions of these assistants will be given in final instructions or posted in a bulletin on the official event notice board before the event commences. The Clerk of the Course may specifically delegate his Disciplinary duties and hearing of protests to an assistant whose name and function shall be published in the final instructions or on the official notice board.

Breach of any of these Regulations may entail exclusion from Awards, Results and/or from the Meeting.

The Organisers reserve the right to amend these Regulations should conditions warrant this being done for the better conduct of the Meeting or in the interests of safety.

Any such alterations must be approved by the Stewards of the Meeting and will be announced to competitors in the form of a bulleting and published on the official notice board and will be read at drivers briefing. The Judges will report to the Clerk of the Course in respect of False Starts (if any) and the order in which cars cross the finishing line. No protest may be made against the decision of a Judge, which shall be accepted as final.

24. ADVERTISING:

Advertising will be permitted in accordance with the current MI regulations. Parts of the meeting may be broadcast over Radio or T.V. for the sole purpose of promoting Motor Racing. Under no circumstances will appearance fees be paid to any individual or company. Race sponsors advertising material as supplied by the Organisers should be affixed to all competing cars. No fee will be payable. GCR Chapter 15 relating to advertising & publicity material on cars applies.

25. JUDGES OF FACT:

Judges and Timekeepers named either in the official programme or supplementary regulations, final instructions or a bulletin posted on the official notice board. The Judges will report to the Clerk of the Course in respect of False Starts (if any) and the order in which cars cross the finishing line. No protest may be made against the decision of a Judge, which shall be accepted as final.

Starting Judge: To observe the start and declare any false starts or other infringements.

Finish Judge: To declare the order in which the cars cross the finish line when the end of race signal is given or the scheduled race distance is completed by the leader.

Chief Timekeeper: To declare the individual lap times and the order in which the cars cross the timing line throughout the competition. Timekeepers may also rule on a jump start from the timing box.

Weighing Scales Judge: Will record the actual weight of competing cars and report any breach of the minimum weight requirements to the Clerk of the Course. This function may also be performed by a licensed scrutineer.

26. "STOP-GO" PENALTIES

The following procedure must be adopted when a Clerk of the Course (COC) receives a complaint and decides to impose a "Stop-Go" penalty:

26.1. The COC shall immediately instruct the appropriate start line official to display the black flag and the competitor's number on a board clearly marked with the words Stop and Go. This board will be displayed to the entire field and for a maximum of 3 laps.

26.2. The officials or the COC will clearly display the board to the pit lane in order to inform all present of the decision.

The COC shall also advise the pit crew in writing as soon as reasonably possible.

26.3. The relevant driver must then come to the designated area within one complete lap of the display of the Black Flag and must proceed to the designated area without stopping elsewhere in the pit lane and remain there for the period of the time penalty.

26.4. Upon the designated signal, the driver shall rejoin the race without calling at his or her pit.

26.5. At all times the driver will drive in the pit lane at a safe speed and manner, obeying all signals.

26.6. Failure to comply with this procedure, or stop within 1 lap of the flag being displayed may result in additional penalties being applied in accordance GCR's 142 & 150.

26.7. A time penalty of not less than 10 seconds to be added to the competitors finishing time will replace the above procedure if there are 2 or less laps remaining in a race.

26.8. The offence giving rise to the stop + Go penalty must be subject to a disciplinary hearing to determine if the offence is subject to penalty points as per GCR's 142 & 150

27. INDEMNIFICATION:

Entry of a car will be accepted only on condition that Mondello Park Sports Club (MPSC), Mondello Park Ltd., Mondello Park Sports Ltd., R.I.A.C./Motorsport Ireland, Irish Motorsport Federation Ltd and the Sponsors, will not, under any circumstances whatever, be liable for any damage to property or injury or loss of whatever kind, sustained by the driver or other persons driving or attending upon said car, whether caused during the Race or during Practice runs, or while the said car is on the road forming part of the Circuit, or any approach, or on any land adjacent thereto, by whatever means such damage, injury or loss may be caused, and even though the same may be caused by the wilful act, neglect, or default of any official, agent or servant of the Club, Sponsors, landowners or MI /Motorsport Ireland.

The ONUS of proving that the car entered is in accordance with the specification disclosed on this Entry Form lies with Entrant/Driver

Appendix "1"

Classes	MPSC June 12 th /13 th	MPSC July 17 th /18 th	MPSC August 14 th /15 th	MPSC September 11 th /12 th	MPSC October 2 nd / 3 rd
	National Rounds	International Rounds	National Rounds	International Rounds	National Rounds
Formula Vee	2	2	2	2	
Formula Sheane	2	2	2	2	
BOSS	2	2	2	2	2
Strykers	2	2		2	2
ITCC	2	2	2	2	2
SEATS	2	2	2	2	2
Fiestas	2	2	2	2	2
Fiesta ST	2	2	2	2	2
Historics	2	2	2	2	2
Future Classics	2	2	2	2	2
Legends		1	1		1
Ginetta Juniors		2	2	2	2
ASK	2	2		2	2