

500 Motor Racing Club of Ireland Ltd

1. The 500 MRCI will organise National B permit **short circuit kart races at Kirkistown Racing Circuit on Saturday, Saturday 13 March 2010 and Saturday 17 April 2010.**
These meetings are rounds of the North of Ireland Karting Association Championships.
2. The meeting will be governed by the General Regulations of the MSA Ltd (incorporating the provisions of the International Sporting Code of the FIA), the 2010 Kart Race Yearbook rules, these Supplementary Regulations, the Regulations of the 2010 NIKA Championship, and any written instructions that the organising club may issue for the event.
3. A MSA Permit Number has been issued.
4. The event is open to all fully elected competition members of any kart club affiliated to NIKA. These clubs are: Bishopscourt Kart Club, Coleraine and District Motor Club, Ulster Karting Club and 500 MRCI Karting
5. All competitors and drivers must produce a valid Competition Licence, Medical Certificate and a valid Club Membership Card.
6. The programme of the meeting will be:
Signing-on: 8.30 am to 9.30 am, Scrutineering: 8.45 am to 9.45 am, Drivers Briefing: 9.45 am, Practising: 10.00 am, First Heat: 11.00 am.
7. There will be 3 heats and a final in each class. Heats will be over 7 laps and the finals will be over 9 laps. All vehicles must comply with the current MSA Technical Regulations, the current MSA Kart Race Yearbook and the current NIKA Championship Regulations.
8. The event will consist of Classes as follows:
Cadet Comer, Cadet Honda, Rotax Mini Max, Rotax Junior Max, TKM 2S Extreme, Rotax Max, World Formula, Junior Pro Kart, and Pro-Kart (Ulster).
9. To be classified as a finisher, competitors must complete 50% of a heat/race/final distance. Awards will be presented at the end of the events on the ratio of 1 award for every 4 entries to a maximum of sixth place in a class.
10. **The entry list opens at the beginning of March and closes 7 days before the event. The entry fee is £55 and must be paid with the entry. Transponder hire if required is £20. All cheques must be made payable to the 500 MRCI. Only cheques drawn on sterling accounts are acceptable. Late entries/telephone entries will be surcharged £10. Competitors requiring confirmation of entry should include a first class stamped self addressed envelope along with their entry. Should the event be cancelled for any reason the organisers reserve the right to retain £20 of the entry fee to cover expenses.**
11. **The Secretary of the Meeting to whom all entries must be sent is: FCJ Weir 124 Mountstewart Road Carrowdore Newtownards BT22 2ES.**
12. The maximum entry for the meeting including reserves is 210. The minimum is 42. The maximum for each class is 30. The minimum for each class is 6. Should any of the above minimum figures not be reached the organisers have the right to either cancel the class/meeting as necessary. **Entries will be selected by receipt of post.** If a competitor encounters mechanical problems **approximately two thirds of the entry fee may be refunded before the first heat.**
13. Other Officials are:
MSA Steward: TBA
Club Stewards: David Moulden, James Higginson
Clerk of Course: Des McAuley
Chief Scrutineer: Tom Agnew
Medical Officer: TBA
14. Provisional results will be published as soon as possible after each race or following the end of the event.
15. Each competitor will have the opportunity to take part in one practice session of approximately three minutes duration.
16. Any Protest must be lodged in accordance with [C5.1.2].
17. Starting positions will be determined by random draw using a computer to give a starting position (a) near the front of the grid, (b) near the back of the grid, and (c) near the middle of the grid. Heat finishing positions will determine the starting position for the final. **Late entries will be at the rear of the grid for ALL heats.**
18. Competitors will be identified by NIKA numbers which will not be provided by the organisers. **Number plates must be fitted to front, rear and RIGHT side of the kart.**

19. Marking and penalties will be as printed in the appropriate section of the MSA General Regulations except where amended in Section 2 of the NIKA Championship Regulations.
20. All other General Regulations of the MSA apply as written.
21. Competitors are permitted to use only ONE set of dry tyres for the event including official practice. This set of tyres, which must be mounted on rims and inflated, will be marked at scrutineering. Up to ONE spare front and ONE spare rear tyre may be permitted at the discretion of the Chief Scrutineer if it is the opinion of the Chief Scrutineer that an original tyre is unsafe to use. It is the responsibility of the competitor to ensure that tyre marks are in place at all times and that the Chief Scrutineer inspects any tyre considered faulty before the kart leaves the parc ferme area after each race, otherwise no replacement tyre may be allowed. Other classes are not subject to these tyre controls.
22. Pro karts may Scrutineer three engines.
23. Competitors starting a race from the pit lane will be a lap down at the conclusion race.
24. Use of chassis/engine(s) other than those registered on the scrutineering card will result in a minimum penalty of exclusion from that race.
25. Infringement of Technical Regulations will be as per Section [C] of the MSA Regulations with the exception of the following below.
 Serious technical infringement (i.e. illegal engine or equipment) will result in exclusion from the results of the meeting and the application of Championship penalties in [C3.5.1].
 Other technical infringements (i.e. underweight, loss of bodywork in a race incident, etc) will result in exclusion from heat, final or race and will not carry the further penalties in [C3.5.1].
26. The competitor is responsible for having sealing holes drilled as necessary to permit secure sealing of any equipment used, which may later be subject to eligibility checking.
27. Accidents resulting in the stopping of the race will require the involved competitors to have the permission of the Clerk of the Course before continuing.
28. Portable engine starters may not be taken onto the track; they may only be used behind the white line in the dummy grid area.
29. Engines may not be started until after the drivers briefing, and then only in the designated area (car assembly area) and with the driver seated in the kart.
30. Only signed-on officials of the meeting are permitted onto the track during racing.
31. Normally, competitors omitting chicanes, continuously cutting corners (driving over white lines), and jumping the start will be subjected to a 10 second time penalty.
32. All published 2010 NIKA Championship rules apply.
33. In the interest of safety, driving of karts in the paddock, or the use of any form of mechanical paddock transport is not sanctioned.
34. Fuel must comply with MSA regulations.
35. **Cadet Comer** class must use the Tryton ZC001 carburettor.
Rotax Mini Max and Junior Max tyres are to be Mojo D1 dry tyres and Mojo W2 wet tyres.
Rotax Max Senior weight is to be 165 Kg including driver. Tyres are to be Mojo D2 dry tyres and Mojo W2 wet tyres.
Pro Kart (Ulster) will run to ABkC Honda GX160 Technical Regulations Version 5 (Jan 2010) permitting use of the K, E, or T type QHQ4 engine. Tyres are to be Dunlop SL3 dry tyres and Dunlop KT3 wet tyres.
Junior Pro Kart (Ulster) weight is to be 155 Kg and will run to ABkC Honda GX160 Technical Regulations Version 5 (Jan 2010) permitting use of the K, E, or T type QHQ4 engine. Tyres are to be Dunlop SL3 dry tyres and Dunlop KT3 wet tyres.
World Formula tyres are to be Dunlop SL3 dry tyres and Dunlop KT3 wet tyres.
TKM engined karts must have the TKM silencing end can over the exhaust outlet. The can outlet must face downwards.
36. The organisers have the right to change the make/type of tyres from those specified if a case of force majeure on availability occurs.
37. Any abuse, either verbal or physical, directed at an official or another competitor will be dealt with severely. Entrants/drivers are responsible at all times for the actions of their friends, relations and pit crew at the event.
38. **On the grounds of safety, kart testing at the conclusion of the meeting will not be permitted.**