

# 2011 Magic Bullet Breezemount All Ireland Formula Libre Championship

## ***SPORTING REGULATIONS***

### **1. GENERAL**

#### **1.1 Introduction**

The 2011 Magic Bullet Breezemount All Ireland Formula Libre Championship incorporating The Leinster Leader Trophy for Formula Libre will be organised by the Formula Libre Drivers Association under a permit issued by Leinster Motor Club. The Championship will be organised in accordance with the General Competition Rules (GCR's) of Motorsport Ireland (MI), the International Sporting Code of the FIA (the Code), the General Racing Class Sporting Regulations (Appendix 41) the supplementary Regulations for racing and these Championship Regulations.

The Championship Organisers reserve the right to amend or vary these Sporting Regulations at any time before or during the Championship and further issue additional statements concerning the regulations from time to time, subject to MI approval. All such statements may be issued in a Bulletin by MI, on MI website ([www.motorsportireland.com](http://www.motorsportireland.com)) and sent to all registered competitors by post or e-mail to the address detailed on the Championship Registration form or delivery to the competitor by hand by the Class Representative. All competitors, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

#### **1.2 STATUS: National**

#### **1.3 Class Ethos, and Aims**

The 2011 Magic Bullet Breezemount All Ireland Formula Libre Championship is organised to enable competitors to have a safe and enjoyable competition racing in single seater racing car or open topped sports car.

#### **1.4 Eligibility of Competitors**

Intending competitors must be in possession of a current competition licence issued by an ASN affiliated to the FIA. It is the responsibility of the drivers to ensure that they are in possession of the correct licence grade for the event entered. In addition drivers must, in order to take part in Championship rounds, be racing members of the Formula Libre Drivers Association. It will be possible to take membership on a daily basis (see fees below).

#### **1.5 Eligibility of Cars**

The 2011 Magic Bullet Breezemount All Ireland Formula Libre Championship permits any proprietary single seater racing car, or open topped sports car. Prototypes and one off specials will be permitted subject to being of a standard of construction acceptable to the organisers. All vehicles must have the appropriate log book as issued by Motorsport Ireland or relevant ASN. The Organisers may restrict a class of car should its performance be regarded as inappropriate by reference to the entry in general. Replacement cars are permitted, however a competitor may only use more than the one car providing that it is originally scrutineered for his/her use at each meeting. At start of each event, qualifying or race, each car must be in a clean and presentable condition.

## 2. REGISTRATION

All drivers, in order to take part in the 2011 Magic Bullet Breezemount All Ireland Formula Libre Championship must register with the championship organisers.

The Annual registration fee is €120.00, or a daily fee can be paid of €30.00 per day.

All Registered drivers will be allocated championship points. Drivers, who pay the Annual registration fee by May 1<sup>st</sup>, can avail of Leinster Motor Club membership for €10.00. Each registered driver will be allocated a permanent Number for the season by the Championship Registrar, and must display supplied Sponsorship decals.

### 2.1 Class Officials:

<i>Class Principal</i>	<i>: John Naylor:</i>	<i>Phone</i>	<i>086-2565581</i>
<i>Class Championship Registrar</i>	<i>: Ed McInerney,</i>	<i>Phone</i>	<i>087- 6497665</i>
<i>Class Representative</i>	<i>: Garry Manning</i>	<i>Phone</i>	<i>087 2585759</i>
<i>Class Scrutineer</i>	<i>: Jimmy Wolverson</i>	<i>Phone</i>	<i>087-7957148</i>

Note the Class Representative will work to ensure the smooth running of Formula Libre races. He will ensure that competitors are assembled on time and in their correct positions and will grid the cars in the manner as agreed by the Formula Libre Drivers Association.

### 2.2 Championship Dates

Dates are listed below and will be also notified by email, or as shown under upcoming events on the class website <http://www.formulalibreireland.ie/> and as published in the relevant Motorsport Ireland bulletin.

April 10 <sup>th</sup>	Mondello Park	2 rounds
May 28 <sup>th</sup>	Kirkistown	2 rounds
June 25 <sup>th</sup>	Kirkistown	2 rounds
July 24 <sup>th</sup>	Mondello Park	2 rounds
August 27	Kirkistown	2 rounds
Sept 17/18	Mondello Park (International)	2 rounds

### 2.3 Class Structure

There will be 2 classes, subject to there being a minimum of 5 registrations per class, and these will be

1. For engine capacities up to 2.0 litre
2. For engine capacities above 2.0 litres (see also technical).

Both classes will have equal status. In order to identify a competitor's class, number backgrounds will be colour coded, yellow for up to 2.0 litre and white for over 2.0 litres.

### 2.4 Points Scoring System

The Championship will consist of 12 races, all 12 to count. There will be 6 events. Points will be awarded to classified finishers in each class in accordance with Appendix 15.6.1.3.1 of the Motorsport Ireland Yearbook. Where there are less than 5 starters in a class, that class winner's score will drop 1 place for every starter short. In the event of a race being cancelled, does not take place, and is not replaced, the number of counting rounds will drop by the number of cancelled rounds example 6 rounds, 5 to count.

1<sup>st</sup> 20, 2<sup>nd</sup> 17, 3<sup>rd</sup> 14, 4<sup>th</sup> 12, 5<sup>th</sup> 11, 6<sup>th</sup> 10, 7<sup>th</sup> 9, 8<sup>th</sup> 8, 9<sup>th</sup> 7, 10<sup>th</sup> 6, 11<sup>th</sup> 5, 12<sup>th</sup> 4, 13<sup>th</sup> 3, 14<sup>th</sup> 2, 15<sup>th</sup> 1

### **3. RACE DAY FORMAT**

*The purpose in stating the race day format below is to assist the organising club and bring continuity to the way Formula Libre races are run*

Championship race days will consist of 1 qualifying session and 2 races per event. Drivers must proceed to the assembly area for qualifying and assemble as directed by the Class Representative, and the assembly marshal. This will be in an order pre-determined by the class coordinator so as to minimise traffic during the session. Grid positions will be by fastest lap for Race 1, and second fastest lap for Race 2 as per Appendix 40, 13.2.1 MI 2011 Yearbook.

30 minutes after qualifying there will be a drivers briefing by the Class Representative followed by a subsequent meeting chaired by the Class Principal. Attendance at this briefing and meeting is compulsory. Failure to attend, or tardiness, may be penalised by a fine.

When a wet race has been declared, rear lights must be illuminated at all times

#### **3.1 Qualification**

Each driver must complete a minimum of 1 timed lap of practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence. Where a driver cannot complete a qualification lap, due to technical difficulties, the Class Representative may apply, on their behalf, to the Clerk of the course, to include the driver in the race, assuming that the Class Representative and the COC agree that the driver has the appropriate level of experience. If this occurs the driver will start from the pit lane. Note these procedures apply to racing at Mondello Park and Kirkinstown only. At all other circuits the supplementary regulations for these events will apply.

#### **3.2 Races**

The standard minimum scheduled distance shall be 20 kilometres whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full event.

#### **3.3 Starts**

All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green Flag Lap(s).

The grid positions will be in a 1 x 1 staggered formation at all races where practical and appropriate, otherwise a 2 x 2 formation will be adopted.

Any cars removed from the grid after the 3 minute warning 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 to take the start from the grid has passed the Startline or pit lane exit, whichever is the later.

Any drivers unable to start the Green Flag lap or start are required to indicate their situation and 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.

Excessive weaving to warm-up tyres by using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

A five-second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

### **3.4 Results**

Race results will be as issued by the timekeepers, and signed by the Clerk of the Course. A brief race report, results, and an updated championship table will be posted on the class website as soon as possible after an event. In addition the Class Representative may post a bulletin on matters arising.

## **4. AWARDS**

Magic Bullet will provide Race 1 awards to the overall race winner and to the next 3 classified finishers in each class. The latter 6 competitors will be deemed to have finished first, second and third in their respective classes. Magic Bullet will also provide a Driver of the Day award to be judged over both races, and awarded along with the championship organisers awards for first, second and third in each class in Race 2.

The Leinster Motor Club in association with Magic Bullet will provide end of season championship awards to be presented at the championship organisers awards presentation function. The overall championship winner will receive the Leinster Leader Trophy.

Formula Libre Ireland may distribute funds accrued (e.g. excess registration fees over class costs) in the form of cash or awards.

Note all results, awards and announcements will be posted on the class website : [www.formulalibreireland.ie](http://www.formulalibreireland.ie)

### **4.1. Method of Resolving Ties**

As outlined in Appendix 15.6.10 of the Motorsport Ireland Yearbook

## **5. CONDUCT**

Formula Libre racing by nature attracts cars of widely varying performance. While the onus is on passing drivers to navigate safe passage through traffic, it is incumbent on all drivers to be aware of and respect what is going on around them.

Any team member, representative or guest of a team who acts in an unsportsmanlike manner, or abuses an official representative of the sporting authorities and/or corporate sponsor, shall be expelled from the circuit. (refer GCR 114 MI Yearbook). Failure of the perpetrator to immediately comply with the expulsion order shall result in automatic cancellation of the entrant's entry for the subsequent event and/or a fine.

### **5.1. Judicial Procedures**

Competitors should contain and pursue grievances through the procedures as outlined in Chapter 11 of the MI General Competition rules and Appendix 40.19.2 of the Motorsport Ireland Yearbook. All competitors are reminded to familiarise themselves with these rules.

## **6. TECHNICAL**

- Technical regulations are free in the context of Formula Libre.
- A multiplication factor of 1.7 times engine cc will be used to determine the capacity of a forced induction engine<sup>7</sup>.

- In the absence of technical regulations and in the interests of cost and reliability it is recommended that “RACE” designated tyres be used in competition.
- All cars should be presented for Scrutiny in a clean and tidy condition and ready to compete in accordance with Appendix 2 of the Motorsport Ireland Yearbook.

#### **7. CLASS CHAMPIONSHIP REGISTRAR**

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