

**APPENDIX 2 – SCRUTINY – SECTION 7. SAFETY BELTS / HARNESS – 9 MARCH 2020**

**Effective date:** Immediate

**Key:** ~~deleted text~~ **new text**

#### 7.2 Racing, Rallies & Rallycross

For National events current FIA standard including 8853/98, 8854/98 & 8853/2016, belts will remain valid for 5 **10** years after the date shown on the relevant label Minimum 5 point belts i.e. must have crotch strap.

For International events FIA rules apply (National rules apply on national section of International events).

#### 7.3 Rallysprint, Autocross

Current FIA standard including 8853/98, 8854/98 and **8853/2016**. No date restrictions apply.

#### 7.4 Hillclimbs & Sprints

Current FIA standard including 8853/98, 8854/98 and **8853/2016**, belts will remain valid for 5 **10** years after the date shown on the relevant label.

For International events, FIA rules apply.

In addition, for classes **1A, 1B, 2, 4, 5, 8A, 8B, 9A, 9B & 10** (as defined in Appendix 81 of the MI Yearbook). No date restrictions apply on national events.

**Note.**

**All safety belts/harnesses, regardless of age, must be in a suitable condition for their continued use in competition. Safety belts/harnesses will be periodically examined by a scrutineer, appointed by the MI Technical Commission, with particular attention made to those whose FIA homologation has expired. Safety belts/harnesses deemed unsuitable must be withdrawn from use immediately. The MI scrutineers decision will be deemed final.**

**Motorsport Ireland reserve the right to review this permission for extended use of safety belts/harnesses at any time should they deem it necessary. (This will be reviewed by the MI Technical Commission by 31/12/21 and notification of any changes will be posted).**

## APPENDIX 2 – SCRUTINY – SECTION 20. HEADRESTS & SEATS – 9 MARCH 2020

**Effective date:** Immediate

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### 20.2. All Rallies & Rallycross

All seats must comply with current FIA standards including 8855/99 standard (FIA technical list 12 available from [www.fia.com](http://www.fia.com)). Competitors are advised to check the FIA site regularly to ensure that the seats they are using remain approved. In accordance with FIA Standard 8855-1999 seats are valid for use for 5 years from the date of manufacture indicated on the label. For cars competing in MI national events, seats will remain valid for use for a further 5 **10** years after this date. (i.e. for all MI national events, seats are valid for use for ~~10~~ **15** years from the date of manufacture indicated on the label). **For cars competing in the international section of international events, FIA standards will remain applicable. For cars competing in the national section of international events, the rule as stated above for national events will be applicable.**

#### **Note.**

**All seats, regardless of age, must be in a suitable condition for their continued use in competition. Seats will be periodically examined by a scrutineer, appointed by the MI Technical Commission, with particular attention made to those whose FIA homologation has expired. Seats deemed unsuitable must be withdrawn from use immediately. The MI scrutineers decision will be deemed final.**

**Motorsport Ireland reserve the right to review this permission for extended use of seats at any time should they deem it necessary. (This will be reviewed by the MI Technical Commission by 31/12/21 and notification of any changes will be posted).**

## APPENDIX 49 – HRCA CHAMPIONSHIP – SECTION 5. CHAMPIONSHIPS – 9 MARCH 2020

**Effective date:** Immediate

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~~5.1.4 Points for races counting towards the George Mangan Trophy will be scored depending on the time group position in the overall results. Cars will be sub-divided into time groups based on lap times recorded on the Mondello Park National Circuit and Mondello Park International Circuit, where necessary, with time for groups to be posted in advance of the event.~~

~~The groups based on the Mondello Park National Circuit will be:~~

~~Group A – below 65 seconds~~

~~Group B – from 65 seconds to below 70 seconds~~

~~Group C – 70 seconds and above~~

~~Revisions will be implemented during the year of all competitor groups to ensure that they are in the correct group for each race. Should a competitor post times quicker or slower than the cut-off time in two races, then that competitor will be re-graded as deemed appropriate. Points for the Championship will be carried over. The onus is on the competitor to notify the Class Coordinator of the necessity to move up or down within the groups. New competitors or new cars will compete in Group A on the day for the first two races and then they will be re-graded as deemed appropriate. A clearly identifiable method of differentiating between the groups will be introduced before the start of the racing season.~~

**5.1.4 Points for races counting towards the George Mangan Trophy will be scored depending on the finishing time for each competitor adjusted according to a rolling handicap formula to calculate an adjusted race time which will determine the position in the race. The basis for calculating the handicap to be applied at each race will be as follows:**

- **The handicap is calculated based on the results of the last race in which the competitor was a classified finisher.**
- **For the first race of the season the handicap will be the competitors last handicap from the previous season. New competitors will race with a scratch handicap in their first race.**
- **Handicaps are calculated by dividing the fastest driver/car combination's fastest lap in each race by the specific driver/car combination's fastest lap and expressing this as a number**
- **The driver/car combination's actual race time will then be multiplied by this number to calculate an adjusted race time**
- **In the event that a driver/car combination fails to complete the number of laps of the leading car/driver combination, his total race time will be calculated by adding to his actual finish time a time calculated by multiplying his average lap time in the race by the number of laps uncompleted when compared to the leading car combination**
- **Handicaps are applied to total race times**

## **APPENDIX 49 – HRCA CHAMPIONSHIP – SECTION 6. POINTS SCORING – 9 MARCH 2020**

**Effective date:** Immediate

**Key:** ~~deleted text~~ **new text**

~~6.1 Points scoring will be in accordance with Appendix 15 of the current Yearbook, except where there are less than 6 cars in a group when the points scoring will be as set out below and as set out in 6.2 below.~~

### **6.1 Points scoring will be in accordance with Appendix 15; 6.1.3 of the current Yearbook.**

~~6.2 Points will be awarded in accordance with the following table based on the number of cars is a group as defined in Clause 5.1.4 of these regulations~~

~~Size of Grid Below~~

	<del>4</del>	<del>4 to 6</del>	<del>Above 6</del>
Points for 1 <sup>st</sup>	<del>14</del>	<del>17</del>	<del>20</del>
Points for 2 <sup>nd</sup>	<del>12</del>	<del>14</del>	<del>17</del>
Points for 3 <sup>rd</sup>	<del>10</del>	<del>12</del>	<del>14</del>
Points for 4 <sup>th</sup>	<del>9</del>	<del>11</del>	<del>12</del>
Points for 5 <sup>th</sup>	<del>8</del>	<del>10</del>	<del>11</del>
Points for 6 <sup>th</sup>	<del>7</del>	<del>9</del>	<del>10</del>
Points for 7 <sup>th</sup>	<del>6</del>	<del>8</del>	<del>9</del>

### **6.2 Resolution of ties will be per Appendix 15; 6.10 of the current Yearbook.**

~~6.3 Resolution of ties will be per Appendix 15 of the current Yearbook~~

~~6.4 Class Championship Registrar shall be Denise Brophy~~

### **6.3 Class Championship Registrar shall be David Moloney:**

**Tel 086 8079694**

**Email david@adp.ie**

## APPENDIX 70 – NATIONAL KART REGULATIONS – SECTION 1. GENERAL (VARIOUS) – 9 MARCH 2020

**Effective date:** Immediate

**Key:** ~~deleted text~~ **new text**

1.4.5. Cadet Rookie.

~~To qualify as a junior Rookie you must have competed in no more than 5 MI, MUK or CIK events in Junior X30 OR have not reached your 13th birthday before the 1st of March for the current season.~~

1.4.5. Cadet Rookie.

**To qualify as a cadet rookie a competitor must have completed in no more than 5 MI events in cadets OR have not reached his 10th birthday before the 1st of March in the current season.**

1.5.14. Championship Awards.

Jordan Trophy ( Presented by King Hussein of Jordan in 1963)

- Awarded to outright Champion of Ireland (see Article 1.4.3.)

Waterford Glass Trophy

- Awarded to outright Champion of Ireland Formula 125 KZ2 class annually.

Neil Shanahan Trophy

- Awarded by the Shanahan family in memory of their son Neil, to the outright Junior **Cadet** Champion of Ireland. See reg. ~~1.4.4.~~

Class Trophies

- Awarded to all class winners.

## APPENDIX 70 – NATIONAL KART REGULATIONS – SECTION 2. ORGANISATION – 9 MARCH 2020

**Effective date:** Immediate

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### 2.2.3.3. ~~Standing starts for karts with gearboxes (short Circuits)~~ **Rolling Start.**

~~At the end of their Formation Lap, Drivers will take their starting positions and the Clerk of the Course, his deputy or the starting judge of fact will be on the Starting Line raising a red flag. The Drivers will then be at the orders of the Clerk of the Course or of the Starting Judge. Any movement of the kart during the starting procedure is evaluated as a false start and will be punished with a minimum 5-second penalty. If the starting judge is not satisfied with the procedure, he will give the "go round again signal"~~ **Drivers will proceed forward at a reduced speed of 30kph minimum to 50kph maximum towards the starting line, lined up in two lines of karts and each line will remain within the two lanes marked on the track. A Driver crossing the line of a lane is liable to be sanctioned by the COC on the basis of a time penalty of 3 seconds for putting 1 or 2 wheels outside the lane and of 10 seconds for putting all 4 wheels outside the lane. Karts must maintain their position until the start signal is given. If the starter is satisfied with the formation, the starter will give the start by raising the start flag. If he is not satisfied with the procedure he will have the karts complete another formation lap.**

**A jump start will be deemed to have occurred when a driver crosses the start line ahead of his prescribed grid position at the start of the race. This is recorded by the timing system and the time keepers, who act as Judges of fact, will determine if a jump start has been committed. If so, a false start will be signalled as per** App. 70; 2.2.3.4, **and** an extra Formation Lap must be covered. If a driver is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back of the grid. All other drivers must remain in their original grid position.

During the Formation Lap(s), it is forbidden to practise start simulations.

**APPENDIX 70 – NATIONAL KART REGULATIONS – SECTION 8 & 10. TECHNICAL (VARIOUS) – 9 MARCH 2020**

**Effective date:** Immediate

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8.17.7. The only compliant engine lubricant for 2-stroke engines is Silkolene Pro 2 100% Synthetic Racing 2 Stroke oil CIK-FIA Homologation reference No 111372/02. For the IAME Engines ~~Shell Advance racing M30 or Elf HTX 909~~ are **is** the only permitted Engine Lubricants.

10.1.5.5. Engine Lubrication.

The only permitted engine lubricant is ~~Shell Advanced Racing M30~~ **Elf HTX 909** or Silkoline Pro 2 100% synthetic Racing 2 Stroke oil CIK-FIA homologation ref. no.111372/02.

10.2.8. Engine Lubrication.

~~Shell Advance Racing M30~~ and ELF HTX 909 are **is** the only permitted Engine Lubricant.

~~10.1.5.11. Exhaust The exhaust flange restrictor as defined in Motorsport UK homologation fiche must be in place at all times. The restrictor must be as manufactured by IAME and supplied by JME or Tillotson and must comply with the MI homologation fiche, no modifications are permitted. One single exhaust restrictor gasket (part no: A-60360) must be used. The use of any additional gasket is prohibited. All exhaust gases must pass through the restrictor.~~

10.1.5.11. **Exhaust Manifold Part number A-61367 and one single exhaust gasket (part no: A-60360) must be used. The use of any additional gasket is prohibited.**

## APPENDIX 70 – NATIONAL KART REGULATIONS – SECTION 12 – 9 MARCH 2020

**Effective date:** Immediate

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12. Summary of Permitted Class Weight, Number Plate, Age & Tyres.

<b>Class</b>	<b>Weight Kgs</b>	<b>Number Plate</b>	<b>Age</b>	<b>Licence</b>	<b>Dry Tyres (c)</b>	<b>Wet Tyres</b>
Mini Kart	69 (Comer) 74 (IAME)	Black / White Nos.	6-8	Junior	Heideneau T-Race Green	Heideneau WH1
Junior Cadet	105	Yellow / Black Nos.	8-12	Junior	Dunlop SL3 Front 10x4x5 Rear 11x5x5	Dunlop KT3 Front 10x3.6x5 Rear 11x4.5x5
IAME X30 Jnr	145	Green / White Nos.	11- 16	Junior / Nat B upwards	Komet K1H	Komet K1W
IAME X30 Snr	164	Yellow / Black Nos.	15+	Junior / Nat B upwards	Komet K2H	Komet K1W
IAME X30 Masters	164	Yellow / Black Nos.	30+	Nat B upwards	Komet K2H	Komet K1W
Formula Rotax Max 125	165	Blue / White Nos.	15+	Junior / Nat B upwards	Mojo D5	Mojo W2
T4	<del>175</del> <b>158</b>	Yellow / Black Nos.	15+	Junior / Nat B upwards	Maxxis Sport	Maxxis MW
Formula 125 Open	<del>185</del> <b>180</b>	Green / White Nos.	16+	Junior / Nat B upwards	Vega XM	Vega W5

Notes:

(a) Formula 125 Open is a gearbox class, all others direct drive.

(b) For slicks (dry tyres) classes Jnr Max, IAME X30 Jnr, IAME X30 Senior, IAME X30 Masters, Formula 125 Open **and Rotax Max** are restricted to one set of tyres per race meeting. T4 and Formula 125 Open ~~and Rotax Max Senior~~ are restricted to 5 sets of tyres for the year. Junior and Cadet classes are restricted to 3 sets of slick tyres for the year. Tyres that have a direction of rotation (DOR) marked on them must be fitted to travel in the DOR. Tyres must be presented for computer authentication at pre-event scrutiny (Safety Scrutiny).

(c) Once upgraded to a Senior class a competitor may not revert to a Junior Class.

(d) Junior and Cadet classes are the first 4 classes shown in the table above.

(e) A Cadet / Junior driver reaching the upper age limit for that class **in the calendar year** can complete the season in that class.

(f) Drivers must have reached the minimum age as detailed in Section 12 for the class to be able to race in the class. Competitors may enter the IAME X30 Masters class provided they will achieve their 30th Birthday in the current year.

(g) IAME X30 masters will have a 5 event championship. Those being events 1,3,4,6 & 8.