

Paddock: No competitors will be permitted to park in the Trade Area.

All machines must be pushed to the Assembly Area for the start of racing or practising. Competitors will be allowed a controlled warm up period before each practice/race. All machines must be stopped at the Paddock entrance at the end of racing or practising. Anyone wishing to push start a machine, for any reason in the paddock area must only do so in the area designated by the Promoting Club. Dogs within the immediate vicinity of the course must be kept on a leash.

FIRE EXTINGUISHERS: All competitors' vehicles must carry a Dry Powder fire extinguisher with a current inspection certificate. The minimum type is a 2kg extinguisher similar to that used in Taxis and MUST bear a current Inspection stamp. The fire extinguisher must be easily accessible and readily available.

ELECTRICAL SAFETY: Equipment which is installed or used outside should be of suitable weatherproof construction and needs to be protected from mechanical damage e.g. cables which are likely to be driven over by vehicles. A minimum standard of at least IP55 is required.

PITS: The pit area will be clearly marked and situated close to the start. Only one pit attendant per competitor is allowed in the pit area.

Signalling to a rider from a position other than the designated area is forbidden. Failure to comply with these requirements may result in the exclusion of the driver and the pit attendant representative from the meeting.

RECOVERY VEHICLE: The recovery vehicle will only collect machines when accompanied by the rider.

PRACTICE: All riders are required to attend the rider's briefing. All classes will have a minimum of 5 practice laps. The order and composition of practice will be decided by the Promoting Club.

PROHIBITION OF WHEELYING: The deliberate lifting of the front wheel for the purposes of showmanship is strictly forbidden and may result in the exclusion of the offender from the meeting.

STOPPING ON THE COURSE: A rider who breaks down during practice or racing must immediately place his machine on the side of the course in such a position as not to inconvenience other competitors. A rider rescue service may be provided between races. NO TOURING will be permitted at any time on the course.

FALLS DURING RACING OR PRACTICE: Riders who fall from their machine are not permitted to continue in the practice session or race until passed fit by a Medical Officer and the machine re-inspected and cleared by Technical Control. Any infringement of this rule will result in the rider being excluded from the remainder of the practice session or race and may result in further penalties. In the event of a practice or race being interrupted by a red flag, any crashed machines will be recovered and taken to Technical Control and released to the Team for repair. Once the repaired machine has been re-inspected and cleared by a Technical Official a rider may continue in the restarted practice or race. In the case of the second part of an interrupted race this only applies to riders classified in the result of the first part. (Standing Regulation No. 9 RR & SC.)

FLAGS AS MCUI STANDING REGULATIONS 16/17.

FINISH: To be classified as a finisher a competitor must have completed 75% of the distance covered by the race winner and have crossed the finishing line within ten minutes after the race winner has finished. After receiving the chequered flag competitors will be directed back to the paddock by flag marshals.

FUEL: As per M.C.U.I. Rules. Fuel containers to be kept in a well-ventilated area outside vehicles.

TRANSPONDERS: All competitors MUST provide themselves with a transponder for timing purposes as per M.C.U.I. specifications.

TYRES: MCUI Rules.

REAR SAFETY LIGHT: All motorcycles must have a functioning red light mounted at the rear of the seat, to be used during wet races or in low visibility.

The rear safety light must comply with the following:

- (a) The lighting direction must be parallel to the centre line of motor cycle (running direction) and must be clearly visible from the rear, at least 15 degrees to both the right and left sides of the centre line of the motorcycle.
- (b) It must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle. In case of dispute over the mounting position of or visibility of the Rear Safety Light, the decision of the Technical Steward or scrutineer will be final.
- (c) The power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led).
- (d) The light must be able to be switched on and off.

BRAKES: Motor Cycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

RIDER FATIGUE: Especially those who have travelled long distance.

QUALIFYING: No rider will be permitted to start in a race unless he has completed, during practice period, at least five (5) laps of the course.

ENTRY TO Paddock

Entry to Paddock will be by paddock pass only. To avoid congestion all competitors will get passes for two vehicles and all extra vehicles will be subject to an entry fee.

PLEASE NOTE: There are only 25 places allowed on the Starting Grid so it is up to competitors to get their entries in on time and with entry fee.

Data Protection

Any personal information which you volunteer to Motorcycling Ireland or its affiliates will be treated with the highest standards of security and confidentiality, strictly in accordance with the Data Protection Act, 2018. The information will only be used for the purpose for which you have provided it and will not be added to a mailing list nor made available to other third parties.

I consent to my personal data provided in this form to be saved for the purposes of informing me of future North Meath Road Racing events.

This data will not be shared or processed for any other purpose. **PLEASE TICK BOX.**

North Meath Road Races Ltd take the protection of the date that we hold about you as a racer seriously and will do everything possible to ensure that data is collected, stored, processed, maintained and retained in accordance with current and future data protection legislation.



“NORTH MEATH ROAD RACES LTD”

Email: kellsraceentries@gmail.com



A fine may be imposed by the stewards, or centre, or club, on entrant, driver, assistant, mechanic, who does not comply with the requirements, of the supplementary regulations, or of the official instructions. A fine imposed by the stewards of the meeting shall be limited to €130.

All fuels must be from road side pumps, with the only addition of Avgas, all blue gasses are banned.

Anyone wishing to start a machine, for any reason, in the paddock area, must only do so in the area designated by the club.

All competitors must carry a fire extinguisher; the recommended type is a 1.5kg extinguisher.

Petrol must be carried in steel containers at all times. Plastic cans are strictly forbidden.

LENGTH OF THE COURSE – 2.2 MILES: If more than the required number of entries is received a list of reserves will be selected and will be listed as reserves and not in numerical order. If reserves are needed they will be placed in order of practice times. Riders will be notified of acceptance or otherwise as soon as possible. Riders must hold a current license endorsed for road racing, issued by the M.C.U.I., A.C.U. or S.A.C.U., EU License with authorisation from centre. A minimum of 8 entries must be received before a race will be run. All grading of races will be by time, practice or championship positions.

Support riders in their second year can enter open races at all events subject to availability on grids at each event. Support riders in their first year on the roads are restricted to Support only. Maximum of three races for all support riders.

IDENTITY DISCS: An identity disc/S.O.S. Card must be worn during practice and racing and must be worn by the competitor.

HELMETS & PROTECTIVE CLOTHING An MCUI rider using a helmet which does not bear a current MCUI Helmet Stamp, or has been previously rejected by a helmet examiner or scrutineer, will receive a mandatory penalty of 30 days suspension, the entire period to be within the racing season. Helmets as per F.I.M. Rules as adopted by M.C.U.I. It is the responsibility of all competitors to present themselves at scrutiny fully dressed in their protective clothing which are safe in all aspects and comply with the general competition rules of the M.C.U.I.

INSURANCE: All A.C.U., S.A.C.U. & E.U. Licence holders must produce and hand-in proof of Insurance. It is essential that all competitors ensure that their National Personal Accident Insurance cover has been extended to operate in respect of this event and must produce same with entry forms.

MACHINERY: All machinery must comply with F.I.M. specifications for road racing. Three racing numbers must be supplied by each competitor himself/herself, one to be fitted to machine facing forward and one on either side of fairing or rear mudguard.

Machine Colour Plates for 2019 WILL BE SAME AS 2018 as per MCUI standing regulations.

WET RACE RULES All tyres must be threaded. No cut slicks allowed - Clerk of the Course Ruling Final

FALLEN RIDERS: Once a rider has fallen from his or her machine he/she is not permitted to remount and continue racing.

Cast Iron Discs are not permitted.

STARTING PROCEDURE: Clutch Start: With group start 15sec interval will be used.

ADDITIONAL SUPPLEMENTARY REGULATIONS: All entrants will be notified by post or otherwise of the final format of the event, their riding numbers and any other relevant information. No alterations in entries will be allowed after acceptance, except as permitted by the G.C.R. of the M.C.U.I.

ENTRIES and FEES: Entry for all Solo Classes €100.00 / Stg. £100.00, up to a maximum of €250 / Stg £250 including Grand Final Cheques.

Cheques or postal orders made payable to North Meath Road Races Ltd., or Bank Transfer.

Entry will not be considered until payment is received owing to riders not turning up to compete in recent years while other riders were available and their entries had not been accepted.

CLOSING DATE FOR ENTRIES – 21st May 2019.

To facilitate the printing of the Race Programme please get Entries in early

TO BE SENT TO RACE SECRETARY:

David Burke, Race Secretary, Old Dawsons Demesne, Ardee, Co. Louth A92 FR60. Contact: 085 2871152.
Email: kellsraceentries@gmail.com.

PRIZES: All prize money will be paid in Euro.

STOPPING ON COURSE DURING RACE:

A competitor who breaks down during a race and intends riding in the next event must immediately place his machine on the side of the course in such a position as not to cause any hazard or danger to other competitors. A rider recovery service will be provided between races.

TOURING WILL NOT BE PERMITTED BY ANY RIDER AT ANY TIME DURING ANY RACE.

FLAG SIGNALS: Flag signals will be strictly adhered to, any rider not obeying flag signals will be dealt with under the G.C.R.'s of the M.C.U.I.

PROTESTS: Any protest against alleged irregularities before or during the meeting must be lodged with the Clerk of the Course, together with a Protest Fee of €37.50 / Stg £25 in the case of matters arising before the event, not later than one hour before the start, or within 30 minutes of the declaration of results.

PRACTICE AND RACING: Under no circumstances will illegal practices be tolerated. Any rider caught in this matter will automatically be excluded from the meeting. Please remember the residents around the circuit are good enough to allow us to practice and race around their houses. So please respect their privacy during non-race times.

The onus is on the Competitor to be in the Paddock at 9.30 a.m. Saturday 15th June for scrutiny, as practicing will start at 1.00 p.m. On Sunday 16th scrutiny will start at 8.00a.m.

Competitors must check-in with the Race Secretary, with scrutineering pass and competition licence to collect their start permit. They must present themselves at the paddock entrance with their starting permits to practice or race. Practice will be as per race order.

All Riders must sign-on before practice on Saturday only, and on Sunday must report to race Secretary at scrutiny tent to collect race permit.

METHOD OF START:

All events will be as per MCUI rules - Clutch Starts.

Grid positions will be determined by the MCUI (UC) Timekeepers.

Competitors will start in groups with a minimum 15 second interval between each group. Notification of groupings will be sent by post. Prior to each race there will be two sighting laps. N.B. Failure to take up and hold the correct position on the Start Line will result in the relegation of the rider to the rear of the Grid.

NUMBER OF ENTRIES:

A maximum number of 25 solo competitors are permitted on the course in any one race. If more than this number is received, the promoting club will make a selection based on the experience of the competitor and the suitability of his machine. A list of 3 reserve competitors will then be notified and these competitors may be allowed to compete if circumstances permit.

PERSONAL ACCIDENT INSURANCE:

Riders not holding an MCUI Licence must carry proof of insurance and a written Start Permission document issued by their FMN.

CHANGE OF RIDER:

A change of rider will also entail a change of riding number.

SCRUTINEERING OF MACHINES/PROTECTIVE CLOTHING:

Before commencing practice, Drivers must take their machines and equipment to the Scrutineers for Inspection. Scrutineering will take place in the Paddock from 9.30am (Saturday) and from 7.45am (Sunday). Machines must be presented with Petrol Tank ready for removal to facilitate inspection of the frame. Competition Licences must be available for inspection when signing on.

Only crash helmets of an approved FIM type, that provides full temporal protection and is no more than 5 years old from the date of manufacture may be used. All helmets of licence holders must bear the 2014 MCUI stamp of approval. A driver must not practice or race on any machine not scrutineered. It is the responsibility of the Competitor to present for scrutineering machines and Protective Clothing which are safe in all respects and which comply with the General Competition Rules of the MCUI.

HELMET PENALTY: An M.C.U.I. rider using a Helmet which does not bear the current MCUI Helmet Stamp and that of the Club used on the day or has been previously rejected by a Helmet Examiner or Scrutineer will receive a mandatory penalty of 30 days suspension, the entire period to be within the racing season.

NUMBER PLATES: As per MCUI Standing Regulations.

IDENTITY DISCS: An identification disc / S.O.S. card, which must be worn during practice and racing. These discs may be obtained from Scrutineering.

ALCOHOL: All competitors will be alcohol tested. Drug testing may be carried out on selected riders as per WADA rules. The tests will be by breath analysis using an approved breathalyser unit. Any competitor whose test is found above 0.10g/l shall be excluded from any further events at the meeting and mandatory penalty will apply.

COURSE: The races will be held over the Crossakiel Public Roads circuit, which measures approximately 2.2 miles per lap and is ridden clockwise. Touring on the circuit during practice or racing is not permitted. Drivers must not drive or push their machines in the reverse direction of the course unless under the instruction of an official.