

MODI-5-CUP Series for Mazda MX5 Sporting Regulations-General for 2024

1.1 Title & Jurisdiction:

The Northern Ireland MX5 Race Series is organised and administered by the 500 MRCI Ltd. in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

MOTORSPORT UK Race Series Status Nat. B.

MOTORSPORT UK Race Series Grade. D

1.2. Officials:

1.2.1 Co-ordinator: TBA

1.2.2 Licenced Eligibility Scrutineer; Gary Dunlop, John Gardiner

1.2.3 Race Series Stewards; David Gray, Robert Kelly

(G) 2.7 Race Series Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Race Series regulations.

(G) 2.7.1 Race Series Stewards are also empowered to consider any request from the Race Series coordinator to penalize any

competitor for any breach of Race Series regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1

(subject to the rights of appeal provided for in Section C).

(W) 2.2.1 The Race Series Stewards can only adjudicate on any disputes, irregularities or appeals arising from the approved Race Series regulations. They are also empowered to consider any request from the Race Series Coordinator to penalize any Competitor for breach of Race Series regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid-up valid membership card holding members of the 500 MRCI, or the SMRC, or any club affiliated to the ANICC and be in possession of valid current Entrants Licences.

1.3.2 Drivers and Entrant Drivers must be fully paid-up valid membership card holding members of the 500 MRCI, the SMRC, or any club affiliated to the ANICC, be registered for the Race Series and in possession of a valid Competition (Racing) National (B) or above licence.

Or be a professional driver in possession of a valid licence (featuring an EU flag) and medical, issued by the ASN of a member country of the European Union or comparable country ((H)26.2.1 applies).

If participation in the Race Series requires absence from education, a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil their registration for the Race Series. A driver shall not take time out of their education to participate in motor sport without written approval of their education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 Registration:

1.4.1: Registration fee £75 is payable upon registration to the coordinator prior to the final closing date for the first round being entered. For competitors wishing to enter a single event a fee of £25 is payable and points will be awarded for this event. If further races are entered the balance of the £75 fee must be paid. Registration numbers will be the permanent competition number for the championship.

1.5 Race Series Rounds 2024: 1 qualifying and 2 races per meeting.

The 2024 Northern Ireland Modi-5-Cup Race Series will be contested over fourteen rounds as follows - March 23rd, April 27th, May 25th, June 22nd, July 27th, August 31st, September 28th to be held at Kirkistown racetrack and organised by the 500 MRCI.

1.6 Scoring:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as per MOTORSPORT UK regulations, except only that one point shall be awarded for fastest lap, with one point being awarded to the competitor setting Pole position.

1.6.2 The totals from all qualifying rounds will determine final Race Series points and positions.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4 in the current MOTORSPORT UK Yearbook.1.6. Where the race distance has been reduced (2.6) it shall still count as a full point scoring round.

1.7 Awards:

1.7.1 Race Series awards are to be provided by the 500 MRCI Ltd.

1.7.2 Per Round; Trophies for 1st., 2nd., and 3rd.

1.7.3 Race Series; Trophies for 1st., 2nd., and 3rd.

1.7.4 In each class; Trophies for 1st., 2nd., and 3rd.

1.7.5 Presentations: Trophies are to be provided for presentation at the end of each race or at an end of meeting presentation ceremony.

1.7.6 Entertainment Tax Liability. In accordance with government legislation, the 500 MRCI Ltd. is legally bound to withhold tax at the basic rate on all payments to non-U.K. resident sportsmen/women and account to HMRC using form FEU 1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the U.K. The U.K. does not include the Isle of Man, the Channel Islands or Eire. This means that, as the organiser, the 500 MRCI Ltd. is required to deduct tax at the current rate from any such payments they may make to non-U.K. residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before payment is due.

For further information contact; HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB, Tel.0151 472 6488. Fax.0151 422 6483.

1.7.7 Title to all trophies; In the event of any provisional results of Race Series tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the 500 MRCI Ltd. in good condition within 7 days.

2. RACE SERIES EVENT MEETINGS & RACE PROCEDURES

2.1 Entries: In accordance with Section C of the current MOTORSPORT UK Yearbook.

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closure dates which shall be 14 days before each round except where otherwise stated.

2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the secretary of the Meeting receives the missing information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. (D) 25.1.12 applies.

2.1.4 The Maximum entry fee for each round shall be £180.

2.1.5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins.

2.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 Qualification Practice:

2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session. The decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MOTORSPORT UK Regulation (Q) 4.5) 2.4 Races: should any race be disrupted, the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4) (1.6.4 applies) 2.5 Starts:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.1a Grid positions for the first race will be decided by your fastest lap during the qualifying session with fastest lap taking pole position. For the second race of the day positions shall be a full reversal of the results of the first race ie if you finish in first place during race one you will be last on the grid for race two and so on. Any DNFs during race one shall start behind the winner of race one at the back of the grid.

2.5.2 The start will be via standing start. The minimum countdown procedures/audible warnings sequence shall be:

(I) 1 minute to the start of Green Flag/Pace Lap - Start Engines/Clear Grid.

(II) 30 seconds - visible and audible warning for start of Green Flag/Pace Lap.

(III) A five second board will be used to indicate that the grid is complete.

(IV) The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pitlane exit, whichever is the later.

2.5.4 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MOTORSPORT UK Regulation (Q)12.13.2. In addition, any drivers unable to maintain grid positions on the Green Flag lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event on any starting lights failure, the Starter will revert to the use of the National Flag.

2.6 Session Red Flag

2.6.1 Should the need arise to stop any race or practice; Red Lights will be switched on at the start line and Red Flags will be displayed at the Starline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speed, to slow to a safe and reasonable pace and to return to the Pitlane, during practice, and to the Starting Grid area during a race, unless otherwise directed by officials.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped. 2.7

Pits, Paddock & Pitlane Safety

2.7.1 Pits & Paddock: Competitors must ensure that the MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are always complied with.

2.7.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and respect the pit lane speed limits.

2.7.3 Refuelling: May only be carried out in accordance with the MOTORSPORT UK General Regulations, and those of the Organising Club and Circuit Management.

2.8 Race Finishes:

After taking the chequered flag, drivers are required to: I.

Progressively and safely slow down. II. Remain behind any competitors ahead of them III. Return to the Pitlane entrance/Paddock entrance as instructed.

IV. Comply with any directions given by marshals or officials.

V. Keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 Results:

All practice timesheets, grids, race results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after post practice/race scrutineering and/or after completion of any Judicial or Technical Procedures. (MOTORSPORT UK Regulation (D) 26.3)

2.10 Timing Modules

2.11 Qualification Races

Where the total number of race entries exceeds the maximum permitted number of starters, the organizers may, at their discretion, run a qualification race.

2.12 Operation of Safety Car

3.12.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MOTORSPORT UK General Regulations.

2.13. Onboard Cameras

2.13.1 An on-board camera is to be used in all rounds, mounted in a fixed position behind the driver to display a minimum of the front window. Camera footage MUST be made available to race officials on request.

3. SPECIFIC RACE SERIES REGULATIONS

4. SPECIFIC RACE SERIES PENALTIES

In accordance with Section C of the current MOTORSPORT UK yearbook

4.1 Infringement of Technical Regulations:

4.1.1 Arising from post practice scrutineering or Judicial Action:

Minimum penalty; The provisions of MOTORSPORT UK Regulations C3.3

4.1.2 Arising from post-race scrutineering or Judicial Action.

Minimum penalty; The provisions of MOTORSPORT UK Regulations C3.5.1(a) and (b)

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1 (c)

4.2 Infringements of non-technical MOTORSPORT UK Regulations and the Sporting Regulations issued for the Race Series:

As per Current MOTORSPORT UK Judicial Procedure Regulations.