

Notes on Split Grids.

Kiltorcan Raceway has a maximum capacity of 24 karts on track under the terms of the Motorsport Ireland Circuit Licence and permit for the event.

To cater for grids exceeding 24 entries at Round 1 of the 2023 Championship the below rules will apply.

- The maximum number of entries per class at Kiltorcan will be 36 karts.
 - Any class exceeding 24 entries will be divided into three groups with a maximum of 12 karts per group.
 - Drivers will each get one practice session and two qualifying heats.
 - All drivers will get an opportunity to start on the pole side of the grid in one qualifying heat.
 - At the end of the qualifying heats drivers will be ranked and divided into two groups for Pre-Final 1 and Pre-Final 2. There will be a maximum of 18 karts in each pre-final.
 - At the end of the two pre-finals the top 12 drivers in each pre-final will advance to the final.
 - There will be no final for drivers ranked 25th or lower at the end of the pre-finals.
 - Drivers ranked from 25th onwards after the pre-finals will receive championship points for the final as if they had completed the final, based on their ranking after the pre-finals.
-
-

REGULATIONS FOR CLASSES REQUIRING SPLIT GRIDS

1.1 REQUIREMENT FOR SPLIT GRIDS

1.1.1 The maximum number of karts permitted on track in any official practice session, qualifying heat, pre-final or final will be determined by two factors.

1.1.1.1 the maximum number permitted by the circuit licence and the Motorsport Ireland permit for the event.

1.1.1.2 a number determined by the Motorsport Ireland Kart Commission and/or the Motorsport Ireland stewards of the event to be the maximum on safety grounds. This number may be below the number permitted by the circuit licence and the Motorsport Ireland permit for the event.

1.2 MAXIMUM NUMBER OF ENTRIES PER CLASS

1.2.1 The total amount of entries accepted per class will be 1.5 times the maximum number of karts permitted under 1.1.1.1 and 1.1.1.2.

1.3 OFFICIAL PRACTICE

1.3.1 Where the total number of entries in a class exceeds the maximum number of karts permitted on track defined by 1.1.a and/or 1.1.b, drivers will be split into two even groups for official practice. This will be drawn by lot of the timing system and published on timing.ie prior to the event.

1.4 QUALIFYING HEATS

1.4.1 Where the total number of entries in a class exceeds the maximum number of karts permitted on track defined by 1.1.1.1 and/or 1.1.1.2, karts shall be divided into three groups

1.4.2 The composition of the groups for classes with more than one group will be drawn by lot by the timing system.

1.4.2.1 All non-novice drivers will be distributed evenly between the groups first, followed by an even distribution of the novice drivers into the groups, ensuring that no group exceeds the maximum permitted number.

1.4.2.2 Groups will be labeled "Group A", "Group B", "Group C".

1.4.2.3 Groups will be published to timing.ie before in advance of the event.

1.4.2.4 There will be three qualifying heats with each group having the opportunity to race against the other two groups. (A vs B, A vs C, B vs C).

- 1.4.2.5 The order of karts within each group will be drawn by lot by the timing system.
Novices will be assigned to the back of the group by lot by the timing system.
- 1.4.2.6 This order will then determine the grids for each race.
- 1.4.2.7 For "Heat A vs B" group A will be on the pole side of the grid with group B being on the off-pole side.
- 1.4.2.8 For "Heat B vs C" group B will be on the pole side of the grid with group C being on the off-pole side. The group B side of the grid will be the reverse of their grid order for "Heat A vs B" with the novices moved to the back and their order also reversed.
- 1.4.2.9 For "Heat A vs C" group C will be on the pole side of the grid with group A being on the off-pole side. Both groups will be positioned in the reverse grid order to their starting grid position for their first heat, with the novices to the back in reverse order.
- 1.4.3 The grid position for each driver is as fair as in non-split grid scenarios within the driver's individual qualifying group. There may be instances where, depending on the total number of entries in the class, a driver may be positioned one space above or below where they would ordinarily be positioned in a non-split grid scenario, but this is the nature of the split grid format. Each driver will have the opportunity to start on the pole position side of the grid in one qualifying heat
- 1.4.4 Points for the qualifying heats will be allocated in accordance with appendix 70 of the Motorsport Ireland yearbook.

1.5 PRE-FINALS

- 1.5.1 The position of the starting grid for the start of the pre-finals is determined according to the number of points obtained in the qualifying heats.
- 1.5.2 There will be two pre-finals with the drivers distributed into two groups.
 - 1.5.2.1 The first placed driver after the qualifying heats will start from the first position of Pre-final A, the second placed Driver after the qualifying heats will start from the first position of Pre-final B, the third placed Driver after the qualifying heats will start from second position of Pre-final A, the fourth placed Driver after the qualifying heats will start from second position in Pre-final B, the fifth placed Driver after the qualifying heats will start from third position in Pre-final A, the sixth placed Driver after the qualifying heats will start from third position in Pre-final B, and so on...
 - 1.5.2.2 If two or more drivers finish the qualifying heats tied on points their place will be determined by their fastest lap times in any qualifying heat, regardless of differences due to weather or track conditions.
 - 1.5.2.3 Where two or more of these drivers have the same fastest lap time, as determined by the official results, their place will be determined by the order in which they recorded their fastest lap time (the first driver to set the time will be highest ranked, the second driver to set the time will be ranked second, and so on).
- 1.5.3 The rankings after the pre-finals will be determined using the criteria for the starting grid for the final, 1.6.2.
- 1.5.4 Championship points for the pre-finals will be allocated in accordance with appendix 70 of the Motorsport Ireland yearbook based on the final ranking after the pre-finals.

1.6 FINAL

- 1.6.1 The grid for the Final will be ranked based on the final rankings after the two pre-finals.
- 1.6.2 The first Driver of the fastest Pre-Final will take the first position on the starting grid of the Final. The first Driver of the second fastest Pre-Final will take the second position on the grid of the Final, the second Driver of the fastest Pre-Final will take the third position on the grid of the Final, the second Driver of the second fastest Pre-final will take the fourth position on the grid of the Final, and so on up to the maximum number of drivers permitted on track for the class, as defined by 1.1.1.1 and/or 1.1.1.2.
 - 1.6.2.1 For the avoidance of doubt, the fastest pre-final is the pre-final where the first placed driver completes the race in the shortest time, regardless of track or weather conditions.

- 1.6.2.2 In the event that one or more pre-finals are red-flagged and cannot be restarted, or where the chequered flag is displayed before the scheduled number of laps have been completed, the pre-final that completes the highest number of racing laps (before any countback) is deemed to be the fastest pre-final.
- 1.6.2.3 In the event that the chequered flag is displayed after the scheduled number of laps have been completed, the total race time will be the time at which the lead kart completed the scheduled number of racing laps.
- 1.6.3 There will be no final for drivers ranked outside maximum number of karts on track, as defined in 1.1.1.1 and 1.1.1.2, at the conclusion of the pre-finals.
- 1.6.4 At the end of the final drivers will be ranked by their finishing position. Any Driver who has not covered all the laps scheduled for the final, even if they have not finished the final, will be classified according to the number of laps they have actually completed in the final.

1.7 CHAMPIONSHIP POINTS

- 1.7.1 Championship points for the final will be allocated according to the final classification for the race, regardless of whether the driver has completed the race or the minimum number of laps as defined in Appendix 70 of the Motorsport Ireland yearbook. For the avoidance of doubt, all drivers who qualify for the final will be awarded Championship points, whether they finish the race or not.
- 1.7.2 Drivers who do not qualify for the final will be allocated Championship points for the final based on their ranking after the pre-final. For example, a driver who is ranked 40th after the pre-finals and does not qualify for the final will receive Championship points for the final as if they had finished in 40th position in the final in accordance with Appendix 70 of the Motorsport Ireland yearbook.