

## Ulster Karting Club Ltd.

### **Supplementary Regulations - 2008 Irish Kart Gran Prix (National A Licence Holders only)**

1. The UKC Ltd. will organise National A Permit short circuit kart races on **Sat./ Sun. 23/24 Aug. 2008** at Nutts Corner circuit. MSA Permit Number – TBA.  
This event is also one of the rounds of the All Ireland Golden Helmet Karting Championship.
2. The event will be held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), the 2008 Kart Race Yearbook rules, these Supplementary Regulations and any written Instructions the Organising Club issue for the event.
3. The event is open to all competitors holding a valid MSA National A Kart Licence (or Motorsport Ireland equivalent), and a membership card of an MSA or MSI kart club, which must be produced at Signing On.
4. The timetable will be:  
 Fri. 22 Aug. - unofficial practice available 10am – 6.00 pm. **Optional Sign On/Scrut. 5.30pm -7.30pm**  
 Sat. 23 Aug. - **Sign On /Scrut. 8.00am - 9.30am** ; Briefing 9.30 am; Official Practice 10.00am  
 Sun. 24 Aug. - ----- Briefing 9.30 am; Official Practice 10.00am.  
 There will be 3 laps of practice each day, three Heats of 10 laps, a Prefinal of 12 laps and a Final of 18 laps. Any variation to times, number of laps and combining of classes will be at the discretion of the C.of C. on the day.
5. **Classes** to be run:  
 Cadet-Comer, Cadet-Honda, Rot. Mini Max (140Kg), Rot. Jun. UK, KF3, KF2, Sen. TKM, Rot. 125 Max, Rot. Max/177, Pro-Kart(Ulster), World Formula, S/K 125, S/K 250, Biland.
6. The maximum number of entries will be 240. The minimum is 50. Minimum for each class is 6. Should any of the above minimum figures not be reached, the organisers have the right to cancel the event or the class.
7. **Prizes** will be presented for the event based on results of the **Finals** in each class, at a minimum ratio of 1 prize per 6 starters in each class up to a maximum of 5 prizes. Cadets may have a higher number of prizes.
8. **Grid positions** for heats will be by pre-arranged draw, giving varying grid positions over the 3 heats. Points will be awarded for heats on the basis of :- 25 for first place, then 20, 18, 16, 15, 14, 13, etc. down to 1 point for 19<sup>th</sup> place. Only finishers as per K.93 of the Blue Book, and who complete 50% of a heat distance, will receive points. Points are added from the 3 heats with the highest total on pole for the Prefinal. Points tie breaker is the best fastest lap achieved in any heat by transponder timing.  
 Prefinal finishing order gives grid positions for the Final.  
 If more than 30 drivers take part in heats for any class, then a Repechage race will take place (minimum 6 drivers only). In this case the first 25 drivers will qualify directly from the heats to the Prefinal, and the first 5 drivers from the Repechage will qualify for the last 5 positions on the Prefinal grid.
9. **Entries** open immediately, and **close 5 days prior** to the event. **No Late Entries will be accepted.**  
 Entry fee is **£75-00**, payable by cheque or postal order with the entry. (Payment by Credit Card may also be available at our website - [www.ulsterkartingclub.com](http://www.ulsterkartingclub.com)) Transponder hire fee is **£10-00**.  
 Competitors requiring confirmation of entry should include a first class stamped self addressed envelope with their entry or supply an e-mail address with the entry.
10. **Entries** - which must be on an official entry form - should be sent to : -- **Ulster Karting Club Ltd, Nutts Corner Motorsports Centre, Dundrod Road, Nutts Corner, Crumlin, Co.Antrim, BT29 4SR**
11. **Officials:** C of C.: P. Jordan, Chief Scrutineer : M. Restrict, Eligibility Scrut.: K. McEntee  
 MSA Steward : TBA Club Stewards : D.Moulden and F. Weir.

- 12.1 Competitors in the following classes : - **Rot. Mini Max, Rot. Jun. UK, Rot. 125 Max, Rot. Max/177, KF3 and KF2** 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 in his opinion an original tyre is unsafe to use. It is the competitors responsibility to ensure tyre marks are in place at all times, and that the Scrutineer inspects any faulty tyre before the kart leaves the track exit/parc ferme area after each race, otherwise no spare tyre may be allowed. Tyre usage is not subject to these controls in any other class.
- 12.2 Competitors will be restricted to using one chassis and two engines for the event, with the exception of Pro-Karts, who may register three engines. Chassis / Engine numbers must be registered on the scrutineering card before official practice. Use of chassis/engines other than those registered on the Card will cause a minimum penalty of exclusion from that heat or race.
- 12.3 Fuel must comply with MSA specification.
13. Karts must run to the class rules in the 2008 Kart Race Yearbook, with the following amendments & clarifications: –  
**Cadet Comer** class – must use the new Tryton ZC001 carburettor.  
**Rotax MiniMax** class – minimum weight is 140 Kgs. (incl. Driver). Max. kart weight without driver remains 108 Kg.  
**Pro-Kart(Ulster)** will run to ABkC Honda GX160 Tech. Regs. Version 3 (2008) permitting use of the K, E, or T type QHQ4 engines. Karts must use Dunlop SL3 dry tyres and Dunlop KT3 wet tyres.  
**World Formula** class must also use Dunlop SL3 dry tyres and Dunlop KT3 wet tyres.  
**TKM karts** must use the TKM silencing end can over the exhaust outlet. Can outlets to face downwards.  
**S/K 125 and S/K 250** classes will run to the 2008 NIKA Championship Technical Requirements.
14. Race numbers will be allocated by NIKA and must be fitted by the competitor to the front, rear and both sides of the kart. Transponders must be fitted to each kart per Kart Yearbook Appendix 4 – F.2.
15. Engines may not be started until after drivers briefing, and then only in the designated area and with the driver seated in the kart.
16. When starting, karts may only join the circuit from the dummy grid area before the green race start light is displayed. On the parade lap(s), drivers may not attempt to regain their grid position between the marshals post at the top of the circuit and the start line.  
 If a driver misses out a section of the circuit during a race, a penalty of one lap deduction will apply.
17. Portable engine starters may not be taken onto the track, and may only be used behind the white line in the dummy grid area. Only signed on officials are permitted onto the track during racing.
18. Provisional results will be posted as soon as possible after each race and after the event.  
 Any protest must be lodged in accordance with Section C(d) of the MSA Regulations.
19. Any abuse, either verbal or physical, directed to 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.
20. The organisers have the right to change the make/type of tyres from those specified if a case of force majeure on availability occurs.  
 Competitors must take all their used tyres with them from the circuit. Do not put them in circuit rubbish containers.
21. All equipment used by a competitor must be produced to the scrutineer on request.  
 (a) At any stage during a race meeting, a competitor may be requested to remove any part of the kart for examination. Any piece of equipment or part thereof, may be retained by the scrutineer for eligibility checking and may be replaced with the appropriate standard item supplied by the UKC Ltd., as specified for that class in the 2008 MSA Kart Race Yearbook. The term 'Kart' will include tyres and engine.  
 (b) The competitor is responsible for having sealing holes drilled as necessary to permit secure sealing of any equipment used, which may be subject to later eligibility checking.
22. Serious technical infringements (e.g. illegal engine or equipment) will cause exclusion from the results of the meeting, and other technical infringements (e.g. underweight, loss of bodywork in a race incident) will result in exclusion from that heat or race.