

**Supplementary Regulations for the following events
To be held at Mondello Park Motor Racing Circuit in
2009 and organised by the clubs as listed below;**

Date	Club	Circuit Configuration
March 15 th	County Kildare Motor Club (CKMC)	National Circuit 1.85KM
March 29 th	Motor Enthusiasts Club (MEC)	National Circuit 1.85KM
April 12 th	Leinster Motor Club (LMC)	National Circuit 1.85KM
April 26 th	Irish Motor Racing Club (IMRC)	National Circuit 1.85KM
May 9 th /10 th	Motor Enthusiasts Club (MEC)	International Circuit 3.5KM
June 7 th	Carlow Car Club (CCC)	National Circuit 1.85KM
June 28 th	Irish Motor Racing Club (IMRC)	National Circuit 1.85KM
August 23 rd	County Kildare Motor Club (CKMC)	National Circuit 1.85KM
September 12 th /13 th	Leinster Motor Club (LMC)	International Circuit 3.5KM
October 11 th	Carlow Car Club (CCC)	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 2009, 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 the Motor Clubs listed above with the assistance of Mondello Park Limited. 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 as detailed in the current MI Yearbook 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 Saloon Car (All)

Individual races not forming part of a championship will be run at some events for saloon cars, complying with the regulations as published on the Mondello Park website. Separate classes may be run within the race, depending on the final entry level.

8.3 Long Distance Races

These will be individual races not forming part of a championship run at the events as per Appendix "1". Sports cars (where the wheels are covered) are eligible to compete and each car can have one or two drivers. Both drivers must complete 3 laps in qualifying with the quickest driver starting the race.

8.3.1 Mandatory Pit Stop

Each car will be required to make a mandatory pit stop for the driver changeover during the race and the car must remain in the pits for a minimum time period to be specified in the Final Instructions. The organisers reserve the right to allocate each team a specific lap for their pit stop, on which the driver change and any refuelling must be carried out.

If a car enters the pits at any other time during the race, it is not permitted to refuel or carry out the driver change at that time. It is not permitted to use reverse gear in the pit lane under any circumstances. Only one person from each team may cross the pit lane to the barrier for signalling purposes. No umbrellas, chairs etc. may be used at the trackside barrier.

8.3.2 Refuelling

Cars that have enough fuel capacity in their tanks to complete the duration of a Long Distance race are required to do so and are not permitted to refuel during the race. Cars that do not have the fuel tank capacity to run the race distance, can refuel during their designated pit stop, but only under the following strict conditions.

- **UNDER NO CIRCUMSTANCES** must any refuelling happen outside of the pit lane at any time.
- Refuelling must take place on the pit side of the yellow line.
- Engines must be switched OFF during refuelling and any other work carried out on the car.
- Refuelling may only be carried out by using a suitable container.
- Refuelling may not be used in such a way as to increase the fuel flow over the rate engendered by gravity and non-assisted airflow. The organisers reserve the right to instruct teams to modify their refuelling procedures on pain of exclusion from the event without assigning a reason.
- The team member who actually refuels the car during the pit stop must wear fireproof overalls, gloves and balaclava.
- A fire extinguisher must always be present when refuelling takes place.
- Competitors should note that smoking will be prohibited in the Pits at all times and any member who violates this rule will cause his team to be summarily excluded. In these circumstances, club officials and marshals will be deemed judges of fact and there will be no appeal against their decision.
- Push starting of vehicles in the pits will only be allowed if it is under the direction of the pit marshals.

8.4 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 2009, unless otherwise approved in writing by Motorsport Ireland.

9. AWARDS:

RACE A 1st 2nd, 3rd etc. etc.

QUALIFICATION FOR AWARDS: 1st if 3 or more starters in any class or race.

2nd if 5 or more starters in any class or race.

3rd if 7 or more starters in any class or race.

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 on the official forms for the respective events which are attached to these Supplementary Regulations and must be accompanied by the relevant Entry Fee. Entries open immediately and close at 12 noon on 10th day before the start of the event

THIS CLOSING DATE IS FINAL. LATE AND/OR UNPAID ENTRIES WILL BE DISREGARDED AS NULL AND VOID.

Entries to be addressed to:

Race Secretary,

C/O Mondello Park Ltd, Donore, Naas, Co. Kildare, Ireland.

Entrants, other than Competitors, will be required to complete Official Forms in the manner described above. All entrants should answer all questions on the Official Form and sign clearly acknowledging the undertakings and indemnities thereon.

Entry Fee: as per the entry forms for the respective events which are attached.

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

Competitors must present their Racing competition licence stamped "medically approved" to the Race Secretary or his/her deputy and "sign-on" on a form prescribed by Motorsport Ireland.

11.2 Safety Scrutiny will be carried out as per MI regulations.

11.2.1 No vehicle is permitted out on circuit unless it has a passed scrutiny sticker attached to it. The sticker must be displayed in a prominent position agreed between the Class coordinator and the safety Scrutineer for each class. This position must allow easy checking by officials with the driver sitting in the driving position of the vehicle.

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 for the relevant race season.

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 the relevant class Scrutineer.

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 GCR 163.2 and Appendix '2' Art.28.5 of the current MI Yearbook. The Club retains the right to impound any car to check eligibility for its class.

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

(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 2009 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 must be waterproof and in black figures on a white background. The figures must be 23cms.high with a stroke of 5cms wide. Competition numbers are subject to the approval of the scrutineers. **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 class scrutineer. 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.

11.9 On Board Cameras

Where an on-board Television camera or other recording device is fitted to a car 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.

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 Art.6)

13.1 Race Direction

All races will be run in a clockwise direction. Races distance will be either a specified number of laps, or a specified period of time, set by the race organisers, and published in final instructions.

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. 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 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.

In the case of classes racing twice on the day but with only one qualifying session, the competitors fastest lap will count towards the grid position for race 1 and the competitors second fastest lap will count towards the grid position for race 2. Both 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. 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.

13.3.1 Competitors who qualify out of session or are penalised during qualifying must start from the pit lane after the grid have cleared the start line and only when directed to do so by the starter or pit lane marshal.

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 4 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 its pit, 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 immediately be notified to the drivers pits, 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.

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

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

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 is following you close by.

15.3 Blue flag - Waved: Another competitor is following you closely and may be about trying to attempt a passing manoeuvre.

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: 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 - 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: Immediately cease racing and proceed slowly and with maximum caution to start line or pits as instructed by marshal's, 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 call at its pit for repairs on the next lap.

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 his pit 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.

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 knowledge of the stewards.

NOTE: The exception would be that in an emergency the decision to deploy the Red Flag may be taken by the Clerk of the Course without initial recourse to the stewards.

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 that 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 subsequently at each flag post as the Safety Car approaches their sector.

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 prior to exiting the circuit. (It is recommended that this is prior to the 2nd last corner on the circuit) and the lap should be completed with the lights extinguished.

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 until the first competing car 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 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.

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 displayed.

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 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 50% 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 50% of the race distance or duration at the time of the stoppage, the race shall not be restarted and the results will be declared as if the race had run its full distance

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.

20.3.2 However the Clerk of the Course may reinstate a competitor who is not running under his own power, when the race is stopped, if such a situation was caused through no fault of the said competitor.

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.

23. AUTHORITY:

The decision of the **Clerk of the Course** on all matters arising out of the Race and Regulations shall be final (GCR 132), 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'. The powers given to the Clerk of the Course may be delegated to one or more deputies.

The names and the functions of these deputies will be given in final instructions or posted on the official event notice board before the event commences.

THE COC may specifically delegate his Disciplinary duties and hearing of protests to an official whose name and function shall be published in the final instructions and or the official notice board Breach of any of the foregoing 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. 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 184 relating to advertising & publicity material on cars applies.

25. JUDGES OF FACT:

Judges and Timekeepers named in the official programme or supplementary regulations or final instructions. 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.

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 three complete laps 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 3 laps 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 3 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. GCR 142 +150

27. INDEMNIFICATION:

Entry of a car will be accepted only on condition that the Leinster Motor Club Ltd (LMC), Carlow Car Club (CCC), Irish Motor Racing Club (IMRC), Motor Enthusiasts Club (MEC), County Kildare Motor Club (CKMC), 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.

2009 Car Racing Supplementary Regulations for Mondello Park Events - APPENDIX "1"

KILDARE National Track	MEC National Track	LEINSTER National Track	IMRC National Track	MEC International Track	CARLOW National Track	IMRC National Track	KILDARE National Track	LEINSTER International Leinster Trophy Sept 12th / 13th	CARLOW ? National Track
March 15th	Mar 29th	April 12th	April 26th	May 10th / 11th	June 7th	June 28th	Aug 23rd		Oct 4th
Formula Ford Formula Vee Strykers Sports Cars Fiat Uno/Punto Saloon Cars Historics Cars Legends	Porsche Fiat Uno/Punto Abarths Supercars Globals	Formula Ford Formula Libre Fiat Uno/Punto Saloon Cars Globals Historics Cars Legends	Formula Vee Formula Sheane Strykers Sports Cars Porsche Abarths Supercars	Formula Ford Formula Vee Formula Sheane Formula Libre Strykers Sports Cars Porsche Sports Cars LD Fiat Uno/Punto Abarths Saloon Cars Supercars Historics Cars Legends	Formula Ford Formula Vee Formula Sheane Fiat Uno/Punto Saloon Cars Globals	Strykers Sports Cars Porsche Fiat Uno/Punto Supercars Historics Cars Legends	Formula Ford Formula Libre Fiat Uno/Punto Abarths Saloon Cars Supercars Globals	Formula Ford Formula Vee Formula Sheane Formula Libre Strykers Sports Cars Porsche Sports Cars LD Fiat Uno/Punto Abarths Saloon Cars Supercars Historics Cars Legends Globals	Clases TBC