



Motionsport Ireland

**YEARBOOK
2025**

MEMBER OF



**SPORT
IRELAND**

NOTICE:

This yearbook is subject to changes which will be published as amendments on our website motorsportireland.com



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Ireland**

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GENERAL COMPETITION RULES

This Yearbook is to be used
at all times in conjunction with the F.I.A. Yearbook of Automobile Sport.

Motorsport Ireland (MI) reserves the right
to add, delete or alter these rules, regulations and definitions.

Notice of any such amendments will be published in the official
Motor Sport Bulletin and/or on the MI website: www.motorsportireland.com
which will have the same force as these General Competition Rules and their appendices.

IT IS ESSENTIAL THAT THESE RULES ARE READ IN CONJUNCTION WITH THE
REGULATIONS AND DEFINITIONS IN THE APPENDICES TO THIS YEARBOOK

Effective 1st January 2025

This edition supersedes all previous editions.

In the event of a conflict the following priority will apply:

International Events: FIA Yearbook, CIK Regulations, MI GCR's, MI Appendices

National Events: MI GCR's, MI Appendices, FIA Yearbook

RIAC / Motorsport Ireland

All references to RIAC in the
context of Motorsport will be taken to include the title "Motorsport Ireland" or MI

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Introduction to 2025 Yearbook

Dear friends in motorsport,

As President I am very proud and honoured to lead such an amazing organisation which is made up of very experienced and dedicated volunteers working tirelessly to deliver world class excellence across our all disciplines of our sport. As the National Governing Body for Motorsport in Ireland we Motorsport Ireland are at the leading edge of our sport not just at home here in this country but on the worldwide stage. Our talent pool which we continue to grow and foster through our various programs is constantly delivering excellence and achieving world class results across the board.

In this modern world we must focus on the on what is right for our sport, the formation and delivery of our new strategic plan from 2024-2027 is progressing well with key milestones been achieved. The continued review of gender balance & equality in our sport is very prevalent. Diversity and Inclusion is very important in our sport, and so we have created a Diversity & Inclusion Commission to ensure the correct balance is there right across our sport. Our sport needs to continue to act and open the doors to all people.

The creation of our Environmental & Sustainability Commission will take us to the next level as we work hard with our partners to ensure all areas of our sport are involved in various programs on sustainability.

Our Motorsport Office team continues to grow with the onboarding of a new Sport Development Officer. The entire team are there to assist and govern our sport so that it is in fit place for all our affiliated clubs and licenced competitors.

A major drive for 2025 will be the growth and fostering of youth within our sport from our volunteers' and officials' side right through to competing both at home here and abroad. We have introduced junior marshals from the age of 12 and junior officials from the age of 16. Without youth and new blood in our sport we could easily drop out of existence and the onus is on everyone in our sport to help build on our future. Affiliated clubs who are at the heart of what we do need to constantly be on the lookout for new talent and new ways of doing what we do in a better way. Working with our many commissions the clubs have the scope and ability to bring us to where we want to be.

Looking back at 2024 we as a motorsport family have achieved some great things together, and this is coming from a clear understanding of what teamwork and collaboration is, together we are strong and driven and can achieve the unachievable. I look forward to taking the sport to a new level in 2025.

With every good wish in motorsport,

Aiden Harper
President



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MOTORSPORT IRELAND THE GENERAL COMPETITION RULES

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MOTORSPORT IRELAND GENERAL CODE OF CONDUCT

Motorsport Ireland expects you, and your associates, at all times to:

- Abide by Motorsport Ireland's regulations
- Respect the decisions of event officials
- Treat all competitors, marshals and officials equally with respect
- Maintain the highest standards of driving behaviour
- Conduct yourself in a proper manner at all times and always behave in the best interest of Irish motor sport
- Make every effort to minimise the impact of your activities on the environment around you

Abuse

Motorsport Ireland will not tolerate any form of abuse or aggression towards officials, marshals, spectators and competitors.

Motorsport Ireland and the National **Court** will impose the most stringent sanction against any transgression.

Safety

You are reminded that participation in motor sport carries an inherent risk and the ultimate responsibility for safety lies with the individual. Motorsport Ireland urges you to make the maximum possible effort to ensure your own safety at all times.



CHAPTER 1

GENERAL PRINCIPLES

1. International Control of Automobile Competitions.

The Fédération Internationale de l'Automobile, hereinafter referred to as the "F.I.A.", is the sole international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records), and is the final international court of appeal for the settlement of disputes arising therefrom; it being acknowledged that the Fédération Internationale Motocycliste (F.I.M.) shall exercise the same powers in so far as vehicles with one, two or three wheels are concerned.

2. International Sporting Code.

That the above powers may be exercised in a fair and equitable manner, the F.I.A. has adopted an international Sporting Code, hereinafter called the "Code", which provides (among other things).

2.1. That each National Club (A.S.N., belonging to the F.I.A.) shall be presumed to accept and be bound by the Code.

2.2. Subject to such acceptance such National Club shall be recognised by the F.I.A. as the sole body having power to control automobile competitions in its own country.

2.3. A National Club shall have the right to delegate the whole or part of the powers granted by the Code to one or more Organisations in its country provided the consent of the F.I.A. is first obtained, and to revoke such delegation if it notifies the F.I.A.

2.4. A National Club may draw up its own national Competition Rules, but such Rules must be in conformity with the Code and approved by the F.I.A. Pending approval by the F.I.A. the Rules may be provisionally enforced forthwith.

3. National Control of Competitions.

The control of automobile competitions in the Republic of Ireland shall be administered, in accordance with the Code, by Motorsport Ireland (MI) as laid down in General Competition Rule 11.2.

4. The General Competition Rules (GCR's).

So that the above powers may be exercised in a fair and equitable manner, Motorsport Ireland (MI) has drawn up these Rules, to be known as "The General Competition Rules" and hereinafter referred to as "these Rules", which are in conformity with the Code.

5. Application of these Rules.

These Rules shall govern all competitions (as hereinafter defined) in which an automobile (as hereinafter defined) having more than three wheels

may take part, organised in the territory of Motorsport Ireland (MI) including Digital Racing approved by MI.

Insofar as they do not conflict with these Rules any MI regulations, other supplementary regulations and official instructions applicable to a competition shall be deemed to form part of these Rules.

CHAPTER 2

NOMENCLATURE AND DEFINITIONS

6. Phraseology.

The following nomenclature, definitions and abbreviations shall be adopted in these Rules, in the appendices thereto, in all Supplementary Regulations and for general use. In these Rules words imparting a singular number include the plural and vice versa. Words imparting the masculine gender include the feminine gender.

7. F.I.A. (Fédération Internationale de l'Automobile).

The international federation of "Recognised Automobile Clubs".

8. Grand Prix.

The words Grand Prix may only be applied to competitions which combine all the essential qualities of an event of first importance and whose organisers have obtained special permission for the use of the title through this A.S.N. The words Grand Prix, accompanied by the name of the country, are reserved exclusively for the use of the A.S.N. of that country.

9. The Code (Code Sportif International).

FIA International Sporting Code.

10. "Recognised Automobile Club" or A.S.N.

National Sporting Authority of automobile competitions, recognised as such by the F.I.A.

11. Terms

11.1. R.I.A.C. (Royal Irish Automobile Club).

The recognised Automobile Club (A.S.N.) of the Republic of Ireland.

11.2. Motorsport Ireland (MI).

Trading name of the Irish Motorsport Federation Ltd (IMF), a wholly owned subsidiary of the RIAC. Under the powers of Article 16.3 of the FIA Statutes and in accordance with GCR 2.3, the FIA has agreed to the delegation of the Sporting Power from the RIAC to Motorsport Ireland in application of Article 5 of the Statutes.

11.3. MI.

The official abbreviation of Motorsport Ireland.

11.4. Chief Executive Officer (CEO).

The executive nominated by the Board of the Irish Motorsport Federation Ltd to be in charge of motorsport administration.



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11.5. Motorsport Department.

The administrative department of Motorsport Ireland.

12. Motor Sport Council (MSC).

12.1. The Body delegated by the IMF to exercise control of Motor Sport in the Republic of Ireland.

12.2. President of the Motorsport Council.

The member of the Motorsport Council elected by the Council to serve as its President.

If, for whatever reason, the President is not available within a time frame required in respect of a particular circumstance or circumstances, then the member of the Council elected by the Council to serve as Vice President may, only in respect of that circumstance or circumstances, and only for the duration of that timeframe, act as, and be considered as, President.

12.3 Motorsport Council Adjudication Panel (MCAP)

The Body delegated by the MSC to adjudicate on any club related issues and/or breaches of the Affiliation Agreement involving a club, organisation or individual. The MCAP shall also adjudicate on any referral from any Motorsport Ireland Commission in respect of safety matters. The Panel is composed of five members, all of whom have significant experience in respect of Affiliation Agreements and club related matters.

Three members shall sit at any one time at a hearing. A fourth MCAP member shall sit on the National Court of Appeal for any decision made by the MCAP subject to an appeal.

12.4 The Courts

Any reference to 'The Courts' herein may refer to the following –

12.4.1 The National Court of Inquiry

12.4.2 The National Court of Appeal

12.4.3 The MCAP

12.4.4 The Social Media Complaints Panel

13. Motorsport Ireland acknowledges the following organisations.

13.1. **Affiliated Club.** A club whose principal object is the organisation of competitions under the rules of Motorsport Ireland and which, for that purpose shall have entered into an affiliation agreement with MI which is subject to annual renewal.

13.1.1. In order to become affiliated a Club must apply to MI and enter into an agreement with MI to comply with its regulations and to pay the fees from time to time required. These fees may include

13.1.1.1. An Initiation fee, paid once only in the first year of affiliation, on first becoming an Affiliated Club.

13.1.1.2. An annual fee payable on the first of January of each following year.

13.1.2. Any club applying to MI for affiliation must be a company incorporated with the Companies Registration Office as a limited liability company,

limited by guarantee and must remain so and be trading in good standing, throughout the period of its affiliation.

13.1.2.1. The constitution of the Club (Company) must make provision as follows:

INCOME AND PROPERTY

The income and property of the Club shall be applied solely towards the promotion of motor sport activities and competitions, and such other competitions as may conveniently be included in a programme of motor events. No portion of the Club's income and property shall be paid or transferred directly or indirectly by way of dividend, bonus or otherwise howsoever by way of profit to members of the Club.

No Director shall be appointed to any office of the Club paid by salary or fees, or receive any remuneration or other benefit in money or money's worth from the Club. However, nothing shall prevent any payment in good faith by the Club of:

(a) reasonable and proper remuneration to any member or servant of the Club (not being a Director) for any services rendered to the Club;

(b) interest at a rate not exceeding 1% above the Euro Interbank Offered Rate (Euribor) per annum on money lent by Directors or other members of the Club to the Club;

(c) reasonable and proper rent for premises demised and let by any member of the Club (including any Director) to the Club;

(d) reasonable and proper out-of-pocket expenses incurred by any Director in connection with their attendance to any matter affecting the Club;

(e) fees, remuneration or other benefit in money or money's worth to any company of which a Director may be a member holding not more than one hundredth part of the issued capital of such company.

WINDING UP

If upon the winding up or dissolution of the Club (Company) there remains, after satisfaction of all debts and liabilities, any property whatsoever, it shall not be paid to or distributed among the members of the Club. Instead, such property shall be given or transferred to some other institution or institutions having main objects similar to the main objects of the Club. The institution or institutions to which the property is to be given or transferred shall prohibit the distribution of their income and property among their members to an extent at least as great as is imposed on the Club under or by virtue of the Income and Property clause hereof. Members of the Club shall select the relevant institution or institutions at or before the time of dissolution, and if and so far as effect cannot be given to such provisions, then the property shall be given or transferred to some charitable object. Final accounts will be prepared and submitted that will include a section that identifies and values any assets transferred along with the details of the recipients and the terms of the transfer.



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13.1.2.2. The Clubs affairs will be administered by a Commission, who shall be the directors of the company and who will appoint a President and/or Chairman, Secretary (who shall be the Company Secretary) and Treasurer from their number, in accordance with the rules laid down in the Club's constitution. This Commission may appoint sub committees to under take specific tasks but they must report to and be answerable to the Commission.

13.1.2.3. In order to ensure rotation of directors, all directors who have completed two years of service shall retire by rotation, and being eligible, may offer themselves for re-election. In the first year half the directors shall retire (rounded down if not a whole number), those to retire decided by agreement or failing that be drawing of lots.

13.1.3. A prospective club will be expected to make a written application to MI requesting affiliation and providing the following:

- Name and contact details for the Chairman and/or President, Secretary and Treasurer
- Copy of the Certificate of Incorporation
- Copy of the Constitution
- Confirmation of the number of members (it is desirable that a club have 50 paid up members at the time of application)
- Discipline(s) in which they are interested.
- The geographical location of the applicant club
- Confirmation in the prescribed manner that the applicant club has obtained the consent of 75% of all existing Affiliated clubs (where 75% results in a fractional number, this fraction shall be ignored). This consent shall be expressed on a specific form supplied by MI, signed by the Chairman or President and Secretary of the Affiliated club and ratified by a meeting of the Directors of the Club as appropriate
- Other special considerations including why the needs of the members cannot be served by any existing affiliated club.

Clubs aspiring to affiliation must, normally, be an Approved Organisation for a period of two years before making an application for affiliation.

13.1.4. The application will be considered by the MSC at their next meeting (provided all documentation and explanations have been provided). The application will either be refused (with reasons given) or permission to continue with the affiliation process given. If the permission to continue is given, the affiliation will become effective from the 1st January in the next calendar year, subject to the submission of the completed Affiliation Agreement by the 15th December in the previous year. If the application is refused, the club may apply again in the future when they have rectified the issue(s) which caused the refusal.

13.1.5. In addition matters may be referred to the Motorsport Council as provided in the Affiliation Agreement entered into by the Affiliated Clubs.

Any organisation or individual penalised following a hearing by the Motorsport Adjudication Panel may make an Appeal to the National Court of Appeal subject to the conditions set out in Chapter 16 Article 7.

13.2. Approved Organisation.

This is a body, while not entitled to organise events under these rules, whose principal objectives are to support and promote Motorsport either nationally or internationally and who provide goods and/or services to Motorsport Ireland or any of its affiliated clubs. On "not for profit" basis.

- On application for Approval, such organisation must provide evidence of its size, scope and quality, the policy of the organisation and the strategy as to how the policy is implemented.
- The organisation and its policy should not conflict with any affiliated club.
- The Motorsport Council shall decide on the acceptability of any application.

- Any such Approved organisation shall pay an annual registration fee to Motorsport Ireland and shall be required to request Approval on an annual basis.

13.3. Recognised Organisation – Deleted 1.1.13

13.4. Any First Time application for Club Affiliation or Approved Organisation status shall be published in the Motorsport Bulletin and any existing Affiliated Club shall be entitled to lodge an objection to the granting of status within one month. The Motorsport Council shall take such objection into account when making its decision and shall have the discretion to refer the matter to the MCAP if required for adjudication.

13.5 Digital Racing

13.5.1 MI may recognise from time to time organisers of Digital Racing for holders of MI Digital Racing Licences for approved race series. A list of such organisations will be published by MI.

14. Annual Affiliation Renewal.

14.1.

Each affiliated club is subject to annual renewal of its affiliation. An annual affiliation agreement shall be submitted by each affiliated club on a form issued by Motorsport Ireland, to be signed by the Club Secretary and the person who has independently certified the clubs financial statements. The form will seek the name of the current Chairman/President, Secretary and Treasurer and must be accompanied by a copy of the certified financial statements approved at the most recent AGM of the company (Club) which must have been held within the previous 12 months of the date of the affiliation renewal and such other information as required by the Motorsport **Council** from time to time.

14.2. Deleted.



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14.3. if the Club Secretary changes during the year, the name and contact details of the new secretary must be notified immediately to MI.

15. Automobile.

A land vehicle propelled by its own means, running on at least four wheels not in a line, which must always be in contact with the ground and of which at least two must affect the steering and at least two the propulsion.

16. Class.

A category of automobiles classified according to type (e.g. saloons, sports cars, racing cars, etc.) and/or cylinder capacity of their engines.

17. Competition.

Any Championship, Series, Cup, Trophy, Challenge, Race, Test attempt at Record, Trial, Rally or other event in which an automobile takes part and which has a competitive nature by publication of results. Competitions are "international" or "national" as hereinafter defined.

18. International Competition.

A competition is international when it is entered on the F.I.A. International Calendar and is open to competitors and drivers of various nationalities.

19. National Competition.

A competition is National when it is open only to competitors and drivers holding an appropriate licence (Rule No. 108) issued by the A.S.N. under whose organising permit such competition is held. A National Competition held under MI permit must be entered on the annual MI Fixture List. It has, however been agreed between the Motorsport UK and MI that their respective licence holders shall be accepted in National Competitions in each other's territories, subject to any visa required by the Organisers, and provided that the type of licence held is appropriate to the event.(See also Appendix 1).

Entry Forms may require a visa from MI for International events. Entrants may normally obtain a visa either by post or personal call before submitting their entry form to the Organisers, but where an entrant contemplates entry to a series of such events, the MI will consider issuing a block of visas in advance, provided, that the Driver's name and licence number is given for each event.

20. Restricted Competition.

An International or National Competition is "restricted" when the competitors or drivers who take part in the competition have to comply with particular conditions other than those in Rule Nos. 19 and 21 of these Rules; for instance:

20.1. Competition by invitation.

20.2. Competition confined to automobiles of a particular make.

21. Closed Competition.

A competition is called "closed" when it is confined solely to members of the Club or Clubs organising the competition who are not the holders of the licence of any A.S.N. other than MI. MI may allow several Clubs to join in the organisation of a Closed Competition.

22. Rally.

22.1. A Rally may be either a rally of a sporting character or a Touring Assembly.

22.2. Broadly, there are two categories of Sporting Rallies:

22.2.1. Rallies with Special Stages.

The Stages being run over closed forestry roads, private roads or public roads closed to the public. The system of marking for these rallies is based on the total of the times taken for the competitor to cover the total number of Special Stages, having regard for a pre-determined target-time for individual stages which may not exceed an average speed of **120 kph** loose surface or 130 kph tarmac. Timekeeping between one stage control and the next is carried out to a set average of not more than 50 kph and penalties may be incurred by the competitor for being either late or early.

22.2.2. Navigation Trials.

As the name suggest, competitors are required to follow a route set out on a route card either by map references or by tulip diagrams. The permitted average speed required, must not exceed 50 k.p.h. with penalties for being either late or early, and additional penalties for either leaving or entering a time point or Control in a direction other than specified in the route card.

22.2.3. Competitors averaging in excess of 65 k.p.h. between time controls on roads open to the public, in any Rally, Trial or other event will be subject to penalties up to and including exclusion.

22.2.4. Penalties as described in this Rule No. 22 are not to be treated as disciplinary penalties as defined in Rule No. 142

22.3. A Touring Assembly is an event organised with the primary object of assembling tourists at a point settled beforehand. In a Touring Assembly a prescribed route may have to be followed and each participant may have to report at pre-arranged points but no limits of speed are laid down. The programme of a Touring Assembly may include additional observed tests, (but nothing in the nature of a special stage or speed event). No prize money may be allocated in respect of Touring Assemblies. Notwithstanding anything in these Rules, A Touring Assembly shall be exempt from the general requirements thereof provided that:

22.3.1. The consent in writing of MI and its approval of the regulations for the Touring Assembly have first been obtained and



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22.3.2. where the route runs through the territory of an A.S.N. other than MI Rule No. 81 of these Rules must be complied with.

22.3.3. A Touring Assembly is exempt from entry on the International Calendar even though it may be international in character.

23. Event.

An Event is made up of one or several of: Competition, Parade, Demonstration or Touring Assembly.

24. Race.

An event held on a closed circuit between two or more vehicles running at the same time, on the same course, in which speed or distance covered in a given time is the determining factor.

25. Speed and Other Events.

An event at which vehicles run individually (even though two or more individual runs may be taking place simultaneously) and in which the relative performance of the competitors are assessed by timing them over a given distance.

25.1. Rallysprint.

An event held in private grounds for rally type cars only. Cars must start at intervals as laid down in the approved Supplementary Regulations for the event, and both driver and co-driver may be carried. Course must not be a closed circuit and must not exceed 8 kilometres in length.

25.2. Rallycross.

A speed event which takes place on a combination of sealed and unsealed surface as part of a permanent circuit. Track requirements and safety precautions will be as specified by MI on application.

25.3. Autocross.

A speed event on grass or loose surface (GS), (LS).

25.4. Sporting Trial.

A trial in which the marking during the event is mainly based on the ability to climb hills or traverse observed sections without cessation of forward motion for more than periods of 5 seconds at a time.

25.5. Test Trial.

A competition based on the fastest time taken in a series of Driving Tests (see 25.7.) and run over a pre-set route on the public highway.

25.6. Autotest.

As Test Trial above EXCEPT that a route is not followed and a series of driving tests takes place within a defined area of private ground.

25.7. Driving Test.

That part of a competition in which marking is based on a competitor's performance in manoeuvring or adjusting the control or speed of his car, or maintaining the forward motion of his car in adverse

conditions, or a combination of these requirements allied with the time taken to perform the test.

25.8. In either competition under 25.5. or 25.6. competitors will not be required to travel in a forward or in reverse direction for a distance of more than 200 metres on each occasion in any one driving test.

25.9 Digital Racing

A virtual event where drivers compete on a virtual circuit.

26. Organising Permit.

The documentary authority to organise and hold a competition, granted solely by MI (Rule Nos. 55 and 56).

27. Organisers.

Any person or body proposing to hold, holding, or organising a competition under these rules (Rule No. 52).

28. Supplementary Regulations (SR's).

Regulations supplementary to these Rules, drawn up by the organisers of a competition or competitions and approved by MI with the object of laying down the details of such competition or competitions.

29. Record.

The best result obtained under the prescribed conditions.

30. Local Record.

A record established on a permanent or temporary track approved by MI whatever the nationality of the competitor.

31. National Record.

A record recognised as such by MI in accordance with the FIA International Sporting Code No.35, regardless of the nationality of the competitor.

32. Holder of Record.

32.1. If the record is one established in the course of an individual attempt, the holder is the person to whom permission to make the attempt was granted and who made formal application for such permission.

32.2. If the record is one established in the course of an event the holder is the competitor in whose name entry was made of the automobile with which the performance was achieved.

33. The Start.

The start is the moment when the order to start is given to a competitor or competitors (see also Chapter 6).

34. Control Line.

A control line is a line by reference to which an automobile is timed or its performance in a competition is determined.



CHAPTER 3

COMPETITIONS - GENERAL CONDITIONS

35. Starting Line.

A starting line is the first control line on a course (Rule No. 90).

36. Finishing Line.

A finishing line is the last control line on a course.

36.1 Parc Ferme

Parc Ferme is the place to which a competitor is obliged to bring his car(s) as set out in the Supplementary Regulations. In the parc ferme area only authorised officials may enter. No operations, checking, tuning or repair is allowed unless agreed by the authorised officials.

37. Handicap.

The method laid down in the Supplementary Regulations of a competition for the purpose of equalising the chances of the competitors.

38. Competitor.

A person whose entry is accepted for a competition or who competes in any competition whatsoever, whether as Entrant, Driver or Passenger.

39. Driver.

A person nominated as the driver of an automobile in any competition whatsoever.

40. Passenger.

A person other than the driver, who travels in a competing car at an event. This includes navigators and bouncers. Passengers must meet the minimum age requirements as stipulated in the MI Yearbook for the relevant branch of the sport.

41. Competition Licence.

This licence is a certificate of registration issued under the Code by an A.S.N. to any person wishing to compete in competitions held under the Code. The holder of a licence is presumed to know the Code, and must observe it.

42. Licence Number.

The number on a competition licence.

43. Competitors' Register.

The list maintained by an A.S.N. of persons to whom it has issued either an entrant's or driver's licence. The Register must show the respective licence number and the category of licence issued specifically stating whether National or International.

44. Nationality.

The nationality of an entrant or driver for the purpose of these Rules shall, after the grant of a licence, be deemed to be that of the A.S.N. which last issued a Competition Licence.

45. Track Licence.

The written approval of a track by the F.I.A. (International Track Licence) or by MI (National Track Licence). (For 'Fees' see GCR No. 88)

46. Organisation of Competitions.

Competitions may only be organised in the territory of MI by:

46.1. MI.

46.2. Automobile Clubs affiliated to MI.

46.3. Other organisers approved by MI.

47. Official Documents.

For every competition the organisers are responsible for drawing up and publishing Supplementary Regulations and a Programme. If any condition contained in the Supplementary Regulations is contrary to these Rules, it shall be null and void.

48. Announcement to be made on all Official Documents.

All Supplementary Regulations, Programmes and entry forms relating to any competition shall bear in a conspicuous manner the following announcement: "Held under the General competition Rules of MI (incorporating the provisions of the International Sporting Code of the F.I.A.)"

49. Acquaintance with and Submission to Rules.

Every person, or group of persons, organising a competition or taking part therein:

49.1. Shall be deemed to be acquainted with the Code and these Rules.

49.2. Shall undertake to submit himself without reserve to the consequences resulting from these Rules.

49.3. If a vehicle is found not to comply with the technical regulations, it shall be no defence to claim that no performance advantage was obtained.

50. Unauthorised Competitions.

Any proposed competition not organised in conformity with the Code and these Rules is prohibited, and if such a competition is included in an event for which a permit has been granted that permit shall be null and void. Any person taking part in such an unauthorised competition shall be subject to the provisions of Rule No. 140.

51. Postponement, Abandonment or Cancellation of a Competition.

An event or a competition forming part of an event shall not be postponed, abandoned or cancelled unless:

51.1. Provision for so doing is made in the Supplementary Regulations, or



51.2. The Stewards of the Event have taken action under Rule 129.11. In the event of cancellation or postponement for more than 24 hours, entry fee shall be refunded.

CHAPTER 4

COMPETITION ORGANISATION

52. Organisers.

Competitions shall normally be organised by a Club or Clubs affiliated to MI (Rule No. 13.1.) or in exceptional circumstances by some other body approved by MI and in either case shall be known as "The Organisers".

53. Registration of Clubs.

No Club shall organise a Competition unless it has been affiliated to MI (Rule No. 13.1.) and has paid affiliation fees for the current year.

54. Recognition of National and Local Authorities.

A competition may be held either on the road or on the track or on both but no permit shall be granted by MI or Competition be held unless the Organisers shall have first obtained such official permission as may be necessary from the competent governmental or local authority. Competitions taking place on the public highway must conform to the traffic laws of the country in which they take place. Any breach of such laws by a competitor or driver during a competition, shall be a breach of these Rules and may be dealt with accordingly.

55. Necessary Permission and Approval.

No Competition (Rule No.17) shall be held unless MI has signified its approval by granting an organising permit or has waived the necessity of an organising permit. MI may attach conditions to the grant of a permit or decline the grant or may withdraw a permit.

56. Application for an Organising Permit.

56.1. Every application for an Organising Permit shall be made out on the official form and shall be accompanied by the appropriate fee (Rule No. 57) together with a draft of the proposed. Supplementary Regulations and entry form. The application must be lodged at least 28 days before the date of the proposed competition, except in the case of Stage Rallies where application must be made a minimum of 12 weeks before the competition. The application must state:

56.1.1. The name and address of the applicant.

56.1.2. The body or person on whose behalf the application is made and the official position held by the applicant.

56.1.3. The nature of the competition for which the permit is required.

56.1.4 The date and place of the proposed competition.

56.1.5. In the case of an application for a permit to hold a race meeting or speed event on a track,

circuit or course, which is not already approved by MI, an application for approval must be made to MI at least 12 weeks before the proposed competition, and this application must be accompanied by a plan to a scale of not less than 1 : 10 000. This plan shall give details of the course and indicate the proposed position of spectators, and measures to be employed to ensure their safety.

56.1.6. In the case of permanent race circuits compliance with Rule No. 87.

56.1.7. The name and relevant current valid licence number of the Clerk of the Course (Stage Rallies, Car and Kart Races and Hillclimb /Sprints /Rallycross).

56.2. MI reserves the right to withdraw a Permit or add to, or modify the conditions attached thereto, even after the permit has been granted.

57. Permit Fees.

The fees payable to MI on the grant of an organising permit is laid down in the schedule of fees to these Rules or as stated on current permit application form or Yearbook.

57.1. Late Applications.

Late applications for event permits will be automatically refused, or a fine imposed on the organisers not greater than an amount equivalent to that of the permit fee for an individual event of similar type. Incorrect or incomplete applications may be refused or returned for re-submission as may any application from any Organiser who has failed to discharge any requirement of, or any indebtedness to MI.

58. Waiver of necessity for Permit.

MI may waive the necessity for organising permits for individual specific events of the kind listed below. The organisation of competition under such a waiver shall be subject to such conditions as MI shall from time to time announce, and the waiver may be revoked at any time either generally or in respect of a particular Club or proposed competition without a reason being given.

58.1. **Touring Rallies or Assemblies** as noted in Rule No. 22.3. in which there is no individual timing except for the purpose of preventing competitors from travelling at inappropriate speed.

58.2. **Veteran and Vintage events** organised in accordance with regulations laid down from time to time by MI.

58.3. Fuel Economy Runs.

58.4. **Other events** such as Concours d'Elegance processions for charitable historic or road safety purposes for which MI may see fit to grant a waiver.

58.5. Gymkhana.

Meeting of automobiles and drivers not taking place on public roads and not requiring a competition licence. Such events require a waiver of permit.



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58.6. Application for waiver of permit must be submitted at least 28 days in advance of the event.

59. Main Information to be included in Supplementary Regulations (SR.).

The supplementary Regulations shall contain the following information where appropriate:

59.1. The name and nature of the proposed competition(s).

59.2. The name and address of the Organisers.

59.3. A statement in accordance with No. 48 of these Rules.

59.4. The place and date of the event.

59.5. A full description of the proposed competition including length and direction of course, fuel and the categories of automobile eligible.

59.6. The dates, times and nature of starts with details of handicapping (if any).

59.7. A reminder of such of these Rules as may be particularly applicable to the competition, and also in regard to licences, signals, protection against fire.

59.8. The manner in which results will be determined and prizes awarded.

59.9. A detailed list of prizes allocated to each competition.

59.10. The names of the Stewards of the Event and of the Clerk of the Course.

59.11. Provision regarding postponement, abandonment or cancellation.

59.12. Any additional information required on entry forms.

59.13. The dates of opening and closing of entries and how and where they shall be made.

59.14. The amount of the entry fee.

59.15. Conditions in which entries may be refused.

59.16. All such other requirements and information as shall from time to time be specified in the MI Yearbook, MI Website or Motor Sport Bulletins.

60. Alteration of Supplementary Regulations.

No alteration shall be made to the Supplementary Regulations after the commencement of the period for receiving entries unless:

60.1. MI and all competitors already entered agree to the alteration or

60.2. The Stewards of the Event so decide for reasons of safety or force majeure.

61. Entry.

An entry made and accepted in accordance with these

Rules and any relevant Supplementary Regulations is a contract between a Competitor and the Organisers by which the Competitor agrees to take part in the competition for which he has entered unless prevented by force majeure, and the Organisers agree to comply with the conditions of entry provided that the Competitor has made every effort to take part in the competition. A breach of such contract may be treated as breach of these Rules.

62. Dispute regarding Entry.

If any dispute shall arise otherwise than by way of protest between a competitor or driver and Organiser regarding an entry or nomination to drive which has already been accepted, such dispute shall be referred to MI subject to the right of appeal (if any) provided by these Rules.

63. Opening of Entries.

An organising permit having been granted or the proposed competition being one of a kind in respect of which the necessity for an organising permit has been waived, the organisers may invite, receive and accept entries from eligible competitors. Every entry form or invitation to enter sent out by the Organisers shall be accompanied by a print of the relevant supplementary regulations. Every entrant shall complete and sign an entry form and submit it to the Organisers by the appropriate date together with the entry fee (if any). An entry form which is incomplete in any material particular may be accepted by the Organisers conditionally upon a completed entry form being received by a specified date. An entry not accompanied by the entry fee (if any) laid down by the supplementary regulations or without specifying Competition licence number of driver or entrant shall be null and void. An entry for a Competition organised outside the territory of MI by a competitor whose licence was issued by MI shall only be made with the prior approval of MI unless covered by the provisions of Rule No. 17.

64. Ineligible Entries.

Except with the written consent of MI, no Organisers shall accept an entry from any person in whom they have a financial interest.

65. Contents of Entry Form.

Entry forms shall contain the following:

65.1. Spaces for the full true names and addresses of entrant, driver (s) and passenger(s) and (if appropriate to the competition) the licence number of the entrant and driver(s). Supplementary regulations may permit the nomination of drivers and passengers to be deferred, but no driver or passenger shall compete unless he has first signed the appropriate indemnity declaration(s) and/or undertaking(s) as required by Rule No. 66.

65.2. An entry may be submitted by an agent on behalf of the entrant but in that case the entrant shall himself sign and submit an entry form as soon as possible, and in any case before the



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commencement of the competition.

65.3. The following statement: “if an entrant is under 18 years of age this form must be countersigned by the appropriate parent or guardian”.

65.4. Forms of indemnity, declaration and undertaking as appropriate in accordance with Rule 66 and spaces for the appropriate signatures. If so desired, the forms to be signed by drivers and passengers (but not those to be signed by the entrant) may be on a separate sheet accompanying the entry form.

65.5. A statement in accordance with Rule No. 48 of these Rules.

65.6. Any other information required by the supplementary regulations to be stated on the form.

66. Indemnities, Declarations and Under- takings by Entrants, Drivers and Passengers.

66.1. Every entrant, driver and passenger before taking part in any competition shall sign an agreement in the following form:

“I have read the supplementary regulations issued for this event and agree to be bound by them and by the General Competition Rules and Regulations of MI including the guidelines and regulations contained in Motorsport Ireland’s Code of Conduct for Childrens Sport. In consideration of the acceptance of this entry or of my being permitted to take part in this event I agree to save harmless and keep indemnified the (Organising Club), Irish Automobile Club Ltd. t/a The Royal Irish Automobile Club, Irish Motorsport Federation Ltd. t/a Motorsport Ireland and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s) (as the case may be) howsoever caused arising out of or in connection with this entry or my taking part in this event and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents. Furthermore, in respect of any parts of this event on ground where Third Party Insurance is not required by law, this Agreement shall in addition to the parties named above extend to all and any other competitor(s) and their servants and agents and to all actions, claims, costs, expenses and demands in respect of loss of or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s). My age is (if applicable state over 18 years).

66.2. Every entrant shall sign the following declarations:

66.2.1. In the case of Races (which term include Speed Events)

“I declare that to the best of my belief the driver(s), passenger(s) possess the standard of competence necessary for an event of the type to which this entry relates and that the car entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached”.

66.2.2. In the case of any event taking place wholly or partly on the public highway:

“I declare that the use of the car hereby entered is covered by Insurance as required by the Road Traffic Act, which is valid for such part of this event as shall take place on roads as defined in the Act”.

66.3. Every driver taking part in a Speed Event (Rule No. 25) shall sign a declaration in the following form:

“I understand that should I at the time of this event be suffering from any disability whether permanent, temporary or otherwise which is likely to affect prejudicially my normal control of my automobile, I may not take part unless I have declared such disability to MI, who have, following such declaration issued a licence which permits me to do so”. Rule 108.3).

66.4. Every driver taking part in a Race or Speed Event, or Special Stage Rally, shall sign an undertaking in the following form:

“I undertake that at the time of the event to which this entry relates I shall be in possession of a current certificate of medical fitness”.
In the case of MI Licence Holders only certificates on the official MI or FIA Medical Forms will be accepted.

66.5. Any indemnity and/or declaration as prescribed by sub-paragraphs 66.1 and 66.2 above which is signed by a person under the age of 18 years shall be countersigned by that person’s parent or legal guardian (or a nominated third party who holds a Minor Entrant Licence with Garda Vetting as per GCR 108.2.3), whose full names and address shall be given. Furthermore, the parents and/or legal guardians of persons under 18 years of age shall grant permission to MI and Sport Ireland to carry out tests in accordance with the Irish Anti-Doping Rules (Rule No 139) in the following form:

“I/We hereby grant permission to MI and Sport Ireland to carry out tests as set out in Rule No 139 of the GCRs in accordance with the Irish Anti-Doping Rules.”

67. Closing of Entries.

The closing date for entries shall be the date specified in the supplementary regulations except for international events, where the closing date shall be as laid down under Article 3.11 of the International Sporting Code.



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68. Entry by Facsimile/Electronic.

Notwithstanding the provisions of Rule Nos. 63 and 66 of these Rules, an entry may be made by electronic means provided it is received before the time laid down for the closing of entries. Any entry fee must be dispatched in time to meet the closing date for the receipt of payment. In the case of online/electronic entries, the competitor / driver accepts the terms and conditions including the indemnity as per the electronic entry system irrespective of which person actually submitted the electronic entry. The drivers must sign the full indemnity as per the manual entry form at event sign-on and such signature shall be deemed as the competitor / driver's acceptance of the terms and conditions as laid down in the supplementary regulations. All events must allow a competitor to complete a manual entry form if so requested.

69. Entry Containing a False or Incorrect Statement.

An entry which contains a false or incorrect statement shall be null and void and the entrant may be deemed guilty of a breach of these Rules and the entry fee may be forfeited.

70. Refusal of Entry.

70.1. If an entry for an International Competition is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form so as to arrive in ordinary course of delivery within eight days after the receipt of the entry or at least five days before the event, stating the grounds for such a refusal.

70.2. An entry for a competition held under these Rules, other than an International Competition, may be refused in accordance with the Supplementary Regulations relating to such competition, and/or the relevant Appendices of this Yearbook.

71. Conditional Acceptance of Entry.

Supplementary Regulations may provide that entries may be accepted under certain clearly stated conditions. For instance, where the number of starters is limited, an entry may be accepted conditionally upon a vacancy occurring among entrants already accepted. Conditional acceptance shall be notified to the entrant in writing dispatched not later than the day following the date for the closing of entries.

72. Acceptance of Entries.

If the number of entries received exceeds the maximum number of competitors laid down in the Supplementary Regulations, those to be accepted shall be selected in the manner specified by the Supplementary Regulations. If no manner is specified, they shall be selected either by ballot or by the order of their receipt as the Organisers shall decide.

73. Acknowledgement of Entries.

Unless the Supplementary Regulations prescribe a shorter time, Organisers shall acknowledge Entries within seven days of receipt. Except as otherwise provided by these Rules, organisers shall at the

same time inform Entrants whether their Entry is accepted, refused, or a decision deferred.

74. Unauthorised Entries.

The Organisers shall not enter on the programme or publish as entered the name of any competitor or driver in respect of whom they have not accepted or conditionally accepted an entry or nomination. A competitor whose entry is conditionally accepted shall be shown as such.

75. Nomination of Reserves.

Should any competitor be eliminated in accordance with Rule No.72 of these Rules he may be accepted as a reserve.

76. Multiple Entries of an Automobile.

An automobile shall not be entered more than once in the same competition. MI may depart from this rule by authorising two entries of the same automobile in a competition. In such a case the responsibility of the entry shall be shared jointly by both entrants and the automobile shall only compete once with the same driver.

77. Change of Automobile.

Subject to anything to the contrary contained in the Supplementary Regulations after the publication of the programme the Stewards of the Event may authorise the substitution in an event of an automobile different from that specified on the entry form provided that the Supplementary Regulations are complied with in all other respects.

78. Insurance.

MI will arrange insurances in respect of legal liability for all events authorised by the issue of a permit. The organisers shall pay all premiums due in respect of such insurance or any other insurance required as a condition of permit or waiver of permit.

79. Publication of Results.

The Organisers shall inform each competitor of the provisional results of a competition within 21 days of the completion of the competition or such further time as MI shall allow.

80. Payment of Starting and Prize Money and Presentation of Awards.

The Organisers shall distribute all starting and prize money within 21 days after the final results of a competition shall have been arrived at, or such further period as MI may allow. Any awards shall be presented within a like period unless the Supplementary Regulations specify a particular date or occasion for presentation.



CHAPTER 5

COMPETITION COURSES

81. International Courses.

When the course of a competition traverses the territory of several countries the Organisers must first obtain through their own A.S.N. the consent of every A.S.N. having authority in any of such countries. Each A.S.N. whose territory is traversed will exercise control of such a competition whilst it is taking place within the territory except that the announcement of the results of the competition will be confirmed by the A.S.N. to whom the organisers are answerable.

82. Road Courses.

The selection of any courses for a competition shall be subject to the approval of MI with the request for such approval there shall be submitted an itinerary giving the distance to be covered.

83. International Track Licence.

Application may be made by MI to the F.I.A. for an International Track Licence for a permanent or temporary track. The F.I.A. may license a track for an event or for a series of competitions, or if the track is a permanent one, until the 31st December next ensuing. The F.I.A. may, after consultation with MI refuse to grant or may withdraw an international track licence in respect of a track within the jurisdiction of MI. The reasons for any such refusal or withdrawal shall be stated.

84. National Track Licence.

MI may grant a national track licence to a track for an event or for a series of competitions or, if the track is a permanent one, a licence which shall be valid for a period of not more than three years expiring on 31st December of the specified year. MI may refuse to grant or may withdraw a national track licence as it may think fit. A track in respect of which only a national track licence is current may not be used for attempts at International Class or World's Records. Such track licence shall only be valid in respect of Competitions organised in accordance with GCR 55.

85. Information to be given on Track Licences.

A track licence granted by the F.I.A. will state the length of the track and whether it is approved for attempts at international and world's records. A track licence granted by MI will state the length of the track and whether it is approved for attempt at national records. The track licence will also contain the Special Track Rules, which all concerned are expected to know and are required to obey.

86. Display of Track Licence.

A track licence shall, so long as it is in force, be displayed in a prominent position at the track.

87. Conditions to be fulfilled for both Permanent and temporary tracks.

Permanent and temporary tracks shall comply with the conditions and requirements laid down in Appendix "O" to the Code (FIA) in respect to FIA Championship Events.

88. Track Licence Fees.

The scale of fees payable on the grant of a track licence is laid down in the Schedule of Fees of these Rules.

CHAPTER 6

STARTS, HEATS AND TIMING

89. Starting.

There are two methods of starting.

89.1. The rolling start.

89.2. The standing start.

90. Starting Line.

90.1. In all record attempts and in competitions with a flying start, the starting line is the line on the crossing of which the timing commences (Rule No. 35.)

90.2. In competitions with a standing start, the starting line is the line in relation to which the position of each automobile (and if appropriate, each driver) is fixed prior to the start (Rule No. 33).

91. Starting Positions.

The Supplementary Regulations shall prescribe the relative positions of all automobiles prior to the start and the method by which such positions are to be determined.

92. Rolling Start.

A rolling start occurs when the automobile(s) are moving at the moment when the timing commences. To achieve a rolling start, the competitors may be led by a starter in a pilot automobile until the starting signal is given.

93. Standing Start.

A standing start occurs when the automobile(s) are stationary at the start. The following conditions shall, as appropriate apply to a standing start.

93.1. For a record attempt the automobile must be stationary with that part which operates the timing apparatus behind but within 10 centimetres of the starting line. The engine of the vehicle shall be running before the start.

93.2. For all other competitions the Supplementary Regulations shall stipulate whether, before the start, the engine shall be running or stationary.

93.3. Automobiles starting singly or in line abreast shall be placed as follows:



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93.3.1. If the timing is recorded by automatic timing apparatus, as laid down in 93.1. above.

93.3.2. If the timing is done by means of a watch or other timing apparatus not triggered automatically, the vehicle or vehicles shall be placed before the start with the front wheels touching the ground on the designated line or in accordance with the event Supplementary Regulations.

93.4. The Supplementary Regulations may prescribe that the drivers shall at the start be at some specified distance from their automobiles.

94. Timing.

94.1. In the case of a standing start the timing shall commence:

94.1.1. If the timing apparatus is automatic when it is operated or

94.1.2. If the timing is not automatic at the start.

94.2. In the case of a flying start when the leading automobile crosses the starting line.

94.3. In circuit competitions the completion of the first and subsequent laps shall be timed when the automobile crosses the control line in front of the Timekeepers' station unless the Supplementary Regulations otherwise provide.

95. Crossing a Control Line.

The timing of an automobile crossing a control line shall be taken at the moment when the centre of the front wheel(s) pass over that line, or where the timing apparatus is automatic in operation at the moment when it is operated.

96. Starter's Orders.

96.1. Drivers and vehicles ready for the start at Race Events, come under the orders of the Starter from the moment the one minute board is shown until the starting signal is given. All competing cars on the grid when the one minute signal is given or in the event of a formation lap, when shown the GREEN flag will be deemed to have come under starters orders. Any car having come under Starters Orders and then not being able to take its place on the final grid may start when ready from its pit, but only after the remaining cars have left the final grid and when directed to do so by the Pit Lane Marshal or Starter.

96.2. In the case of a permanent circuit where all pits are behind the Starting Line or a continuation of it the provisions of Article 8 of the Code on "Start from the Pits". Starting line after the pits would then apply, i.e. the driver will be considered as having completed one lap the second time he passes the line.

97. Non starter.

Any driver not coming under the Starters Orders shall be deemed a non-starter. Any driver will be considered as having started if under Starter's orders at the start.

98. False Start.

A false start occurs when before the start a driver under Starter's Orders moves forward from his prescribed position.

99. Penalty for False Start.

99.1. Deleted 2015.

99.2. The penalty for a false start shall be defined in the Appendix appropriate to the event, or in the Supplementary Regulations.

99.3. Any such penalty shall be notified to the driver's team as soon as practicable or as described in the Supplementary Regulations.

99.4. If laid down in the Supplementary Regulations a further penalty may be imposed (e.g. a stop/go or drive through) within the limits of the Supplementary Regulations.

100. Heats.

A competition may be started in heats, the composition of which must be determined by the Organisers and published in the programme. The composition of heats may be modified or heats consolidated by, but only by, the Stewards of the Event.

101. Dead Heats.

In the case of a dead-heat the competitors concerned shall either share the prize allotted to their places in the results, or, if all such competitors agree the Stewards of the Event may authorise are run by such competitors only, and may impose conditions. Therefore, in no case whatsoever shall the whole competition be re-run.

CHAPTER 7

COMPETITORS AND DRIVERS

102. Registration of Competitors (Entrants) and Drivers.

Any person who wishes to qualify as a competitor or driver as defined in Rule No. 38, shall make a formal application for a competition licence to MI in accordance with Rule No. 41.

Before the commencement of an event, all competitors and drivers must produce a current valid competition licence to the organisers and in default the driver must not be permitted to start. Any competitor or driver found not to have a current valid licence will be liable for the fixed penalties set out in Rule No. 139.10. MI reserve the right to impose additional penalties where it is deemed appropriate in accordance with the procedures in Chapter 16 Article 9. Entries in the



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first place must not be accepted by organisers unless the competition licence numbers of competitors, drivers, co-drivers, navigators, etc. are given in the spaces provided in the entry forms. Only persons who possess a current Commercial Entrants Licence may enter another driver for a competition, except as laid down in Rule No 108.2.3. This will not affect a competitor's right to be his or her own entrant.

Individuals seeking a Commercial Entrants licence in a name or title other than the applicant's name, must provide proof of permanent residence within the Republic of Ireland by including a current valid Certificate of Incorporation within the meaning of the Companies Act 2014.

Notwithstanding anything in these Rules, MI may in writing waive the necessity for entrants or drivers to hold a licence under these Rules in order to be eligible to take part in a particular competition, if it is primarily an event of a social character or an event open only to persons who have not recently regularly taken part in competitions.

103. Grant of Competition Licence.

103.1. A licence may be either an entrants, navigator or a driver's licence.

103.2. MI shall be entitled to grant licences to:

103.2.1. Citizens of the Republic of Ireland

103.2.2. A national of any other country represented on the FIA after receiving authority from the A.S.N. of that country so to do.

103.2.3. A national of a country not represented on the F.I.A. provided the F.I.A. is first informed and makes no objection of the grant of such licence.

103.3. In accepting a licence the holder shall be deemed to have contracted with MI to be bound by these Rules and in particular the obligations set out in Rule 49.

104. Restrictions on the Holding of Licences.

104.1. No person shall apply for or hold a current competitor's and/or driver's licence from more than one A.S.N.

104.2. No person shall apply for or hold more than one current entrants and driver's licence from MI.

104.3. No person shall obtain licences from more than two A.S.N.s during any one calendar year.

104.4. Any incorrect or false statement in connection with an application for or upgrading of a licence (including medical details) may be considered a breach of Rule No. 139.3.

105. Refusal of Licence.

MI may refuse to issue a licence to an applicant who does not meet the criteria applicable to the licence applied for. The reasons for any such refusal shall be stated.

106. Period of Validity of Licence.

Licences shall be valid from the date of issue to the expiry date shown, unless previously surrendered, or withdrawn.

107. Licence Fee.

On the grant of licence by MI a fee shall be payable to MI in accordance with the scale laid down in the Schedule of Fees in these Rules.

108. Validity of Licence.

108.1. A competition licence shall be signed indelibly by the holder on receipt and shall not be valid until so signed (**except in the provision of a digital licence format**).

108.2. F.I.A. licences issued by MI are either:

108.2.1. As per "Issue of Competition Licences". Appendix 1 of the current Yearbook.

108.2.2. Commercial Entrants Licence.

A commercial firm or undertaking, wishing to enter a driver in any type of motor sporting event where the name of the entrant is published in a programme or in any other announcement, is required to hold a current commercial entrants licence, the number of which must appear in the entry form before such an entry can be accepted in accordance with Rule No. 102.

108.2.3. Minor Entrant Licence.

Only one member of a crew may be under 18 years of age. All drivers and passengers under 18 years of age must be entered and accompanied at events by the holder of a current valid Minor Entrant Licence (formerly Competitor Entrant Licence). It is recommended that the Entrant is the competitor's parent or legal guardian. In the event that the Entrant is not the competitor's parent or legal guardian, they must be Garda Vetted. The holder of the Minor Entrant Licence is the entrant and the minor is the driver or passenger, if this person is not the parent or legal guardian, then the parent/legal guardian must sign an approval section allowing the Garda-vetted third party who holds a Minor Entrant licence to act as the Entrant for the minor. The holder of a Minor Entrant licence may act as an Entrant for a maximum of two drivers unless more than two drivers are their own children.

108.3. A Competition licence granted by MI does not constitute a certificate of the competency of the holder. No driver, though the holder of such a licence, who is suffering from any disability, permanent, temporary or otherwise, which prejudicially affects the normal control of his automobile, shall take part in any speed event. Provided that where a driver is suffering from a permanent disability the nature of which he has declared to MI who have nevertheless issued a licence, such disability shall not debar the driver from taking part in a speed event in compliance with any conditions endorsed on his licence.



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108.4. If the holder of a competition licence issued by MI is during the currency of such licence, disqualified from holding a licence under the Road traffic Act, then their competition licence shall become null and void and must forthwith be returned to MI. The Motorsport Council, upon application by the licensee, shall have the sole discretion to consider the circumstances under which the disqualification was ordered and authorise the re-issue of such competition licence or issue a licence with restrictions or refuse the re-issue of a licence, as it deems appropriate.

109. Production of Licence.

An entrant or driver or Team Principal at an event shall produce his licence on demand to an official of that event.

109.1. Notwithstanding anything in these rules, MI may in writing waive the necessity for drivers to hold a competition licence in order to be eligible to take part in a particular event if it is primarily an event of a purely social character - (Rule Nos 102 + 110).

110. Certificate of Medical Fitness.

No driver whether the holder of a Licence or not, shall compete in any Race, Speed Event or Rally with special stages or Rallycross, unless he or she has lodged with the Motor Sport Department a Certificate made within the required time by a qualified Medical Practitioner that the driver is medically fit to drive in such events. Refer to Appendix 1 Issue of Competition Licence in the current Yearbook. After an accident or in a case of a medical or physical problem the Chief Medical Officer of the event and/ or MI may deem a medical examination necessary. If a competitor experiences medical or physical problems outside of competition and the organiser is made aware of this, the competitor concerned may be subject to a medical examination before the event in which they intend to take part.

111. Production of Medical Certificate.

A driver competing in or proposing to compete in a race, speed event, stages rally or rallycross must be able to produce a licence with a valid Medical Expiry date on demand to any official of the event.

112. Assumed Name.

If a licence is required in an assumed name, special application therefore shall be made to MI which may, if it thinks fit, issue a licence in such name. A person granted a licence in an assumed name shall, so long as he holds a licence in that name not take part in any competition except under the name shown on such licence.

113. Change of Driver or Automobile.

In a competition, other than an attempt at record, a change of driver or automobile shall be made only if the Supplementary Regulations so provide, and, if it is to take place after publication of the programme, with the consent of the Stewards of the Event.

114. Responsibility of Entrant, Driver or Others.

114.1. The entrant shall be responsible for all acts or omissions on the part of his driver, mechanic or passengers, but each of these shall be equally responsible for any breach of the Code, these Rules, any Supplementary Regulations or Instructions to drivers.

114.2. Deleted

114.3. In the case of events where speed is the deciding factor the Guarantor, or their representative, must attend the event with the Minor, and sign-on as his Entrant. When a Guarantor's representative attends an event and signs-on as their Entrant, the Representative must produce the Guarantor's written and signed authorisation to so act.

114.4 The holder of the Team Principals licence shall provide a list of all team members (drivers/ entrants) and any associated persons (mechanics, helpers etc) to the event secretary at event sign on. The holder of a Team Principals Licence shall be responsible for all acts or omissions on the part of the drivers, mechanics, assistants or persons notified to the event secretary, but each of these shall be equally responsible for any breach of the Code, these Rules, any Supplementary Regulations or Instructions.

115. Entrants and Drivers Forbidden to Abandon One Competition and Compete in Another.

Any entrant having entered, or any driver having undertaken to drive in any competition, who does not take part in that competition and takes part in another competition on the same day may thereby become liable to any penalty set out in Rule No. 142. Provided that if the two competitions take place in different countries, MI and the other A.S.N. concerned shall agree as to the term of suspension and in default of such agreement the question shall be referred to the F.I.A. whose decision thereon shall be final. Provided also that a competitor who has been notified that his entry has been accepted conditionally or that a decision has been deferred may enter for another competition on the same day on condition that if his entry for the second competition is accepted he shall forthwith notify the first Organiser.



CHAPTER 8

AUTOMOBILES

116. Classification of automobiles.

A classification of automobiles is given in the Code. Such classification shall apply to all attempts at international records. MI may adopt for competitions promoted within its territory other methods of classification than that applicable to records.

117. Identification marks.

During a competition each automobile shall display such numbers or marks if any as the Supplementary Regulations may require.

118. Dangerous Construction.

The Stewards of an Event may exclude any automobile the construction or condition of which they deem to be dangerous on consultation with the Scrutineers (No. 129.9).

119. Protection against Fire.

In all automobiles which take part in competitions there must be some form of protection between the engine and the driver's compartment, suitable and sufficient in the case of fire preventing the passage of flame.

120. Suspension or Disqualification of a Particular Automobile.

MI may suspend or disqualify a particular automobile in consequence of a breach of the Code or of these Rules by the team principal or entrant or the driver.

121. Advertisements on Automobiles.

No advertisement or trade sign shall be distributed from any automobile during any competition and only such advertising as may from time to time be authorised by MI may appear on an automobile during any competition - see Rule No 184.

122. Advertisement of Results of Competitions.

Any competitor or other person or body advertising the results of a competition shall state the exact conditions of the performance referred to the nature of the competition, the category, class etc. of the automobile, and the position and the results obtained, and such additional information as MI may require. The publication of an advertisement, relating to the results of a competition, drawn up in a way calculated to mislead the public, or the infraction of this Rule whether by way of omission from or addition to the particulars required to be stated or otherwise, shall render the person or body by whose authority or on whose behalf the advertisement is published or issued liable to the penalties provided by these Rules, and may entail the infliction of a penalty on the person responsible for drawing up the advertisement.

CHAPTER 9

OFFICIALS AND THEIR DUTIES

123. List of Officials.

The staff of officials, whose duty it shall be to direct and control competitions, may include:

- * The Stewards of the Event
- * The Clerk of the Course
- * The Deputy Clerk of the Course
- * The Assistant Clerks of the Course
- * MI Safety Delegate
- * The Secretary of the Event
- * The Timekeepers
- * The Scrutineers
- * The Observers
- * **The Observer for Rallies**
- * The Stage Commander/s
- * The Flag Marshals
- * The Judges
- * The Handicappers
- * The Starters
- ** Radio Controller
- * Competitor Relations Officer (CRO)

They shall be termed "Officials" and may have assistants to whom any of their duties may be delegated.

*All officials marked thus officiating at Stage Rallies, Hillclimbs/Sprints, or Kart or Car Race or Rallycross events must obtain an "Officials" Licence from MI before taking up their duties.

123.1 Officials for Digital Racing

The organisation and structure for Digital Racing is set out in Appendix 60

124. Right of Supervision.

Apart from the Officials referred to in Rule No. 123, MI have an absolute discretionary right to confer on any individual or on delegates specially qualified for such duty, the right to observe any person or body of persons organising or connected with the organisation of any competition held within the jurisdiction of MI, any person acting as an official or competing or driving in any such competition, or any holder of a licence issued by MI in any competition held in any country whatsoever under the Code. The MI may also confer on a duly authorised representative the right to uphold if necessary the interests of its own nationals, vis-a-vis the organisers of a competition organised in the territory of another A.S.N.

125. Essential Officials.

At an event there shall be at least two Stewards of the Event and a Clerk of the Course, and, in the case of competitions decided wholly or partially by time, one or more Timekeepers.

The requirement to appoint Stewards shall not apply to Sporting Trials and Production Car Trials.



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126. Nomination/Appointment of Officials.

One or more of the Stewards of the Event, **Observer for Rallies**, and the Scrutineers shall be appointed by MI. The MI Safety Delegate will be appointed to all disciplines by the Safety Commission. All other officials shall be nominated by the organisers subject to the approval of MI. A current valid licence number (Rule No. 123) of such officials nominated by the organisers must be presented to the Stewards of the Event prior to the commencement of the competition. In addition the name and relevant licence number for the Clerk of the Course for Stage Rallies, Car and Kart Races, Rallycross and Hillclimbs and Sprints, must be entered on the permit application form. The duties of the MI Safety Delegate are laid down in the Appendices.

127. Separation of Duties.

An official shall not, at any event perform any other duties than those which are clearly attached to his appointment or appointments. He shall not be eligible to compete in any competition at an event at which he is acting as an official. All officials at events should adhere to a strict chain of command when looking for advice or reporting incidents or matters, that is each official should only refer a matter or incident to their immediate superior. Other than the Clerk of the Course, the Stewards or the Safety Delegate, as applicable, no one should contact the CEO or President in connection with sporting issues during the course of an event. This rule shall not apply to Sporting Trials and Production Car Trials except that neither the Clerk of the Course nor the Stewards may compete in any event at which they officiate.

128. Responsibility of Stewards of the Event.

128.1. The Stewards of the Event shall not be in any way responsible for its organisation and shall not have any executive duty in connection therewith. It follows therefore, that in the discharge of their duties they do not incur any responsibility except to MI. As an exception to this principle when an event is promoted directly by MI the Stewards of such an event may combine their duties with those of the Organisers, but shall not be members of the Organising Commission. In an event comprising several competitions there may be different Stewards for each competition. When MI has appointed one or more Stewards such Stewards, or if more than one, the Steward appointed as the Senior Steward, shall act as chairman of the Stewards. There shall be at least two Stewards of the Event, except as allowed for in GCR 125. Noting the above exception, where for any other reason there are not two Stewards present, the first duty of the remaining Steward is to co-opt a suitable person so as to form a quorum.

128.2. It shall be the duty of the Stewards to remain available at an event until the time limits for the lodging of all Appeals and Notices of Intention to Appeal have expired. (See Rule 167 and Chapter 16)

128.3. In fulfilling the duty of prevention of unnecessary danger the Stewards have the authority (See Rule No 129) which over-rides that of all other officials except the Safety Delegate on Rally Events (see Rule No. 128.3.1). Unless there are exceptional considerations of urgency, this authority should be exercised by them as a Body rather than by an individual Steward. However, where an individual Steward considers it necessary to act alone, he/she is empowered to do so, but should inform their fellow Stewards and the Clerk of the Course of their action, at once.

128.3.1. Where a Rally Safety Delegate deems that a special stage (tarmac or forestry) is not safe to start or continue, he/she has the ultimate authority to cancel that stage. This decision cannot be overruled by any other official and must be communicated immediately to the Stewards and the Clerk of the Course.

129. Powers of Stewards of the Event.

The Stewards of the Event shall have general power and authority to enforce compliance with the Code, these Rules, the Supplementary Regulations, the Programme, and the instructions to Drivers (if any) and to adjudicate upon any dispute and to hear any appeal against a decision given by the Clerk of the Course on a protest received by him, or against any decision by the Clerk of the Course, or any other official of the event which gives rise to the imposition of a disciplinary penalty by the Clerk of the Course, and to hear any other appeal brought in accordance with these Rules, subject to the rights of appeal to the National Court of Appeal, provided by these Rules (see Chapter 16). In particular they shall have power in accordance with these Rules to:

129.1. Decide whether a penalty should be inflicted, waived mitigated or increased for a breach of these Rules.

129.2. Modify the Supplementary Regulations in exceptional circumstances;

129.3. Alter composition of or consolidate heats;

129.4. Authorise a re-run in the case of dead-heats;

129.5. Authorise a change of driver or automobile;

129.6. Accept a correction made by a Judge, also see Rule 136.3;

129.7. Inflict a penalty or reprimand, fine or exclusion, but not suspension or disqualification except for 129.15 and 139.6.1.3;

129.8. Amend the results of a competition;

129.9. Prohibit from competition any driver who, or any automobile which, they consider to be dangerous or is reported as such by the Clerk of the Course or a Scrutineer.

129.10. Order the removal from the course and its precincts of any competitor or driver who refuses to obey the order of a responsible official and/or



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impose penalties as set out in Rule No. 129.7.

129.11. In the case of force majeure or for reasons of safety either

129.11.1. Postpone a competition or

129.11.2. Abandon a competition or

129.11.3. Stop a competition, declare it 'No contest' and arrange for it to be restarted provided that when an event is run in more than one heat or part the powers given by this sub-paragraph may, if thought fit, be exercised in respect of one heat or part.

129.12. Modify the position of the starting or finishing line or alter the Programme at the request of the Clerk of the Course or the Organisers where necessary to ensure reasonable safety for drivers or spectators.

129.13. Appoint a temporary substitute or substitutes to replace any Steward or Stewards not able to perform their duties. Such power shall be exercisable by the remaining Steward or Stewards and shall be used to ensure that there are always at least two Stewards of the Event.

129.14. Enquire into allegations of improper driving (See Rule 139.6. for definition) and if appropriate impose penalties as specified in Rule No. 142 and Rule No. 150 and/or refer the matter to MI for hearing in accordance with Rule No. 139.6.

129.15. For offences listed in Rule 139.6.1.3 and 139.7, the Stewards of an Event may impose an immediate suspension of up to 90 days. Such sentence of suspension may only be imposed after a hearing by the Stewards and shall remain in force for the period imposed notwithstanding any Appeal unless and until the Appeal outcome states otherwise.

129.16. During an event there should be no communication, by way of conversation, phone, text or e-mail, with the Stewards, by competitors, their agents or officials other than the CoC or Deputy CoC regarding any matter or incident that may later require adjudication by the Stewards or CoC. Stewards should not become involved in matters which may subsequently give rise to adjudication by the CoC or the Stewards.

130. Stewards -

Actions other than during events.

130.1 Stewards of Event to Report .

As soon as practicable after the conclusion of an event the Stewards shall, with the help of information provided by the Clerk of the Course, compile, sign and send to MI a report giving particulars of all protests lodged and appeals lodged, heard, action taken thereon, penalties imposed together with any recommendation in respect of such cases. The report shall also contain the Stewards general comments on the organisation of the event and the exercise of their own powers in relation thereto and any other observation as to the conduct of the event which they consider should be made to MI as the authority under

whose permit the event was held. There shall be submitted with the report any notice of intention to appeal and appeal fees received in accordance with Chapter 16 Article 10 of these Rules. The completed report should be returned to MI at the latest 7 days after the event. However, should the Stewards become aware of a serious matter, or a lesser matter requiring urgent action, they must, at the first possible opportunity, notify MI of same, by phone to either the Chairman of the relevant Commission, the CEO, the President or the Vice president, and submit, by email to MI, a summary report regarding this matter not later than mid-day on the day following.

For Stage Rallies, the report together with all information outlined above, will be made by the MI Observer for Rallies.

130.2 Should a matter or matters arise or come to light after an event, or a matter or matters require consideration that have not been dealt with by the Clerk of the Course or the Stewards, the President in consultation with the CEO or Vice President may appoint a Panel of 3 licenced stewards to consider a particular issue. This Panel shall, on appointment, take over the duties and powers of the originally appointed Stewards insofar as they affect that issue. It is preferable that one of the original Stewards form part of this Panel. It is intended that such a Panel should act as quickly as possible to resolve any outstanding matters. Any decision reached by the Panel would be subject to the Right of Appeal as per Chapter 16.

130.3 Should a matter or matters arise from circumstances not directly related to an event, but to which the GCRs and Yearbook Appendices might apply, the President in consultation with the CEO or Vice President may appoint a Panel of 3 licenced stewards to examine the said matter(s). This Panel shall investigate the said matter(s) as would the Stewards of an event and shall have all of the powers and duties that the Stewards of an event would have. It is intended that such a Panel should act as quickly as possible to resolve any outstanding matter(s). Any decision reached by the Panel would be subject to the Right of Appeal as per Chapter 16

130.4 A Panel of Stewards acting under GCR Rules 130.2 or 130.3 shall have the power to impose an immediate suspension for up to 1 year for Offences under Rules 139.6.1.3 & 139.7. In the event of an appeal, any such suspension shall remain in force pending the outcome of the appeal.

131. Duties of the Clerk of the Course.

In the case of an event comprising several competitions there may be a different Clerk of the Course (CoC) for each competition at the discretion of the Organising Club. The Clerk of the Course is responsible for the general conduct of the event in accordance with the Supplementary Regulations, Programme and Organising Permit and, in particular, he shall:



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131.1. Keep order in conjunction with such police authorities as have undertaken the policing of the event and who are especially responsible for public safety;

131.2. Ascertain whether all Officials are at their posts, and report the absence of any of them to the Stewards of the Event;

131.3. Ensure that all Officials are provided with the information necessary for carrying out their duties;

131.4. Control competitors and their automobiles and take appropriate action in regard to any Entrant, Driver or Automobile he may consider to be ineligible;

131.5. Ensure that each automobile and (where appropriate) each competitor carries the proper identification marking in accordance with the programme;

131.6. Ensure that the correct driver is in each automobile and marshal the automobiles as necessary;

131.7. Send the automobiles to the starting line in the right order, and, if necessary start them;

131.8. Convey to the Stewards of the Event any proposal to modify the programme or any report or decision that deals with the misbehaviour, or breach of rule by an entrant or driver or Team Principal.

131.9. Receive protests from entrants or drivers in National competitions against another competitor, driver or automobile and immediately (or as soon as possible) hold a hearing and notify his decision in writing in accordance with Rule 165.

131.10. Collect the reports of the Timekeepers, Scrutineers and Observers together with such other official information as may be necessary for the determination of the results and take appropriate action on all reports received.

131.11. Prepare or arrange for the Secretary of the Event to prepare a written statement of the information necessary to enable the Stewards of the Event to complete their report (Rule No. 130).

131.12. At his/her discretion enquire into allegations of improper driving and if satisfied that an offence of careless driving (see Rule No.139.6 for definition) has been committed impose penalties in accordance with Rule No. 142.
The CoC may appoint assistants to investigate and report on such matters to the CoC.

131.13. At his/her discretion report to the Stewards any driver who in his view has committed an offence of reckless or dangerous driving (see Rule No 139.6 for definition) during the event.

131.14. At his discretion eliminate from results a competitor for an offence for which such penalty is specified in SRs.

131.15. Impose time penalties in accordance with the SRs or these Rules.

131.16. Refuse to permit to start in any event a vehicle reported by the Scrutineer/s as being unsafe in any respect.

131.17. Impose penalties as set out in Rule No. 142 for breach of these rules or supplementary regulations including refusing to obey the order of a responsible official.

132. Duties of Secretary of the Event.

The secretary of the Event shall be responsible for the organisation of the event as regards all material and notices required in connection therewith. He shall satisfy himself that the various officials are acquainted with their duties and are furnished with the necessary equipment. If necessary, he shall assist the Clerk of the Course in the preparation of the information required for the Stewards Report (Rule No. 130).

133. Duties of Timekeepers.

The principal duties of Timekeepers shall be:

133.1. At the commencement of the event to report personally to the Clerk of the Course for instructions.

133.2. To start competitions if so instructed by the Clerk of the Course, in the case of a handicap competition, where the handicap is applied at the start, the starter shall be a timekeeper.

133.3. In all Races and Speed Events and in other events when so required by MI to use only such apparatus for timing as is approved by MI for their use or, in the case of attempts at records where it is necessary to take times within one-hundredth of a second, such apparatus as is approved by the F.I.A.

133.4. To register such times as are appropriate having regard to the conditions of the competition, or are required by the Clerk of the Course.

133.5. To prepare and sign their own reports relating to the timing which is their individual responsibility, and to send them, with all necessary supporting documents, in the case of a event to the Clerk of the Course and in the case of an attempt at record or test to MI.

133.6. To send on request the original time sheets either to the Stewards of the Event or to MI.

133.7. To communicate any times or results only to the Stewards of the Event and the Clerk of the Course or in accordance with their instructions.



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133.8. When an approved fully automated timing system is in use the Organisers may appoint an experienced race official to monitor the operation of the equipment. This official will act in accordance with GCR No. 133.4, 133.6, 133.7 and may certify the results when satisfied with the performance of the system.

134. Duties of Scrutineers.

The Scrutineers are generally responsible for checking the mechanical state of automobiles both in regard to compliance with the requirements of these Rules, the Supplementary Regulations, and in the interests of safety, in particular, Scrutineers shall.

134.1. At the commencement of an event report personally to the Clerk of the Course.

134.2. Make inspection before an event at the request of the Motorsport Department or the Organisers.

134.3. Make inspections during or after an event if so requested by the Motorsport Department or the Clerk of the Course or as required under Rule 163.

134.4. Use only such measuring instruments as may be specified or approved by MI.

134.5. Communicate official information only to MI, the Organisers the Stewards of the Event and the Clerk of the Course.

134.6. Prepare and sign the reports of their inspections and hand them to MI, the Organisers, or the Clerk of the Course as may be appropriate.

134.7. Eligibility Scrutineers may be appointed by Motorsport Ireland to act at an event involving Motorsport Ireland approved championships, or such other occasions as may be decided from time to time. These Scrutineers will be appointed for the specific purpose of determining vehicle eligibility. They will report their findings to the Chief Scrutineer of the event and to the Clerk of the Course, or in the case of International events, to the Stewards of the Event. On other occasions, where appropriate, they will report to the Championship Stewards or the relevant Motorsport Ireland Commission.

134.8. Vehicles may be subject to sealing (as per Appendix 2) arising from action under 134.2. and 134.3. above from the time of presentation for scrutiny to the end of Parc Ferme regulations.

135. Duties of Observers and Flag Marshals.

135.1. The Observers shall occupy posts along the Course assigned to them by the Stewards of the Event, the Organisers, or the Clerk of the Course. As soon as the event commences each Observer is under the orders of the Clerk of the Course, to whom he shall immediately report by any means at his disposal (telephone, radio, signals, courier, etc.) all incidents and accidents which occur on the section of road for which he is responsible.

135.1.1. Duties of MI Observer for Rallies.

The MI Observer will traverse all special stages, road sections and all other areas of the event. On the conclusion of the event he will write a report and submit to MI in accordance with GCR 130.1.

135.2. Flag Marshals are marshals appointed to give signals by flag to the competitors. Flag Marshals may also act as Observers when specifically assigned as such to a particular flag marshalling post as in 135.1. above.

135.3. At the end of each competition all Observers must give to the Clerk of the Course, a written report of all incidents or accidents observed by them.

135.4. During a competition observers may be required to inform a specified official of the order in which competitors pass their post, lap by lap in the case of a circuit competition.

135.5 No official under the age of 18 **may** be given duties that require them to be on a circuit or closed road unless under the direct supervision of an experienced adult who is Garda vetted.

135.6 Any person under the age of 18 signing on as an official or marshal must have written permission from their Parent or Guardian, which is to be attached to the sign-on document before undertaking any duties.

136. Duties of Judges.

The Judges may perform one or more of the following duties:

136.1.

136.1.1. Starting Judges whose duty is to point out to the Clerk of the Course any false starts immediately after they occur. They shall be Judges of Fact.

136.1.2. Finishing Judges whose duty is to declare the order in which automobiles cross the finishing line. They shall be Judges of Fact.

136.1.3. In a competition where a decision has to be given whether or not a competitor has touched or crossed a given line, or upon any other fact of a similar type which has been laid down in the Supplementary Regulations for the competition, one or several Judges of Fact shall be nominated for these decisions.

136.2. An assistant Judge may be appointed to assist a Judge or in the case of absolute necessity, to replace him. In the event of disagreement, the decision shall be given by the Judge.

136.3. The Stewards may use any video or electronic systems to assist them in reaching a decision. The Stewards may overrule Judges of Fact.



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136.4. A protest may not be made against the decision of the Judge, which shall be accepted as final unless corrected as hereinafter provided. The finding, although final as regards the fact decided, shall not constitute a statement of results because it will not have taken into account the conditions under which the automobiles have completed the course.

136.5. A mistake by a Judge may be corrected by him with the approval of the Stewards of the Event.

136.6. The names of Judges of Fact and the facts to be judged shall be listed in either the Supplementary Regulations, the Programme of the event or the Final Instructions to competitors. In the latter case one copy of such listing shall be placed on the official notice board and another copy given to the Stewards of the Event.

136.7. At the close of the event each Judge shall send to the Clerk of the Course a report of his decisions.

137. Duties of Handicappers.

The Handicappers shall, after entries have closed, prepare the handicaps in accordance with the Supplementary Regulations. They shall state if any handicap in a competition is to be increased as a result of a performance in a previous competition at the same event.

138. Duties of Children's Officer.

A Children's Officer shall be appointed for all competitions when the entry list includes competitors under the age of 18 years. It shall be the duty of such Officer to ensure that all officials, entrants, drivers and team members in such events comply with the Code of Conduct and Guidelines for Children's Sport published by MI and Sport Ireland.

In addition the Children's Officer must normally be present at all hearings where persons under the age of 18 years are present as applicants, respondents or witnesses.

CHAPTER 10

PENALTIES

139. Breach of Rules.

Any one of the following offences, in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a breach of these Rules.

139.1. All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or employed in any manner in connection with a competition; and the acceptance of or offer to accept a bribe by such official or employee;

139.2. Any action having as its object the entry or participation in a competition of:

139.2.1. A person or automobile known to be ineligible therefor, or

139.2.2. A person who is not the holder of a licence appropriate to the event concerned and who is not eligible to compete without a licence by virtue of a waiver under Rule No. 102 of these Rules;

139.3. Any fraudulent act or proceeding in connection with a competition or automobile sport generally;

139.4. Any proceeding or act prejudicial to the interests of the RIAC or MI or of automobile competitions generally.

139.5. Competing for, accepting or offering to accept or advertising an award, in the nature of a title or championship in respect of automobile competitions unless such award is recognised by MI.

139.6. Careless, Reckless or Dangerous Acts.

The Stewards having found a driver guilty of careless, reckless or dangerous driving (as defined below) may impose penalties in accordance with Rule No. 142 and 150 and in the case of dangerous driving must refer the matter to MI who after proper hearing may impose additional penalties including those specified in Rule No. 142.5. and 142.6. MI may however, in its absolute discretion order that a hearing shall take place notwithstanding that the Stewards have made no such recommendation.

139.6.1. Improper Driving.

Careless, Reckless or Dangerous Driving may constitute improper driving and Officials charged with the responsibility of inquiring into allegations of this nature should use the following definitions as a guide.

139.6.1.1. Careless Driving.

Departing from the standard of a reasonably competent driver.

139.6.1.2. Reckless.

Performing an act, or omission, which creates an obvious and serious risk to others without due consideration of the consequences

139.6.1.3. Dangerous.

Performing an act, or omission, which creates an obvious and serious risk to others with deliberate disregard of the consequences.

139.7. Misbehaviour or Unfair Practice actual or threatened physical or verbal assault, abusive or intemperate language (See Rule 129.15.) For the avoidance of doubt if "on line" both the penalties as set out in the Social Media Policy at Appendix 126 and penalties as set out herein may be applied simultaneously or exclusively.

139.8. Failure to honour a payment to MI or to a Recognised Club or Event Organiser, will result in suspension of Competition and/or officials Licence until payment of the full amount, plus charges, has been made.



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139.9. Anti-Doping and Alcohol Tests

Any form of doping is strictly forbidden. Doping is defined in accordance with the Anti-Doping Rules of the Irish Sports Council and with the addition of: Alcohol, Cannabinoids, Beta Blockers.

139.9.1. Tests.

The anti-doping rules of MI for national events are the Anti-Doping Rules of Sport Ireland as amended from time to time,

139.9.1.1. For international events the regulations contained in Appendix A of the FIA International Sporting Code shall be applicable and the Irish Sports Council may carry out such testing if requested by the FIA or MI.

139.9.1.2. These regulations apply to all Competitions run under a Motorsport Ireland (MI) permit.

139.9.1.3. Competitors and Licensed Officials shall comply with the regulations as set out below.

139.9.1.4. Anti-alcohol testing may be carried out from three hours before the start of a competition to no later than 30 minutes after the end of a competition. MI and its nominated officials may request that testing be carried out at any time between the above times on any competitor or

and shall be able to produce a printout of the test result. The subject of a test shall select a sealed mouthpiece from those offered and insert it into the Breathalyser. On instruction the subject shall blow into the mouthpiece steadily and forcefully until instructed to cease. The tester shall show the reading to the subject. If the test shows a negative reading i.e less than 0.10 mg/L, the tester will inform the subject that the test is over. If the test shows a positive reading i.e greater than 0.10 mg/L, the tester shall print the result and record it in writing. A confirmation test shall then be carried out in the same manner as soon as practicable but no later than 15 minutes after the first test. If the confirmation test shows a positive reading the result shall be brought to the attention of the Stewards. The subject shall sign the testing form and may make any comments in writing on the form in connection with the testing.

139.9.1.7. Once a person has been notified that he/she has been selected for testing they shall immediately go to the designated location for testing and are not allowed to consume anything i.e. eat, drink or masticate anything such as chewing gum, before the end of the testing process and must be under the supervision of a chaperon nominated by the tester or by the tester themselves. Competitors with health disorders involving endogenous ethanol production shall ensure that they follow an appropriate diet/ treatment before

TEST RESULT	1ST INFRACTION	2ND INFRACTION	3RD INFRACTION
Under 0.10 mg/L Penalty	No Penalty	No Penalty	No
Over 0.10 mg/L but Months less than 0.25 mg/L	1 Month	2 Months	6
Over 0.25 mg/L but less than 0.40 mg/L	2 Months	4 Months	1 Year
Over 0.40 mg/L	3 Months	6 Months	2 Years
Refusal to take a test	3 Months	6 Months	2 Years

licensed official selected by them.

139.9.1.5. Testing may be carried out by any individual nominated by MI who has undertaken the necessary training as mandated by MI. Such person has the authority to impose a penalty on a Steward who has failed or refused to take a test. In other instances the penalties as laid down in these Articles shall be imposed by the Stewards.

139.9.1.6. The testing shall be by means of a breath alcohol testing device (commonly a Breathalyser) that is calibrated by the supplier every 6 months

and/or during the competition in order to ensure a negative reading in case of testing. If this result cannot be reached a waiver shall be requested from MI at least 30 days before the next competition in which the competitor or official plans to take part. The request should include a full medical dossier which will be submitted to the MI medical commission. The cost for this will be €200.

139.9.1.8. Any refusal by a subject to submit to a test shall be treated as a failure and the Stewards shall be notified of such refusal. A deliberate failure to follow the test instructions shall be considered as a failure



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and the Stewards shall be notified of such failure. Any such failure to submit or follow instructions by a Steward shall be considered a failure.

139.9.1.9. The notification to the Stewards of a positive test result or a failure as set out above shall result in the individual being automatically disqualified from the event, or from acting as an official on that event.

139.9.1.10. In addition to the event disqualification the individuals licence (Competition or Officials as appropriate) shall be suspended in accordance with the following graduated penalties.

139.10. Breach of Rule No.102: will result in a fixed penalty of 28 days licence suspension from the date on which any subsequent application is received by MI, or from the date on which the breach is notified to the competitor, and a fine not greater than twice the cost of the competition licence appropriate to the event concerned or twice the cost of the competition licence already held by the competitor – whichever is the greater.

139.9.1.11. Decisions made under these regulations shall be immediately binding notwithstanding any Appeal. A competitor **or official** may make an Appeal to a **Court of Appeal** as set out in Chapter 16 of these GCR's.

140. Penalties for participation in an Unauthorised Competition.

Any person who shall enter for, drive in, officiate at, or in any manner whatsoever, take part in a prohibited, or unauthorised competition may be suspended by the ASN which has issued him his licence. Provided that if the said competition has been or is to be held outside the jurisdiction of such ASN, the two ASN's concerned shall agree as to the duration of the penalty, should they fail to agree the matter will be referred to the F.I.A. whose decision will be final.

141. Penalties.

141.1. Any Organiser, Official, Competitor, Assistant, Passenger, Driver, Affiliated Club or other Person committing a breach of the Code or the Appendices thereto, or of these Rules, Regulations and Definitions, or of any Supplementary Regulations, or of any instructions of MI published in the MI Motor Sport Bulletin or website, or of any conditions attached to an organising permit, or of any instructions to Drivers or of any special Track Rules may be penalised as provided in Rule 142.

141.2. In the case of Clubs and Organizations (as described in Rule 13) or Officials who may be in breach of these Rules (see Rule 139), MI reserves the right to refer the matter to the **National Court of Inquiry** who may impose penalties as set out in Rule 142.

142. Imposition of Disciplinary Penalties.

The Disciplinary Penalties which may be inflicted are, in order of increasing severity, as follows:

142.1. Reprimand.

142.1.1. Verbal.

142.1.2. Written.

142.2. Fine (See Schedule of Fees).

142.3. Time or position disciplinary penalty (as per S.R.'s for event) (See Rule 22.2.4.)

142.4. Exclusion (Rule No. 148).

142.5. Suspension (Rule No. 151).

142.6. Disqualification (Rule No. 152) [see Rule No. 150 for endorsement].

142.7 The imposition of any of the above penalties in 142.1 to 142.6 may be suspended in part or in whole for a defined period of time subject to compliance with conditions set down in the decision.

142.8. The Motorsport Ireland Safety Commission, having reviewed a Steward or Safety Delegate report may, where a safety concern has been highlighted and in conjunction with the relevant Sporting Commission refer the matter to the MCAP for further consideration. The referral in this instance is the triggering of a Yellow card protocol event as noted hereunder. The triggering of a Yellow card protocol event may be published by Motorsport Ireland in its members bulletin as per GCR 158 herein.

YELLOW CARD

A yellow card can be given by Safety Commission, in conjunction with the relevant Sporting Commission, to an organising Club if a serious lack of safety is observed.

BLUE CARD

A blue card protocol event can be triggered by the relevant Sporting Commission if a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organisational structure, etc.) is observed.

In such circumstances the Sporting Commission may refer the matter to the MCAP for further consideration. MCAP may consult with the relevant Sporting Commission to inform the creation of an action list, if it deems it necessary to do so.

142.9

When a Yellow card protocol event is triggered the MCAP shall investigate the matter thoroughly and if necessary shall call a hearing with all parties present.

MCAP, following such a hearing, shall have the right to make any necessary recommendations and/or



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sanctions including but not limited to the exclusion of an event or events from the current or following years calendar. All such sanctions may be appealed to the National Court of Appeal.

MCAP may also direct that a Safety Task Force is appointed to the event and/or to the Clubs other events.

When a Blue card protocol event is triggered and when referred to the MCAP, the MCAP shall investigate the matter thoroughly and if necessary shall call a hearing with all parties present.

MCAP, following such a hearing, shall have the right to make any necessary recommendations and/or sanctions.

MCAP may also order that the club, to be included in the following year's calendar, must accept and implement any action list recommended by the relevant Sporting Commission.

In such circumstances of an Appeal against a Yellow or Blue card protocol event where such an Appeal is lodged it does not have the effect of placing a stay on the prohibition of running such events. Any such prohibition will remain in force until the Appeal hearing has been adjudicated upon.

142.10

MCAP may upon hearing any matter referred to it impose penalties as already recited in Chapter 10 herein in addition to the following non exhaustive list of penalties –

142.10.1 Suspension of an affiliation agreement

142.10.2 Limitations on an affiliation agreement

142.10.3 Monetary fines as noted in Chapter 17

142.10.4 Appointment of a specialised MI safety team to any event or events where required

142.10.5 Appointment of a specialised MI audit team to any club for any reason in relation to safety, insurance or financial matters

142.10.6 Appointment of a specialised MI safety team to any event or events where required

142.10.7 Appointment of a specialised MI audit team to any club for any reason in relation to safety, insurance or financial matters

143. Procedures at Hearings.

Before imposing any disciplinary penalty the Clerk of the Course, the Stewards of an Event or Championship or MI as the case may be, shall summon the parties concerned before them. Such summons shall either be delivered personally or in appropriate cases by **email** or post to the appropriate address (Rule No. 181) The procedure at any

hearing of a Protest by the Clerk of the Course or the Championship Stewards or of an Appeal by the Stewards of the Event shall be in accordance with Rule No. 165. The procedure at any hearings of a **Court** established under the rules of Chapter 16 shall be in accordance with that Chapter. All evidence should be presented before all the parties concerned.

144. Sentence to a Reprimand or a Fine.

A reprimand or a fine may be imposed by MI or by the Stewards of an event or by the Clerk of the Course provided that any fine imposed shall not exceed the amount specified in the Schedule of Fees.

145. Liability to Pay.

An entrant shall, if called to do so, be responsible for the payment of any fine inflicted on his driver assistant, passenger, etc., and in such circumstances in the event of non-payment may be suspended under No. 146 of these Rules equally and simultaneously with the person on whom the fine has been inflicted.

146. Time Limit for Payment of Fines.

Fines shall be paid within 48 hours of their being ordered. Any delay in making payment will entail suspension for the period during which a fine remains unpaid. Such non-payment will result in automatic suspension of any licence or permit, and disqualification from eligibility for membership of, or participation in Bodies or Groups of Motorsport Ireland as listed in Appendix 101.

147. Allocation of Proceeds from Fines.

The proceeds from all fines, forfeited protest fees and appeals shall be remitted to MI.

148. Exclusion.

In addition to Rule 139 - A person body or automobile may be liable to sentence of exclusion:

148.1. If shown to have been forbidden by the proper authority to take any part in or have any connection with any particular competition, or series of competitions or

148.2. Having taken any part in any competitions, if shown to have been ineligible to do so, to have been eliminated therefrom or to have been forbidden by the proper authority to participate in any award in or connection with the said competitions or to be placed therein.

148.3. Any entry fee paid by or in respect of the persons, body or automobile sentenced for the competitions to which the sentence relates shall be forfeited to the Organisers.

149. Sentence of Exclusion.

A sentence of Exclusion may be imposed by the Clerk of the Course, the Stewards or MI. A retrospective penalty may only be imposed by the Stewards or MI.

150. Endorsement of Licence.

150.1. When a penalty, as defined by Rule No. 142, other than a verbal reprimand, is imposed by the



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Clerk of the Course, Stewards of the Event or MI, details must be notified to MI on form P2 "Record of Penalty Imposed". Only penalties incurring points need be reported.

150.2. Penalty points will only be imposed for the following offences:

150.2.1. Driving - Careless, Reckless or Dangerous as per Rule No 139).

150.2.2. Safety - Failure to comply with flag or light signals.

150.2.3. General Conduct - Misbehaviour or unfair practice including actual or threatened assault (Per 139.7).

150.3. The number of points will be determined by reference to the severity of the penalty imposed for the offences noted at 150.2. above.

150.4. Points.

150.4.1. Verbal warning - 0 points.

150.4.2. Formal written reprimand - 2 points.

150.4.3. Fine, time or place penalty - 3 points.

150.4.4. Exclusion from heat or race - 4 points.

150.4.5. Exclusion from event - 6 points.

150.5. For the purposes of Rule No. 150 an endorsement entered on a competition licence will be considered valid for a period of twelve months from the date on which the endorsement is applied.

150.6. A competition licence upgrading signature can not be obtained at an event in which the same competition licence has been endorsed.

150.7. Should a competitor receive twelve penalty points within a twelve month rolling period it will result in the immediate suspension of the licence for three months in addition to any other penalty imposed. Once the period of suspension is complete the penalty points relied on for suspension will not count further under this regulation.

150.8.1 Where the holder of an MI Competition Licence has a disciplinary penalty imposed by another ASN, that would incur penalty points in line with MI GCR 150, such points may be endorsed on the MI licence subject to approval by the President or Vice President of MI.

150.8.2 Any appeal procedures with the other ASN must be concluded before any penalty points are activated by MI.

151. Sentence of Suspension.

151.1. Suspension may be either national or international.

151.2. A person, body, automobile or make of automobile subject to suspension by the proper authority, is forbidden to take part in or have any connection with any competition within the territory of MI in the case of national suspension, or within any country represented on the F.I.A., in the case of international suspension, for the period of the suspension.

151.2.1. Where an individual is subject to such suspension he/she is not entitled to access official areas of an event other than with the consent of the Stewards of the Event. Official areas will be: Parc Ferme, Pit Area, Track or Stage, Control Rooms, Media Centre, and any other area(s) designated by the Stewards.

151.2.2. In the case of an Official or holder of any Office or appointment made or approved by MI or the IMF, a penalty of suspension from the holding of one or more of such Offices or Appointments may be imposed.

151.3. Suspension shall render void any entry made for a competition taking place during such suspension and any entry fee paid or payable shall be forfeited to the Organisers.

151.4. Sentence of suspension may be pronounced only by MI, MCAP and National Court of Inquiry or Appeal, or by the Stewards of an event as per Rule No. 129.15. Sentence of suspension shall be reserved for grave offences.

151.5. Where a sentence of national suspension relates to a competitor or driver or official he/she shall return the licence to MI. At the expiration of the period of national suspension the licence will be returned.

151.6. Where a sentence of international suspension relates to a competitor or driver he shall immediately hand his licence to MI Motor Sport Dept. who shall return it to him when the term of international suspension has expired. Immediately after ordering a sentence of international suspension MI shall inform the Secretary General of the F.I.A., who will inform all other A.S.N.'s, so that the sentence may be made effective.

151.7. Delay in handing in a licence in accordance with paragraph 151.5 & 151.6 of this Rule shall automatically result in the extension of the suspension by a period equal to the delay.

152. Disqualification.

152.1. A sentence of disqualification shall entail the permanent loss for the person, body, or automobile disqualified of any right to take part in any capacity whatsoever in any competition.

152.1.1. In the case of an Official or holder of any Office or appointment made or approved by MI or the IMF, a penalty of disqualification from the holding of one or more of such Offices or Appointments may be imposed.

152.2. Disqualification shall always have international effect and shall be notified in the same manner as a sentence of international suspension.

152.3. Disqualification shall render void any previous entry made for any competition and any entry fee paid or payable shall be forfeited to the Organisers.



153. Sentence of Disqualification.

153.1. A sentence of disqualification may be pronounced only by MI and shall be reserved for exceptionally grave offences.

153.2. Where the sentence of disqualification relates to a team principal or entrant or driver he shall immediately return his licence to MI Motor Sport Department.

154. Statement of reason for Suspension or Disqualification.

In notifying sentence of suspension or disqualification to the person upon whom sentence is passed and to the Secretariat of the FIA it shall be necessary for MI, to give its reasons for inflicting such penalty.

155. Suspension or Disqualification of Automobiles.

A sentence of suspension or disqualification may be pronounced on a particular automobile under the conditions prescribed in Rule No. 120 of these Rules.

156. Loss of Award.

Any competitor who may be excluded, suspended or disqualified from any competition shall thereby forfeit all right to award in that competition.

157. Amendment of Placing and Awards.

In such cases as are provided for in Rule No. 156 of these Rules the authority imposing the penalty shall declare the resulting amendment to the placing and awards, and they shall decide whether the next competitor in order shall be advanced.

158. Publication/Endorsement of Penalty.

158.1. The F.I.A., or MI shall have the right to publish or cause to be published a notice stating that it has penalised any person, body, automobile or make of automobile, and, the reasons therefore.

158.2. Without prejudice to any right to appeal any decision the person, persons or body referred to in such notice shall have no right of action against the F.I.A., or MI or against any person publishing or printing the notice.

158.3 Provisions 158.1 and 158.2 also include any Yellow or Blue card protocol events triggered by the Safety and Sporting Commissions and referred to MCAP.

159. Remission of Penalty.

MI shall have the right to remit the unexpired term of a sentence of suspension or disqualification under these Rules on such condition (if any) as it may think fit.

CHAPTER 11 PROTESTS TO CLERK OF THE COURSE AND APPEALS TO STEWARDS

160. Right to Protest.

160.1. The right to protest lies solely with any competitor or driver who may consider themselves

aggrieved by any act or omission of another competitor or driver in any competition in which he is or has been taking part, or against the eligibility of another vehicle in accordance with Rule 163.2.

160.2. A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.

160.3. Nothing in this Rule shall affect or prejudice the right and duty of any official, acting in his official capacity to take such action as he may deem proper in any circumstances regardless of whether a protest has been lodged.

161. Lodging of a Protest.

Every protest shall be in writing signed by the competitor or driver making the protest and accompanied by the fee laid down in the Schedule of Fees. Such fee shall only be returned if the protest is upheld.

162. To Whom Addressed.

A protest arising out of a competition shall be addressed to the Clerk of the Course, or their assistant.

163. Time for Protests.

163.1. A protest against another competitor or automobile shall be lodged within 30 minutes after the posting of the provisional results of the competition or within such further time as the Clerk of the Course may think justifiable in order to make the lodging of the protest physically possible.

163.2. A protest concerning vehicle eligibility will be lodged in accordance with Rule No. 163.1. above, except for Stage Rallies which shall be in accordance with appendix 29.6.8, and arrangements should be made for a Scrutineer to examine the vehicle and seal the appropriate components if necessary pending their official examination in accordance with the procedures laid down in Appendix 2.

If a vehicle is found not to comply with the technical regulations, it shall be no defence to claim that no performance advantage was obtained (Rule 49.3).

The Clerk of the Course has the authority, taking all relevant factors into account, to order that a deposit as determined by him/her be lodged with MI by the person(s) protesting, MI's function being only that of a depository pending the outcome of the technical investigation. If on investigation the protest is found to be valid and is upheld the deposit will be immediately returned to the person(s) protesting. If not upheld the deposit will not be returned until it is confirmed that the person(s) protesting has paid the expenses arising, as decided by MI, which may or may not exceed the deposit paid.

The deposit must be lodged within 48 hours of the



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protest being accepted by the Clerk of the Course, and if not received within this period, the protest will be deemed to have been withdrawn and the protest fee forfeited.

164. Adjudication of Protests.

Any protest arising out of a National event shall be adjudicated upon by the Clerk of the Course, subject to the right of Appeal provided by these Rules. Protests arising at International events shall be adjudicated upon by the Stewards of the Event in accordance with Article 13 of the FIA International Sporting Code.

165. Hearing of Protests to Clerk of the Course and Appeals to Stewards.

The hearing of a Protest shall take place as soon as practicable after the lodging of the Protest. All parties concerned shall be given adequate notice by the adjudicators of the hearing of any Protest. They shall be entitled to call witnesses, but shall state their case personally (in the case of a company by an officer of that company) unless prior consent has been granted by the Clerk of the Course or the Stewards (as the case may be) to representation by another person. In considering evidence the adjudicator should use the principal of the "Balance of Probabilities" to reach a decision. All evidence should be presented before all the parties. Advocates may not be present at any such hearing. If a party to a Protest or Appeal fails to attend the hearing, judgment may be given by default.

Before giving judgment in default of appearance the adjudicators must satisfy themselves that the party concerned is aware of the time, date, and place of hearings or has been summoned to appear in accordance with Rule No. 143. If judgement cannot be given immediately after the hearing of the parties, they must be advised of the time and place at which the decision will be given. All parties concerned shall be bound by the decision given, subject only to appeal as provided in these Rules. In making decisions the Stewards may decide that a penalty may be waived, mitigated or increased, or a fresh penalty imposed. All decisions must be given in writing to those who were party to the proceedings and in the case of the Stewards must be reasoned.

166. Distribution of Prizes.

166.1. The distribution of prizes shall not commence until half-an hour has elapsed since the publication of the results of a competition.

166.2. Where a protest or Appeal to Stewards is lodged the distribution of a prize must, if the entitlement to that prize may be affected by the decision of the adjudicators be withheld until the protest or Appeal has been adjudicated upon and either the result of any possible appeal to the National **Court** arising out of such adjudication

is known, or the time for appeal has expired without notice of appeal having been given. The list of awards in so far as it relates to such a prize must be declared to be provisional.

166.3. If after the distribution of prizes a decision is made pursuant to these Rules which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible therefore shall return such prize to the Organisers on demand.

166.4. Results of Competitions shall remain provisional when mechanical components of competing vehicles have been sealed by MI Scrutineers or any other authorised body or agent (e.g. Scrutineer of another ASN) for future examination. No results may be confirmed until the findings of all technical examinations are made known.

166.5. A vehicle used in competition which contains components sealed by an authorised body or agent, or components sealed by an MI Scrutineer may be excluded retrospectively from all competitions in which it has taken part from the time when it was sealed to the time when the results of the technical examination are made known, should it prove to be in breach of regulations.

167. Right of Appeal to Stewards.

167.1. A Competitor or Driver shall have the right of Appeal to the Stewards of the Event at a National competition against any Protest decisions given or any disciplinary penalty imposed by the Clerk of the Course or against any decision, act or omission of an Organiser or Official except that there shall be no right of Appeal against a refusal of entry (Rule No 70) or the decision of a Judge (Rule No. 136).

167.2. Every Appeal shall be in writing signed by the competitor or driver making the Appeal, shall be addressed to the Stewards of the Event and accompanied by the fee laid down in the Schedule of Fees. Such fee shall only be returned if the Appeal is upheld.

167.3. Time limits for Appeals.

167.3.1. An Appeal as to the validity of entry, exclusion of competitor, driver or automobile, length of course, handicap, make-up of heat or instructions to Drivers shall be lodged at least one hour before the start of the competition, save when the conditions under which the competition is held render this impracticable. In such circumstances the Appeal shall be made with the minimum of delay, and within 30 minutes of the posting of the provisional results of the competition. In the case of rallies "the conclusion of the competition" shall be deemed to be the scheduled time of the last competitor at the final control extended if necessary in the case of official delay.

167.3.2. An Appeal against a disciplinary penalty imposed or decision given by the Clerk of the Course shall be lodged within 30 minutes of such



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penalty or decision being notified to the competitor or published on an official notice-board, or within such further time as the Stewards of the Event may think justifiable in order to make the lodging of the Appeal physically possible.

167.3.3. An Appeal against any mistake or irregularity occurring while a competition is taking place shall be lodged within 30 minutes after the posting of the results of the competition, or within such further time as the Stewards if the Meeting may think justifiable in order to make the lodging of the Appeal physically possible.

167.3.4. An Appeal concerning the results of a competition must be made within 30 minutes of their publication or within such further time as the Supplementary Regulations may allow or the Stewards of the Event may think justifiable in order to make the lodging of the Appeal physically possible.

167.3.5. Appeals arising from an International event shall be made in accordance with Article 14 of the FIA International Sporting Code.

167.4. Any Appeal arising out of an event shall be adjudicated upon by the Stewards, subject to the rights of appeal to the National **Court** of Appeal provided in these Rules (Chapter 16).

168. Re-Run.

Neither the Stewards of the Event nor MI shall have power to order a competition to be re-run.

169. Ill-Founded and Vexatious Protests and Appeals.

169.1. If a protest or appeal is rejected, or withdrawn after being brought, no part of the protest or appeal fee shall be returned.

169.2. If a protest or appeal is judged partially founded, the fee may be returned in part, and will be returned in its entirety if the protest or appeal is upheld.

169.3. If it is held by the adjudicators that the author of the protest or appeal has acted in bad faith, MI may inflict on them one of the penalties laid down in these Rules.

CHAPTER 12

Contents of Chapter 12 included elsewhere from 1.1.10

CHAPTER 13

ADMINISTRATION OF RULES

179. Interpretation of Rules.

While these rules are in conformity with the International Sporting Code they do not cover all items contained in that Code, or the Appendices thereto, but only such items as are, at time of publication, considered essential for the proper

control of Motor Sport in the territory of MI Where items covered by the Code, but not specifically covered by these Rules become relevant to the proper control of Motor Sport in the territory of MI the provisions of the Code shall apply. Furthermore MI reserves the right to decide any question arising within its territory concerning the interpretation of the Code or these Rules.

180. Amendments to Rules.

MI reserves the right at any time to amend these rules and the Appendices thereto. Such amendments shall have immediate effect upon publication in the MI Yearbook or in the MI Bulletin, or on the MI website, whichever of these means MI may choose.

181. Notices.

181.1. Any communications required under these Rules to be made to MI shall be sent to Motorsport Ireland, 34 Dawson Street, Dublin 2 if delivered by post or by hand, or, if allowed by 181.2.1. below, may be sent by email to info@motorsportireland.com.

181.2. Any communications required under these Rules to be sent to an entrant or driver shall be sent to the address on his entry form or, if they are the holder of a licence from MI or other A.S.N. to the address on the licence. Any communication to be sent to an organiser shall be sent to the address on the relevant application for an Organising Permit, or, in the case of an event not organised under permit, to the Secretary of the organising Club at the address given in the notification of the event to MI or his last known address.

Any communications to be sent to an appellant under these Rules shall be sent to the address upon the notice of appeal. Any communications so sent by post shall be deemed to have reached the addressee by normal delivery of post.

181.2.1. Communications not requiring of a signature may be emailed to an email address supplied by the recipient.

CHAPTER 14

CHAMPIONSHIPS

182. Appointment and Duties of Championship Stewards.

182.1. Deleted.

182.2. Complaints and queries shall be made in writing to the Registrar of the respective Championship, who shall publish a decision on the matter/s within seven days.

182.2.1. Communications not requiring of a signature may be emailed to an email address supplied by the recipient.



CHAPTER 15

182.3. The Championship Stewards shall hear Protests made in relation to Motorsport Ireland approved Championships in matters which have been the subject of a decision by any of the Registrars of the Championships. Such protests shall be addressed to the Championship Stewards c/o/ Motorsport Ireland and must be in writing and accompanied by a fee, in accordance with Rule No.161.

182.4. Protests brought under this Rule shall be subject to a time limit of 14 days after the publication of the decision of the Registrar. Protest Hearings shall be held in accordance with Rule No. 165.

182.5. Decisions of the Championship Stewards shall be subject to Appeal as provided in Chapter 16.

183. MI Championships or Series

183.1. Regulations are published annually for the Championships or Series approved by MI, specifying the classes, specifications, requirements and events for each Championship or Series.

183.2.

183.2.1. MI shall be exclusively entitled to control and licence the audio and visual fixation of championship **or series** events by all media including sound recording, film and video, broadcasting and cable transmission. MI shall also retain exclusive rights of distribution over broadcast and telecommunication networks for all MI permitted events.

183.2.2. Organisers, clubs, officials and others associated with the holding of championship or series events shall take all reasonable steps to ensure that the entitlement of MI under this Rule shall be upheld by everyone involved in the organisation of such events, and further, shall refrain from participating in any agreement with any third party which would conflict with the entitlement of MI under this Rule.

183.2.3. No organisation, commercial entity or individual may associate itself with MI or any championship **or series** event without the consent in writing of MI.

183.2.4. MI is the proprietor of all intellectual property rights in the corporate identity, the logo and the trade mark known as "Motorsport Ireland". The same may not be used by any person or body without the consent in writing of MI and may only be used in its original form.

183.3. All organisers entering events for MI Championships must respect the provisions of this Rule and Appendix 15 of the current MI Yearbook.

ADVERTISING AND PUBLICITY MATERIAL

184. Advertising.

The display of advertising and publicity material in all events will be free, except that:

184.1. No advertisement or publicity material may be within 150 mm of any competition number which shall be deemed to be a circle not less than 225mm in radius.

184.2. Where an advertisement or publicity material contains numerals these must not be Black and/or White, nor may they be more than 100mm in height and 25mm in width of stroke.

184.3. All advertisements must be in accordance with the code of the Association of Advertisers in Ireland.

184.4. No political advertising may be carried.

184.5. Deleted from 1.1.11.

184.6. The total area of all advertising and publicity material must be in the same plane, as, and in all over contact with the bodywork, i.e. panels, numbers, etc., standing proud of the bodywork are not permitted. No advertisement may be affixed to any transparent surface, except as allowed in Appendix 2.

184.7. All advertising must be affixed prior to Scrutiny, and the Scrutineers shall have the power to decide whether an advertisement constitutes a danger.

184.8. Competitors may, if they wish, refuse to carry advertising matter issued by the organisers or sponsors of any event, other than the official numbers issued by the Organisers to Competitors.

185. Organisers.

185.1. Deleted from 1.1.11.

185.2. It shall be entirely at the discretion of Organising Clubs as to whether advertising and publicity material may or may not be carried on cars in a particular event, but Organisers exercising their rights to prohibit advertising are subject to the following regulation:

185.2.1. Supplementary Regulations must clearly state that advertising and publicity materials on cars is prohibited.

186. Interpretation.

MI shall be the final judge of whether the overall paintwork of any car including advertising and publicity material, is or is not in accordance with these rules.

187. Deleted

187.2. Deleted



CHAPTER 16

RULES AND CODE OF PROCEDURE OF THE MI NATIONAL COURT OF APPEAL AND THE MI COURT OF INQUIRY

Article 1. Court of Appeal.

The National Court of Appeal will hear:

- Appeals against decisions of the Stewards of the Event.
- Appeals against decisions of the Championships Stewards.
- Appeals against decisions of the **Court** of Inquiry.
- Appeals from MI under the authority of the President against decisions of the Stewards of the Event, the Championship Stewards or the **Court** of Inquiry.
- Appeals by Affiliated Clubs, licence holders or officials against penalties, or sanctions imposed by the MCAP.
- Appeals against rulings of the Social Media Complaints Panel.

Article 2. Court of Inquiry.

The Court of Inquiry will hear matters referred to it by MI in accordance with the rules and procedures in Article 9 herein.

Article 3. Clerk of the **National Courts**.

The Motorsport Council will appoint a Clerk or Clerks of the National Court, who will be responsible for convening National Courts, selecting Court members from a panel of nine, and administering the preparation for hearings and to act as Clerk(s) at the National Courts.

The Clerk of the Courts will also be responsible for convening the MCAP Hearings following instruction from the MSC.

Article 4. Presenters.

MI will appoint one or more Presenters, who will represent the interests of MI at all hearings.

Article 5. Court Members.

5.1. The Motorsport Council will appoint and maintain a Court Members Panel at a Court Members Panel Appointment meeting every three years.

The Courts Panel will be assessed every 3 years for suitability.

As per the FIA International Courts regulations no person may be proposed for selection as a Panel member if they have reached the age of 75 years on the date of the Motorsport Council meeting to appoint panel members.

Panel members who reach this age during their mandate shall continue to sit until their normal mandate has expired.

National Courts will consist of three panel members chosen from the panel of nine.

In cases of Appeals from MCAP, 5 members shall sit on the panel with one member being a MCAP panel member, not having sat on the original MCAP hearing.

5.2. In the case of the National Court of Appeal it shall constitute the final body empowered to settle definitively any dispute arising out of, or in connection with, the control of Motorsport governed by Motorsport Ireland, save as specifically provided for in Article 15 of these rules.

5.3. No member of the panel may sit on a Court hearing if he has any connection, directly or indirectly, with the matter or competition in question, or have participated in any previous decision on such matter or competition, or if there are any circumstances likely to compromise their independence in respect of one or more of the parties.

5.4 Both during and after their respective terms of office, the Panel members formally undertake to respect the integrity and independence of the MI Courts and to honour their duties of confidentiality with regard to the deliberations of the MI Courts.

Article 6. Assistance to Respondents.

6.1. Parties to a hearing who intend to be assisted by another person who must be a Club member and MI Licence holder must give at least 7 days notice of the name of such person to the Clerk of the **Court**. Such a person, whether a legal person or otherwise, shall not act as a legal representative. They may outline the case on behalf of the respondent.

6.2 Assistance to Courts

The Court Members will be assisted by an Independent Legal Representative who may assist the Court with Rule interpretation and understanding, and with any query in respect of Natural Justice and Fair Procedures throughout the hearing process. That Independent Legal Representative shall have no role in the final decision making process of the Court but will assist with the drafting of the wording of the final decision as necessary to ensure clarity of the decision handed down by the Court and to ensure the decision is in accordance with rules of Natural Justice and Fair Procedure.

Article 7. Notification of an Appeal.

7.1. An Appeal must be formally notified to MI by post or e-mail before the expiration of the time limit (as laid down in Article 10).

7.2. For Appeals against decisions of the Stewards of the Event an "Intention to Appeal" form must have been submitted to the Stewards within one hour of the publication of their decision.



GENERAL COMPETITION RULES

7.3. The Appeal Fee, as per the Schedule of Fees in Chapter 17, becomes payable on notification of the intention to appeal irrespective of whether or not the appeal is proceeded with. For the avoidance of doubt the appeal fee as noted is in respect of each penalty/decision which is being appealed. If more than one penalty/decision is being appealed then an appeal fee for each is payable.

7.4. The Notification of an Appeal must include:

- The identity of an appellant.
- The grounds of the appeal setting out the separate pleas made.
- A copy of the contested decision and copies of any other documents on which the appellant intends to rely.
- The identity of any witnesses that the appellant intends to call, together with a list of any items that will be produced as evidence, including photographs, film, video recordings, or components of a vehicle.
- The signature of the appellant, or a duly qualified or authorised representative.

7.5.1.1. The giving of notice of appeal shall suspend the operation of any sentence or decision appealed against until the disposal of the appeal (save for those suspensions imposed in accordance with GCR 129.15). If an appellant abandons or fails to pursue his appeal the sentence or decision shall be operative from the date of such abandonment or failure to pursue. If a sentence of exclusion, suspension or disqualification was involved, he shall be excluded from the results of any competition in which he competed subsequent to such sentence. In addition the **Court** to which such appeal was directed may take account of any advantage gained by the appellant and may make such order as it considers appropriate in the circumstances.

7.5.1.2. Notwithstanding GCR Chapter 16, 7.5.1.1, the Court or the Stewards of the Event may decide that in the interests of the safety, fairness or orderly conduct of the sport, the sentence or decision shall take effect immediately, even though the sentence or decision may be the subject of an appeal.

7.6 Upon receipt by the Court board members of the documentation which forms an Appeal, the Court will make a preliminary ruling as to the validity of the documentation lodged and should the Court find pre hearing that the documentation is not in order or has been lodged out of time or the correct fee is not paid the Court may reject the Appeal at the first instance before any hearing is scheduled. For the avoidance of doubt and in line with fair procedures the Court cannot review the merits of the Appeal at this first instance but only whether formalities of the application process have been complied with. Failure by the Applicant to set out the grounds of defence will result in the Appeal application being rejected.

The National Court of Appeal shall also decide the preliminary matter of whether the Appellant has the ability to bring such a case before them and shall allude to the FIA International Sporting Code in this regard.

Article 8. Withdrawal of an Appeal.

If an appellant wishes to withdraw an appeal after it has been brought, the request must be made in writing and no part of the appeal fee shall be returned.

Article 9. Notification of a National Court

9.1. The President in consultation with the CEO or Vice President and the Chair of the relevant discipline, may refer the following matters for consideration by a Court of Inquiry:

- If it appears to him from the Stewards Report or otherwise that the results of a competition have been improperly or incorrectly made out.
- If he considers that there has been any breach of rules, breach of conditions of permit, defect in organisation or any other irregularity in connection with a competition.
- If he considers there has been a breach of the GCR's or other Regulations or Definitions as approved by MI or the FIA for the control of motorsport.

9.2. In making a decision to order a Court of Inquiry the President shall take into account the following:

- Whether the matter is of a serious nature suitable for a Court of Inquiry.
- Whether the matter could more easily or appropriately be dealt with by other means.
- Whether "prima facie" sufficient grounds exist for holding a Court of Inquiry. It may also call for and examine any reports or documents deemed necessary and he may also take legal advice.

9.3. Having made the decision that a Court of Inquiry shall be held the President shall instruct in writing the Clerk of the Court to convene it.

9.4. Motorsport Ireland may make a submission in writing to the Court in support of the decision and may nominate witnesses to appear on its behalf.

9.5. When the Clerk of the Court has been instructed to convene a Court of Inquiry he shall:

- Notify the Parties concerned, setting out the details of the alleged breaches of the rules, and that penalties may be imposed.
- Send the Parties copies of any relevant reports and documents, and the identity of any witnesses.

9.6. The Respondent shall have 14 days from the date of posting of the notification within which to submit his response, which must include:



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- The main grounds of defence.
- The identity of any witnesses or experts he intends to call.
- Copies of any relevant documentation.
- A list of any items that he intends to produce.

Article 10. Time Limits for Appeals.

10.1. An appeal against a decision of the Stewards of the Event must be notified within 8 days after the written notification of such decision, provided that the notice of "Intention to Appeal" form has been given to the Stewards within one hour of the notification of their decision, or in exceptional circumstances, within such further time as the Stewards may have deemed justifiable in order to make the lodging of the "Intention to Appeal" form physically possible. The onus lies entirely with the appellant to adhere to the time limits.

10.2. An Appeal against the decision of a Court of Inquiry or the Championship Stewards or the MSC must be made within 8 days after the written notification of such decision.

10.3. An Appeal from MI under the authority of the President (See Article 1) must be made within 8 days of the written notification of such decision. In this instance no appeal fee is payable.

10.4. When an Appeal has been received, the Clerk of the Court will transmit a copy of all documentation to the Respondent who will then have an opportunity to submit a written response in defence, which must also include the identity of any witnesses or experts that he intends to call. This submission must be made within 10 days of the posting of the notification to the Respondent by the Clerk and when received will then be communicated by the Clerk to all the parties concerned.

10.5. Motorsport Ireland may make a submission in connection with an Appeal within 10 days of the posting of the notification by the Clerk. It may also nominate witnesses to appear on its behalf.

10.6. When the circumstances so require, the Clerk, after consultation with the parties, may increase or reduce the time limits for the receipt and exchange of the grounds of appeal and the response.

Article 11. Procedures and Conduct of Hearings.

11.1. The Chairman of the **Court** shall be entitled to issue directions with respect to the hearing and the conduct of the case in general, including the use of audio conference facilities for the submission of evidence in exceptional circumstances (See Article 11.6. below).

11.2. Hearings may proceed in the absence of any party and judgment may be given in default.

11.3. At the commencement of the hearing the Chairman will announce the purpose of the hearing and the composition of the Court. He will also

ascertain the identity of all persons in the room. Observers are not permitted to attend with the exception of those journalists who have made a written application to Motorsport Ireland in advance. The number of journalists shall be at the discretion of Motorsport Ireland. The recording of sound or pictures is prohibited.

11.4. If the Chairman so decides the hearing shall commence in the absence of any witnesses or experts who shall remain outside the hearing room until called and having given evidence may not leave the hearing room and speak to any other witness who has yet to give evidence.

11.5. The Appellant, the Respondent and the Presenter may make statements and call witnesses. The parties involved, the Presenter and the members of the Court shall have the right to question witnesses and experts.

At a Court of Inquiry, the Presenter shall make the opening statement.

11.6. On the direction of the Court, in exceptional circumstances, witnesses may be heard by means of telephonic link or other electronic means, provided that such evidence is audible to every person present at the hearing and that sufficient precautions are taken regarding the proof of identity of the witness. If circumstances require, a Court hearing may be held virtually by electronic means such as Zoom, Google Meet etc. All persons must be audible and any visual evidence (e.g. video recordings) must be visible to all.

11.7. If video evidence is to be used for the hearing whether to mute the audio element shall be at the discretion of the Court.

11.8. In exceptional circumstances at the discretion of the Court should the presence of a witness not be possible, written statements may be permitted as evidence, which should have been delivered with the parties' submission. The Court may take account of the fact that the author of a written statement is not available for questioning or cross-examination in weighing the value of any written statement. Without prejudice to the above, evidence from the staff of MI shall be accepted by the **Court** in the form of written, signed and witnessed statements which shall be furnished to the parties in advance.

11.9. When all witnesses have been heard the Chairman will then invite the Respondent and then the Appellant and the Presenter to make closing statements.

11.10. At the close of the hearing the Chairman will announce the method and date or time of the publication of the decision. The Court will then deliberate in closed session before reaching the decision.



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11.11. In considering evidence the adjudicators should use the principal of the “Balance of Probabilities” to reach a decision.

11.12 The Chairperson shall have the right at all times during the hearing to request a party to leave the room should in the opinion of the Chairperson that party is deemed to be disruptive to the hearing or shows disrespect to the Court members.

Article 12. Judgement.

12.1. Judgement of the Court shall be reasoned and in writing.

12.2. In the case of appeal, the Court may admit or dismiss the appeal and may decide to confirm, waive, mitigate or increase the penalty inflicted, but shall not be empowered to order any competition to be re-run.

12.3. Judgement of the Court of Appeal shall be final except as stated in Article 15.

12.4. In case of an Inquiry, the Court may admit or dismiss the charge brought and may impose penalties as listed in GCR 142.

12.5. The Court may at its discretion reserve judgement, and reconvene to deliver same or may forward judgement by post or e-mail to the parties concerned.

Article 13. Order as to Appeal Fees, Costs and Fines.

13.1. When giving judgement a National Court of Appeal or Court of Inquiry shall make an order as to the return or forfeiture of the Appeal Fee in accordance with this rule, and if they think fit, as to costs incurred in the preparation of the case and the event of the Court as calculated by the Motorsport Department.

13.2. The costs shall consist of these expenses alone, to the exclusion of the expenses or defence fees incurred by the parties.

13.3. If the Appeal is rejected or if it is withdrawn after being brought, no part of the Appeal fee shall be returned.

13.4. Should the **Court** make an order as to costs or a fine, then this order must be complied with within 21 days of the date of such order being made by the **Court** and failure to do so by a competition or entrant licence holder or an affiliated club or official's licence holder or other person, will result in automatic suspension of competition, entrant or official's licence, or permit suspension, and disqualification from eligibility for membership of, or participation in the Bodies or Groups of MI as defined in Appendix 101, until all such costs and/or fines are discharged in full.

13.5. In exceptional circumstances should it be the opinion of the Court that a case is brought before it in a disingenuous manner and with the intention of malice towards others, the Court may impose an additional monetary costs order which the Court will then donate to a charity of choosing. There is no limit as to what that costs order can be.

Article 14. Publication of Judgement.

MI shall have the right to publish or cause to be published a judgement on an Appeal or an Inquiry, and to state the names of all the parties involved. Without prejudice to any right to appeal, the persons or bodies referred to in such a notice shall have no right of action against the FIA or the RIAC/MI or against any person printing or publishing the said notification.

Article 15. Appeals to the FIA.

15.1 The right of appeal against a decision of the MI National Court of Appeal is set out in the FIA Judicial and Disciplinary Rules which may be accessed on <https://www.fia.com/international-court-appeal> and shall only arise if:

The appeal is brought before the FIA by another ASN and the decision appealed against relates to a licensee of such other ASN competing in an MI International event.

15.2. An MI licence holder wishing to appeal to the FIA against a decision of a National Court of another ASN or a decision of the Stewards of an FIA Championship must request MI to bring the appeal on his behalf and the procedure shall be in accordance with Article 15 of the Code and the FIA Judicial and Disciplinary Rules.

15.3. The MI National Court of Appeal shall be the ASN National Court of Appeal as defined in the Code.

15.4 Clubs, officials and all licence holders shall, by virtue of their agreement through Affiliation Agreements, licence applications or any other manner, be subject to the jurisdiction of these GCRs.

Clubs, officials and all licence holders shall be bound to resolve any and all disputes that arise, within the framework of the existing procedures herein, the appeals system herein, and the dispute resolution provisions as set out in these GCRs.

Clubs, officials and all licence holders shall not resort to court proceedings in disregard of these procedures, the appeals system and the dispute resolution provisions.



CHAPTER 17

SCHEDULE OF FEES (Subject to review & amendment)

1. Registration of Affiliated Clubs (Rule No. 13).

1.1. Initiation Fee. €2,500

1.2. Annual Affiliation Fee. €200

1.3. Approved Organisation. €100

2. Organising Permits (Rule No. 57).

Refer to white pages for charges. Late Applications will be subject to the penalties set down in Chapter 4 Rule No. 57.

3. Competition Licences (Rule No. 107)

Refer to Appendix 1 for charges.

Licence fees may be subject to an insurance levy from time to time.

4. Venue Licence & Inspection Fees.

4.1. Permanent Circuits. €250 Plus Costs

4.2. Road Circuits. €300

4.3. Training Venue. €100

4.4. Inspection Fee

4.4.1. Permanent Venue. €2000

4.4.2. Training Venue. €500

5. Inscription Fee.

5.1. MI Calendar (Rule No. 19).

Category A Events: Stage Rallies, Car Races, Rallysprints & Hillclimbs = €100 per Event;
Category B Events: All other events not listed in Category A = €50 per Event.

There will normally be no refund for cancelled events. All applicants which require the date and/ or type of an event to be altered from that which is inscribed in the Motor Sport Fixture List must be accompanied by an additional fee equal to twice the permit fee applicable to that event.

Such applications to be accompanied by a letter of support from Club/s organising events of a similar discipline on the same weekend.

5.1.1. Permit Fines.

Late Permit Application = Fine 1 extra permit fee
New Event Application = Fine 1 extra permit fee
Cancellation of event = Fine 2 extra permit fees
Alter Date of Event = Fee as per table shown in Appendix 130.

5.2. International Calendar (Rule No. 18)

All entries on the International Sporting Calendar

are subject to a fee payable to the F.I.A. This fee will vary according to the category of the event. There will also be a supplementary fee for any event inscribed on the Calendar and subsequently cancelled. The scale of such fees are fixed each year by the F.I.A. Application for International status may only be applied for through the A.S.N. under whose jurisdiction the event takes place.

A change of date already published in the International Calendar will also be subject to a supplementary fee. International events which include any form of advertising such as the names of the sponsor, will be subject to double the normal inscription fee.

5.3. Any club which fails to run an event two years in a row may not automatically be granted that date/permit on the third year. Cancellation of an event may be subject to penalties as set out in GCR chapter 17 5.1.

6. Fines (Rule No. 144)

6.1. Clerk of the Course Maximum Fine - €500

6.2. Stewards of an Event Maximum Fine - €2,000 or the amount of the highest cash award for the event whichever is the greater.

6.3. MCAP Maximum - €20,000.00

6.4. National Court of Inquiry / Appeal Maximum €35,000.00

6.5. Safety Plans: (Late Submission)

€12 per day for the first week that the plan is overdue. €32 per day for the second week that the plan is overdue. €65 per day thereafter.

See Rule No.146 "Time Limit for Payment of Fines"

7. Protest and Appeal Fees

7.1. Protests to Clerk of the Course
or Championship Stewards
National - €300

7.2. Protests and Appeals to Stewards (Rules No. 161 and 167)

National Appeal - €500
International Protest - €1,000

7.3. National Court of Appeal (Chapter 16)

Arising from National event - €2,500
Arising from International event - €4,000
Arising from MCAP Decision - €4,000

8. Championship Permits.

For current rates of fees and fines refer to Appendix 15.

9. Entrant Licences.

9.1. Commercial Entrant.
National - €390
International - €1,310



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9.2. Minor Entrant.

Clubman - Free

National - €40

International - €400

10. Technical Documents.

10.1. FIA Historic Technical Passport (HTP) - FIA
fee plus €100 administration fee plus expenses.

10.2. Historic Rally Vehicle Identity Forms (HRVIF)
- €100 plus expenses.

11. Team Principal Licence

National - €60



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GENERAL COMPETITION RULES



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APPENDICES TO THE GENERAL COMPETITION RULES

REGULATIONS AND DEFINITIONS

In the event of a conflict the following priority will apply:

International Events: FIA Yearbook, CIK Regulations, MI GCR's, MI Appendices

National Events: MI GCR's, MI Appendices, FIA Yearbook

RIAC / Motorsport Ireland (MI)

All references to RIAC in the
context of Motorsport will be taken to include the title "Motorsport Ireland"
or its abbreviation "MI"



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REQUIREMENTS FOR THE USE OF COMPETITION LICENCES

1

1.EU LICENCE:

1.1. VALIDITY:

Motorsport Ireland Competition licences of the grade "National A" or "International" will be recognised throughout the EU in accordance with Article 20 of the FIA International Sporting Code and 1.2 below. Under a reciprocal agreement licences issued by MI will be deemed valid for all events run under Motorsport UK permits, as per rule H 25.1.5, in the United Kingdom provided the holder complies with all the requirements for the event.

1.2. AUTHORISATION:

In order to avail of the facility provided for in 1.1 above, the permit for the event must contain the following declaration "National Event with Authorised Foreign Participation (NEAFP)".

1.3. NON-IRISH CITIZENS:

Motorsport Ireland will issue licences to a citizen of any other country represented within the FIA providing they can provide proof for their parent ASN that they are permanently resident within the Republic of Ireland and that their ASN has given its prior permission and has recovered any licence originally issued. ASN authorisation is required for each licensing year. MI office will apply for this permission if proof of permanent residency is provided.

1.4 CHILD PROTECTION:

In instances where a competitor is aged under 18 years old, entry forms must be countersigned by the holder of a Minor Entrant licence. This licence can be applied for by a parent/legal guardian, or by a third-party with Garda vetting clearance. All competitors aged under 18 years old must be accompanied by a Minor Entrant licence holder. Motorsport Ireland may refuse to issue a competition licence to any competitor aged under 18 years old without proof that an accompanying Minor Entrant will be able to act as their counter-signatory. See GCR 108.2.3. and Appendix 123 Code of Conduct for Children's Sport for further information.

2. LICENCE GRADES:

The following Grades of licence will be issued by Motorsport Ireland:

2.1. INTERNATIONAL:

To cover all International Events.

2.1.1 INTERNATIONAL D1

To cover the participation of persons not holding an applicable competition licence, in certain special purpose events. The licence is valid only for specific international events which must have been individually approved by the FIA as open to Grade D1 licence holders and indicated as such on

the FIA international calendar. Grade D1 licences may only be issued following approval from the MSC and do not require a qualifying period of probation. The Grade D1 licence is valid for only one event, the name and date of which must be indicated on the licence. The function of the holder (i.e. driver or other) and whether permitted to drive on the event must also be specified on the licence. If the event is being conducted on public roads (either open or closed) Grade D1 Driver licence-holders must also hold a public road licence valid in the country of the event. There is no limit to the number of times this licence may be issued to a participant.

2.2. NATIONAL A:

To cover all National Events run under the jurisdiction of any of the ASNs of the EU. Ref. 1.2 above.

2.3. NATIONAL B:

To cover all National Events run under the jurisdiction of Motorsport Ireland with vehicle class restrictions where applicable noted on the Licence Table Appendix 1 Article 11. This licence is also valid for Motorsport UK National B permitted events.

2.4. NATIONAL C:

To cover selected National Events run under the jurisdiction of Motorsport Ireland with vehicle c.c. restrictions where applicable noted on the Licence Table Appendix 1 Article 11. Suitable for autocross up to 1650cc and midget car racing.

2.5. NAVIGATOR:

To cover all National events run under the jurisdiction of any of the ASNs of the EU and all International Events run under the jurisdiction of Motorsport Ireland. "Navigator" grade licence holders are not entitled to drive at any time during an event. J1000 navigators should use Clubman Road grade for road section eligibility.

2.6. JUNIOR KART

Junior Kart licences (6-16 years of age inclusive) will be issued for Kart Racing and will cover all National events run under the jurisdiction of Motorsport Ireland and Motorsport UK.

2.7. CLUBMAN JUNIOR.

Junior Licences (14-16 years of age inclusive) will be issued for Autotests (excluding Multi-Venue Autotests which require IRDS), Sporting Trials, Midget Car Racing, 4x4 Production Vehicle Trials and Production Car Trials. It will cover all National events run under the jurisdiction of Motorsport Ireland. Licences (10-13 years of age inclusive) will be issued for Sporting Trials in accordance with Appendix 88. This licence is valid only when accompanied by a Minor Entrant



COMPETITION LICENCES

APPENDIX 1

1

Licence, Ref. GCR Chapter 7. 108.2.3

2.8. JUNIOR SPEED.

Junior Speed licences (13-16 years of age inclusive) will be issued for Grass and Loose Surface Autocross, Rallysprint, Rallycross and Hillclimb / Sprint events only. The Licence is valid for National events run under the jurisdiction of Motorsport Ireland and Motorsport UK (where applicable) and Motorsport UK permitted Single Venue Stage Rallies open to Junior Rally drivers in accordance with R45. In the case of Rallysprint and Motorsport UK permitted Single Venue Stage Rallies open to Junior Rally drivers in accordance with R45, the maximum cc. limit is restricted to 1000 c.c. This licence is valid only when accompanied by a Minor Entrant Licence, Ref. GCR Chapter 7. 108.2.3

2.8.1 FIA Junior-D Off-road: Reserved exclusively for junior categories of cars as specified by the FIA,

(a) for Autocross drivers aged between 13 years old (reaching their 13th birthday during the calendar year) and under 16 years old (on the date when the licence is issued)

(b) for Rallycross drivers aged between 14 years old (having reached their 14th birthday before 1 January of the year of participation) and under 17 years old (on the date when the licence is issued).

Specified categories:

Autocross: FIA Junior Buggy Cup.

Rallycross: any international series approved by the FIA and intended for cars on which all the safety items must satisfy the requirements of Appendix J and of which the weight/power ratio is 5kg/hp or higher (weight of the vehicle with the driver on board).

The Grade Junior-D Off-road licence requires the permission of the applicant's legal guardian and at least two years of regularly competing (minimum 5 kart or speed events) in ASN sanctioned motor sport competitions.

2.9. JUNIOR RACE.

Junior Race Licences (14-17 years of age inclusive) will be issued for Circuit Racing events only. The licence is valid only for Motorsport Ireland approved Junior Race Championship/Series. This licence is valid only when accompanied by a Competitor Minor Entrant Licence. Ref. GCR Chapter 7, 108.2.3.

2.10. JUNIOR RALLY B:

Junior Rally B Licences (14+) will be issued for Forest Stage Rally and speed events which cater for J1000 cars only. The Junior Rally Licence holder must be over the age of 14. The Junior Rally licence can be applied for by those who are under 18 years of age on 1st January in the year the licence is applied for. The Introduction

to Motorsport Course (IMC) must have been completed.

A **Junior Rally B** licence holder must be accompanied by a Co-Driver over **21 years** of age, who has achieved 5 multi stage event finishes as driver or co driver and who holds a full valid RTA licence. Should the driver not possess IRDS/BRDS cover, the Co-Driver must possess IRDS/BRDS cover and have the agreement of the vehicle owner to drive the road sections. Co-drivers are allowed in Rallysprint events taking place entirely on private grounds subject to their holding a minimum of a National B / Navigator Competition Licence and be 21 years or over.

This licence is valid only when accompanied by a Competitor Minor Entrant Licence.
Ref. GCR Chapter 7, 108.2.3.

2.12. JUNIOR RALLY A

Junior Rally A Licences (16+) will only be issued as per upgrade criteria in Appendix 1; 9.3.2.1 for Stage Rally events using Class 2A cars only. A licence can be issued to those who are under 18 years of age on 1st January in the year the licence is applied for.

A Junior Rally A Licence holder must be accompanied by a Co-Driver over 21 years of age, who has achieved 5 multi stage event finishes as a driver or co-driver and who holds a full valid RTA licence. Should the driver not possess IRDS/BRDS cover, the Co-Driver must possess IRDS/BRDS cover and have the agreement of the vehicle owner to drive the road sections.

The licence is valid only when accompanied by a Competitor Minor Entrant Licence. Ref GCR Chapter 7, 108.2.3.

2.12. CLUBMAN ROAD

Formerly known as Rally Road National B, this licence allows the holder to enter endurance trials and navigation trials. This licence requires the holder to apply for IRDS cover at the time of licence application.

3. ROAD TRAFFIC ACT LICENCE.

For Stage Rallies and Endurance / Navigation / Retrospective Trials, drivers Competition Licences will be issued only to holders of current full Road Traffic Act (RTA) Driving Licences. It will not be necessary to produce your Driving Licence when you are applying for a Competition Licence. Applicants are reminded that it is a breach of GCR No. 139.3 to make an incorrect or false statement on a Competition Licence Application Form and this may result in disqualification of the applicant. Refer to the Licence Table Appendix 1 Article 11 for RTA Licence Requirements.



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4. EXPIRY DATE.

National Competition Licences will expire at the end of a 12 month period commencing on the first day of the month in which it became valid. For example, a licence validated on any day in the month of July, will expire on 30th June the following year. International licences expire on 31st December only.

5. SIGNATURE.

A Competition Licence is not valid without the signature of the holder.

6. LICENCE APPLICATIONS.

6.1. RENEWAL FORMS.

Renewal forms for Competition Licences will be available on motorsportireland.com in December of the previous year.

6.2. CLUB MEMBERS.

Members of affiliated clubs must have their applications stamped in the appropriate box by that club, or if applying online, an appropriate screenshot or other proof of membership must be uploaded.

6.3. NON-AFFILIATED CLUB MEMBERS.

For applicants who are not a member of an affiliated club, there is a non-member fee of €300.00.

6.4. PHOTOGRAPHS.

It is obligatory for all first-time applicants to supply one identification photograph of themselves with their application. The licence is not valid without the photograph of the holder.

6.5. MEDICAL REQUIREMENTS.

All first time and renewal licence applicants must complete and sign the Medical Self Declaration in accordance with 6.5.1 below. A Doctor's Certificate is required for all First-Time applicants, competitors who have not previously provided a doctors certificate to Motorsport Ireland and competitors aged 50 and over, intending to participate as drivers in Speed events including Races, Rallycross, Rallysprint, Autocross, Hillclimbs, Sprints, Karting, Midget Car Racing and all Rallies with Special Stage(s), in accordance with 6.5.2 and 6.5.3 below.

6.5.1 MEDICAL SELF DECLARATION.

The Medical Self Declaration must be completed annually, in full and signed by the applicant. If the applicant is under 18 years of age the declaration must also be signed by a parent or guardian.

6.5.2. DOCTORS CERTIFICATE.

A Medical Examination must be carried out less than 3 months prior to application by a doctor of medicine authorised to practice in the Republic of Ireland or the UK. The Doctor's Certificate must be completed, STAMPED, and signed by a Doctor. If your Doctor does not have a stamp, their signature on an official letterhead or prescription page containing their name and

qualifications must accompany the completed Doctors Certificate.

The following criteria apply:

Drivers aged 6-49 years inclusive - Doctor's Certificate required on first licence application and by those that have not previously provided a doctors certificate and wish to drive in the categories outlined in 6.5. above. Thereafter the Medical Declaration will suffice.

NOTE: Due to updating of records within Motorsport Ireland, if you submitted a Doctors Certificate some years ago it may not be on file and a new Certificate will be required. You can email 'info@motorsportireland.com' to check if a valid Doctors Certificate is on file for you, otherwise you will be contacted if a new Certificate is required.

Drivers aged 50 years and over - Annual Doctor's Certificate required including satisfactory results of a Stress related ECG, if applicable (ref 6.5.3). Under certain medical circumstances, Motorsport Ireland reserves the right to request the applicant to submit more than one Doctors Certificate within the relevant period specified above.

6.5.3 CARDIOVASCULAR APTITUDE EXAMINATION:

In accordance with the FIA International Sporting Code, Appendix L, Chapter 2, the following are required for all International Licence applicants:

FOR APPLICANTS UNDER THE AGE OF 50

- An annual medical examination (Doctor's Certificate)
- 12-lead electrocardiogram (ECG) every three years

FOR APPLICANTS AGED 50-59

- An annual medical examination (Doctor's Certificate)
- 12-lead electrocardiogram (ECG) every three years
- Cardiologist Clearance form to be completed upon consultation with a registered cardiologist every three years

FOR APPLICANTS AGED 60 YEARS OLD AND OVER

- An annual medical examination (Doctor's Certificate)
- An annual stress electrocardiogram (ECG)
- An annual Cardiologist Clearance form to be completed upon consultation with a registered cardiologist

6.6. ISSUE.

Licences will be issued by post and should be applied for at least 14 days before they are required to ensure they are received in good time. If an applicant doesn't receive the licence, after allowing for the processing and delivery time, MI should be notified in writing. If the notice is



received by MI within 8 weeks of despatch of the licence by MI, a replacement will be issued. After 8 weeks has elapsed, the normal replacement charge will be levied in accordance with Article 7 below.

6.7. PRIORITY.

For late and incomplete applications, **a competitor may choose to pay a €125.00 priority processing fee. A late application is defined as one which is received in the same business week of an event which it is required, or five business days, whichever is greater.**

6.8. FIRST TIME LICENCE APPLICATIONS.

6.8.1. AFFILIATED CLUB MEMBERS.

Competition Licences will be issued to first time applicants at a special concessionary price of €50.00 (online application price) or Refer also to Art. 6.3. & Art. 10.

6.8.3. Deleted

6.8.4. FIRST TIME RACE OR STAGE RALLY.

Applicants for a first time Race or Stage Rally Driver licence must first complete an "Introduction to Motorsport Course" in one of the rally schools or Mondello. Registration fee for the course is €10.

On Motorsport Ireland's site (motorsportireland.com) become an MI member and click Reg for Intro to Motorsport Course then choose race or rally. The reference number for booking the course and all required information will be sent to you by email with instruction on licence application.

First time applicants for Competition Licences for Junior categories (Junior Kart, Junior Speed, Junior Race and Junior Clubman) will be issued with licences free of charge.

6.8.5. PROBATIONARY NATIONAL A LICENCE

The Race Commission (or the person nominated by the Motorsport Council to undertake such a role), may on an individual basis allow a Probationary National A Race licence to be issued subject to proven ability in another form of motorsport. Before approval Race commission or the nominated individual may consult with experienced persons with knowledge of the background of individuals seeking this licence. The issue of such licence is subject to the purchase of the Introduction to Motorsport Starter Pack and the completion of a Motorsport Ireland Introduction to Motorsport Course (IMC).

Compliance with Medical Certification for a National A Race licence is required as usual.

This licence may be suspended or re-graded to a National B licence at any point should Race Commission or Nominated person so recommend.

7. REPLACEMENT.

Deleted.

8. LAPSED LICENCES.

8.1. Deleted.

8.2. INTERNATIONAL.

Lapsed International licence holders (ITE grade or higher) may be issued with the same grade Licence provided they were already the holders of an "International" grade licence in the previous 6 years. i.e. 2018-2023 inclusive. Otherwise, they may be issued with a "National A" grade licence whereby they must upgrade again in accordance with Article 9 below. See also Article 8.4 below.

8.3. INTERNATIONAL CIRCUIT

Lapsed ITB and ITA Licence holders should refer to Chapter 1, Articles 10.4 and 11.6, Appendix L of the FIA International Sporting Code.

8.4 LICENCES HELD PRIOR TO 1986

Any person who last held a competition licence prior to 1986 may be issued with a "National A" grade licence, on condition that they can provide independent confirmation, by way of programme, results, newspaper, video or photograph, that they competed in the branch of the sport to which their application refers. Otherwise, they will be issued with the appropriate First Time Licence in accordance with Article 6.8 above.

9. UPGRADING OF LICENCES:

9.1. REQUEST:

A request for upgrading of Licence should be made in writing to Motorsport Ireland. You must ensure that you include copies of the official results with your request. Navigating in an event does not entitle the licence holder to an upgrading signature.

9.2. FEE:

The up-grading fee will be the difference in cost plus €30.00.

9.3. UPGRADING REQUIREMENTS:

All International grade upgrades require a competitor to complete an FIA Driver Safety eLearning module online. For access to this module, please contact info@motorsportireland.com before you submit your upgrade request.

If you have held an International grade licence of any kind in the past, you do not have to complete this module.

Licences are divided into 5 specific categories - Race, Kart, Rally, Speed and Clubman. They may be upgraded as follows:

9.3.1. RACE.

To upgrade a RACE category licence competitors may only use RACE event finishes and these must have been obtained within the 36-month period prior to application.

National B to National A - 5 event finishes required



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National A to International Grade C (ITC) - 5 event finishes required

Junior Race to International Grade D (ITD-C) - 5 event finishes required (International D cannot be issued to those under the age of 15)

Successful completion of a MI Introduction to Motorsport Course will count as 1 event finish for upgrading. Upgrades beyond International Grade C (ITC) will be in accordance with FIA requirements.

9.3.1.1 INTER-CATEGORY UPGRADES:

STAGE RALLY National A or International ITC-R to RACE National A - Completion of a MI Car Racing Extension Course required.

SPEED National A to RACE National B - Completion of a MI Car Racing Extension Course Required.

SPEED National A to RACE National A - 5 Additional Hillclimb or Rallycross finishes within the 36-month period prior to application and completion of a MI Car Racing Extension Course required.

International ITC-R to RACE/KART National A - proof of 5 finishes in Hillclimb or Rallycross events within the 36-month period prior to application and completion of a MI Car Racing Extension Course required.

KART National B to RACE National B - 5 Kart event finishes obtained on separate dates and within the 36 month period prior to application and completion of the MI car racing extension course required.

For International grade inter-category upgrades, please refer to the FIA International Sporting Code Appendix L for qualification criteria.

9.3.2 RALLY:

To upgrade a RALLY category licence competitors may only use STAGE RALLY event finishes as a driver and these must have been obtained within the 36 month period prior to application. For events of more than one day duration this will count as 2 event finishes.

National B to National A - 4 event finishes required

National A to International (ITC-R / ITD-R) - 4 event finishes required

Successful completion of a MI Introduction to Motorsport Course will count as 1 event finish.

Navigator to International (ITC-R / ITD-R): For the purposes of competing in International events

outside the jurisdiction of Motorsport Ireland, an "International" grade RALLY licence, restricted to co-driver only, may be issued subject to the approval of the Motor Sport Council (MSC) and provided the following conditions are met:

- The applicant must be already a holder of a current MI National Competition Licence.
- The applicant must complete co-driver upgrade application form (available from motorsportireland.com)
- The applicant must be the holder of a current full RTA Driving Licence in accordance with Article 3 above.
- The applicant must submit a completed Medical to Motorsport Ireland in accordance with Article 6.5 above.

9.3.2.1 JUNIOR RALLY:

To upgrade a JUNIOR RALLY B category licence, competitors may use the below combination of event finishes as a driver and these must have been obtained within the 24 month period prior to application.

Junior Rally B to Junior Rally A – 5 Forestry Rally finishes in a J1000 car.

3 Rallysprint or Loose Surface Autocross finishes will count as 1 Forestry Rally finish and can only be used once to upgrade.

9.3.3. SPEED:

To upgrade a SPEED category licence competitors may only use SPEED event finishes and these must have been obtained within the 36 month period prior to application.

National B to National A - 6 event finishes required

National A to International (ITC-R / ITD-R) - 6 event finishes required.

Anyone downgrading from Speed International ITC-R / ITD-R will not be entitled to a Rally Stage National A or Stage National B grade unless that have attended an MI Introduction to Motorsport course in the past.

9.3.4. KART:

To upgrade a KART category licence, competitors may only use KART race event finishes and these must have been obtained within 36 month period prior to application. Only results obtained in finals will count. For International E / F / G licences, age restrictions will be in accordance with CIK and FIA requirements.

To upgrade to an International grade licence, five event finishes are required. Which grade of International Kart licence is issued is determined by age category, and in circumstances where a competitor is eligible for multiple grades, the competitor is allowed to choose.



9.3.5. JUNIOR SPEED LICENCE UPGRADE TO JUNIOR RACE LICENCE

To upgrade a JUNIOR SPEED licence to JUNIOR RACE licence - proof of 5 finishes in Rallycross within the 36 months period prior to application and completion of the MI Car Racing Extension Course required.

9.3.6. JUNIOR KART LICENCE UPGRADE TO JUNIOR RACE LICENCE

To upgrade a JUNIOR KART licence to JUNIOR RACE licence - proof of 5 Kart finishes within the 36 months period prior to application and completion of the MI Car Racing Extension Course required. Probationary National A Licence. See Appendix 81 Article 4.

10. ONE EVENT LICENCES.

These licences will be available for CLUBMAN category events ie. Sporting Trials, 4x4 Production Vehicle Trials, Production Car Trials, Midget Car Racing (Medical Required), specifically approved Autotest events (special safety requirements will apply) and for Navigators in Rallysprint events. These licences will cost €25.00 and may be obtained on the day from the event Secretary. **or online through the Motorsport Ireland licence portal (app. motorsportireland.com).** An official event Entry Form must also be completed by the applicant and the appropriate entry fee also paid.

10.1. First Time licence applicants who have bought a One Event licence may, on the inclusion of their blue "competitors copy" **or online receipt** with their application, receive a €25.00 reduction in the cost of their FIRST full competition licence.

10.2. For all events where One Event licences are available, the same age requirements apply as for an annual competition licence.

10.3 One event licences can not be issued to competitors aged under 18 years old. 10.3. One event licences can not be issued to competitors aged under 18 years old.

10.4. One-day licences are now available online.

A user account with a unique email address is required.

Once the licence is purchased, it will be active immediately.

Please note: The licence is only valid on the day of purchase, so users should purchase on the morning of their event for convenience. A warning will appear when they first enter this application to avoid accidental early orders.

To register an account, visit app. motorsportireland.com

When you have logged in, please select [Licences], then [One day], then [New application +].

After agreeing to a simple declaration, the person will be prompted to pay the €25.00 fee.

Once the licence is paid for, it is active and can be used immediately.

11. ORGANISING CLUB REQUIREMENTS FOR THE ISSUE OF ONE EVENT LICENCES.

11.1. One Event licences will be available for CLUBMAN category events ie. Sporting Trials, 4x4 Production Vehicle Trials, Production Car Trials, Midget Car Racing (Medical Required), specifically approved Autotest events including Multi Venue Autotests which do not require the use of public roads (special safety requirements as listed in Appendix 90 will apply) and for navigators in Rallysprint events.

11.2. Clubs may buy booklets of 5 One Event licences from Motorsport Ireland (MI). These are to be paid for in advance and will cost €125.00 per booklet. Clubs may buy a maximum of 2 booklets at any one time (ie. 10 licences).

11.3. Clubs will be refunded for unused One Event licences on condition that the unused licences are returned to MI.

11.4. A competitor may buy a One Event licence on the day of the event for which it is required, from the organising club, at a cost of €25.00.

11.5. The Event Secretary must ensure that the applicant fully completes and signs the One Event licence. An official event entry form must also be completed by the applicant and the appropriate entry fee paid.

11.6. Each One Event licence has 3 parts which should be dealt with in the following way:

11.6.1. The top white "MI Copy" remains in the booklet.

11.6.2. The pink "Club Copy" should be removed and kept for the club's records.

11.6.3. The blue "Competitors Copy" should be removed and given to the competitor. This copy will entitle the competitor to receive a €25.00 reduction in the cost of their FIRST full competition licence in accordance with Article 10.1 above.

11.7. When all 5 licences have been issued, the booklet containing the 5 white MI copies must be returned to MI. No further One Event licence booklets will be issued to the club if there are



outstanding returns which have not been made.

11.8. Motorsport Ireland and its Affiliated Clubs reserve the right to refuse to issue a One Event licence. (GCR 105).

11.9. *If an event is eligible for a one event licence as outlined in Article 10, then online one-event licences shall be accepted at events without prior correspondence required to the MI office.*

12. SPECIAL LICENCE FOR DISABLED PERSONS FOR DRIVING IN EVENTS

12.1. With the exception of progressive or chronic illnesses which preclude the practice of motor sport (refer to 1.5. of Chapter II Appendix L of the FIA International Sporting Code) and disqualifying visual disorders (refer to 1.3 Chapter II of Appendix L of the FIA International Sporting Code), any person with a acquired or congenital disability and who, in the opinion of Motorsport Ireland may not obtain a National driver's licence, may obtain a National Licence for Disabled Drivers, if all the conditions stated below are fulfilled. This licence is not eligible for single seater car races.

12.1.1. Participation of competitors holding a National Licence for Disabled Drivers is subject to the agreement of the ASN of the country of the event and of the ASN that issued the licence.

12.1.2. The secretary of a meeting in which both disabled and non-disabled persons are competing should ensure that the rescue services are aware of the competition numbers of the cars of the holders of a licence for disabled persons.

12.2. Conditions of issue.

the criteria of the awarding of this licence are evaluated on three levels: Medical, Sporting and Technical.

12.2.1. Medical Evaluation.

The disabled driver, having applied for the licence, shall be evaluated by a physician appointed by Motorsport Ireland. For licence renewal, a completed Medical Declaration and Doctor's Certificate must be submitted on an annual basis.

12.2.2. Sporting Evaluation.

If the evaluating physician agrees that the licence for disabled persons should be granted, the applicant must undergo a driving evaluation at a venue designated by Motorsport Ireland and be capable of attaining a performance equal to that of non-disabled drivers at the same level of competition. Applicants for a first time Race, Kart or Stage Rally Driver licence must successfully complete a Motorsport Ireland "Introduction to

Motorsport Course (IMC)" in accordance with Article 6.8.4. of this Appendix. The applicant must provide his or her own vehicle for their evaluation or IMC course. Furthermore, and as appropriate, the capacity for extricating themselves as quickly as possible from their vehicle, in case of immediate danger (accident, fire etc.) shall be evaluated at the same time:

- The applicant must, from a sitting position in the type of car to be used, be able, alone, to extricate him or herself and move away from the car, whether the car is upright or on its side.
- In a prone position, they must be able to turn easily over both ways.

12.2.3. Technical Examination.

The applicant must obtain a competition Logbook for their vehicle, which must be examined by a Motorsport Ireland appointed Scrutineer. Any special modifications that have been made to the vehicle must be approved and recorded in the Logbook. If the vehicle has previously been issued with a Logbook, this must be returned to MI and the vehicle must undergo a new inspection. To avoid disappointment, vehicle inspection requests must be received by MI at least 4 weeks prior to any intended participation in competition.

12.2.4. When Motorsport Ireland has received the medical, technical and sporting evaluations, it will take the final decision as to the granting or denial of the licence.

12.2.5. The licence will be valid only for the vehicle for which the applicant was evaluated and if another vehicle is to be used, then an additional sporting evaluation and technical examination must be carried out for that vehicle.

13. SPECIAL LICENCE FOR DISABLED PERSONS FOR NAVIGATING IN NATIONAL RALLY EVENTS

13.1. This licence is reserved for persons physically disabled through injury or infirmity, including disqualifying visual disorders (excluding blindness), and for persons suffering from certain ailments that may be incompatible with the practice of motor sport. It allows participation in rally events as defined in Article 21 of the FIA International Sporting Code.

Under no circumstances does it allow the holder to drive a vehicle during the running of a competition.

The licence will be valid only for the vehicle in which the applicant was evaluated and if another vehicle is to be used, then an additional safety examination must be carried out for that vehicle.



13.2. Medical Evaluation.

Evaluation of the applicant's physical capabilities is required and the applicant must submit a completed Medical Self Declaration and Doctor's Certificate on an annual basis.

13.3. Safety Evaluation.

A timed evaluation of the applicant's ability to exit the vehicle unaided will be carried out:

- The applicant must, from a sitting position in the type of car to be used, be able, alone, to extricate him or herself and move away from the car, whether the car is upright or on its side.
- In a prone position, they must be able to turn easily over both ways.

13.4. When Motorsport Ireland has received the medical and safety evaluations, it will take the final decision as to the granting or denial of the licence.

14. JUNIOR CLUBMAN LICENCE FOR SPORTING TRIALS (DRIVERS AGED 10 to 13 INCLUSIVE).

14.1. Sporting Evaluation

Junior Clubman licence (cover note) for Sporting Trials shall be granted subject to the applicant satisfactorily completing an evaluation by a panel of three experienced persons, appointed by the Trials Commission. The evaluation will test the ability of the applicant to drive and control a Sporting Trials car and their knowledge of the rules and regulations of the sport. This licence is valid only when accompanied by a Competitor Minor Entrant Licence. Ref. GCR Chapter 7, 108.2.3.

15. ISSUING LICENCES ONLINE

15.1. For all licences issued online, the same rules and regulations apply as to those which are issued via a paper application form.

15.2. Third parties are not allowed to complete licence applications on behalf of another individual. The competitor in question takes responsibility for all information and the validity of said information as it is provided to Motorsport Ireland in order to provide them with a licence.

15.3. Motorsport Ireland reserves the right to reflect separate pricing models for paper applications and online applications.

15.4. Motorsport Ireland may retain your information in our online licence database in line with our privacy regulations as laid out in Appendix 124 and Appendix 125.

16. LICENCE CATEGORY TABLES, INTERNATIONAL MEDICAL REQUIREMENTS, AND SPECIMEN FORMS

16.1

Not all forms are presented here. Additional forms may potentially be available on MotorsportIreland.com

16.2

Forms may be updated to a newer specification, including additional medical requirements and alternative pricing. The most up to date version of a form may be found on MotorsportIreland.com

16.3

Specimen forms and illustrative diagrams to follow on the pages after this one.



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2025 LICENCE CATEGORY TABLES.

RACE LICENCES					
SUITABLE FOR: CIRCUIT RACING					
LICENCE	REQUIREMENTS	AGE	RTA / IRDS	DR CERT	ENGINE SIZE LIMIT
INTERNATIONAL ITA	ASN APPROVAL	17+	NO	ANNUALLY	NONE
INTERNATIONAL ITB	ASN APPROVAL	16+	NO	ANNUALLY	NONE
INTERNATIONAL ITC-C	FIA TRAINING	16+	NO	ANNUALLY	NONE
NATIONAL A	ASN APPROVAL	16+	NO	YES	NONE
NATIONAL B	IMC COURSE	16+	NO	YES	2000CC
JUNIOR RACE	IMC COURSE	14-16	NO	YES	CLASS REGULATION
KART LICENCES					
SUITABLE FOR: KART RACING					
LICENCE	REQUIREMENTS	AGE	RTA / IRDS	DR CERT	ENGINE SIZE LIMIT
INTERNATIONAL ITE	FIA TRAINING	14+	NO	ANNUALLY	SEE APPENDIX 70
INTERNATIONAL ITF	FIA TRAINING	13-15	NO	ANNUALLY	SEE APPENDIX 70
INTERNATIONAL ITG	FIA TRAINING	11-14	NO	ANNUALLY	SEE APPENDIX 70
NATIONAL A	N/A	14+	NO	YES	SEE APPENDIX 70
JUNIOR KART	N/A	6-16	NO	YES	SEE APPENDIX 70
RALLY LICENCES					
SUITABLE FOR: STAGE RALLIES					
LICENCE	REQUIREMENTS	AGE	RTA / IRDS	DR CERT	ENGINE SIZE LIMIT
INTERNATIONAL ITC-R	FIA TRAINING	17+	YES	ANNUALLY	NONE
STAGE NATIONAL A	ASN APPROVAL	17+	YES	YES	NONE
STAGE NATIONAL B	IMC COURSE	17+	YES	YES	CLASS REGULATION
JUNIOR RALLY	IMC COURSE	14 to 18	NO	YES	1000CC (FORESTRY)
NAVIGATOR	N/A	16+	NO UNLESS J1000	NO	NONE
SPEED LICENCES					
SUITABLE FOR: RALLYCROSS / RALLYSPRINT / SPRINT / HILLCLIMB / AUTOCROSS					
LICENCE	REQUIREMENTS	AGE	RTA / IRDS	DR CERT	ENGINE SIZE LIMIT
INTERNATIONAL ITC-R	FIA TRAINING	16+	NO	ANNUALLY	NONE
NATIONAL A	ASN APPROVAL	16+	NO	YES	NONE
NATIONAL B	N/A	16+	NO	YES	SEE NOTE 1
NATIONAL C	N/A	16+	NO	YES	SEE NOTE 2
JUNIOR SPEED	N/A	13-16	NO	YES	CLASS REGULATION
NOTE 1: SUITABLE FOR SPRINT / HILLCLIMB UP TO 2100CC, RALLYCROSS UP TO 2050CC AND VEHICLES ELIGIBLE FOR OPEN CLUBMANS CHAMPIONSHIP AND RALLYSPRINT / AUTOCROSS UP TO 1650CC. / NOTE 2: SUITABLE FOR AUTOCROSS UP TO 1650 CC AND MIDGET CAR RACING					
CLUBMAN LICENCES					
CLUBMAN ROAD IS FOR: DRIVERS IN NAVIGATION / ENDURANCE / RETRO TRIALS AND ANY CLUBMAN NATIONAL CATEGORY					
CLUBMAN NATIONAL SUITABLE FOR: SPORTING TRIALS / AUTOTESTS / PRODUCTION CAR TRIALS / AUTOSOLOS / 4 X 4 TRIALS					
LICENCE	REQUIREMENTS	AGE	RTA / IRDS	DR CERT	LICENCE LIMIT
ROAD	N/A	17+	YES	NO	CLASS REGULATION
NATIONAL	N/A	16+	NO	NO	CLASS REGULATION
CLUBMAN JUNIOR	N/A	14-16	NO	NO	SEE NOTE 3
NOTE 3: CLUBMAN JUNIOR 10-13 ARE FOR SPORTING TRIALS ONLY					
ALL COMPETITORS REQUIRE AN ANNUAL MEDICAL SELF DECLARATION					
ALL DRIVERS AGED OVER 50 YEARS OLD REQUIRE AN ANNUAL DOCTOR'S CERTIFICATE (EXCEPT CLUBMAN)					
ALL INTERNATIONAL COMPETITORS REQUIRE AN ANNUAL DOCTOR'S CERTIFICATE REFER TO MEDICAL REQUIREMENTS FOR INTERNATIONAL APPLICANTS PAGE 2 OF INTERNATIONAL LICENCE APPLICATION FORM.					
NEW FROM 2024:					
ALL COMPETITORS UNDER 18 YEARS OLD MUST BE ACCOMPANIED BY THE HOLDER OF A MINOR ENTRANT LICENCE					



COMPETITION LICENCES APPENDIX 1

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MEDICAL REQUIREMENTS FOR INTERNATIONAL APPLICANTS

These requirements were changed by the FIA ahead of the 2024 motorsport year. Please take care to make sure you adhere to the updated requirements before you submit your application.

In accordance with the 2025 FIA International Sporting Code, Appendix L, Chapter 2, the following are required for International Licence applicants:

FOR APPLICANTS UNDER THE AGE OF 50
Completed Medical Self-Declaration
An annual medical examination (Doctor's Certificate)
12-lead electrocardiogram (ECG) every three years

FOR APPLICANTS AGED 50-59
Completed Medical Self-Declaration
An annual medical examination (Doctor's Certificate)
12-lead electrocardiogram (ECG) every three years
Cardiologist Clearance form to be completed upon consultation with a registered cardiologist every three years

FOR APPLICANTS AGED 60 YEARS OLD AND OVER
Completed Medical Self-Declaration
An annual medical examination (Doctor's Certificate)
An annual stress electrocardiogram (ECG)
An annual Cardiologist Clearance form to be completed upon consultation with a registered cardiologist

NOTE:

All medical examinations and questions must be completed within three months prior to submitting the form. If you submit a form outside of the three-month window in which the medical examination was completed, you will be requested to revisit the medical practitioner and complete new documentation.

Additionally, please check with your doctor that all questions are completed as incomplete forms will require an additional consultation and/or visit.

COMPETITION LICENCES APPENDIX 1

1

SPECIMEN FORM

CLUB STAMP

An additional €275 charge will be incurred without a club stamp or email from your club to MI confirming your membership.



34 DAWSON STREET
DUBLIN 2, D02 RF90
TEL: 01-677 5628
INFO@MOTORSPORTIRELAND.COM
MOTORSPORTIRELAND.COM

2025 FIRST-TIME COMPETITION LICENCE FORM

SECTION 1: PERSONAL DETAILS

CLN (FOR STAFF USE ONLY):	DATE OF PROPOSED FIRST EVENT:
FIRST NAME	
SURNAME	
DATE OF BIRTH	- -
NATIONALITY	
ADDRESS	
TOWN	
COUNTY	
EIRCODE	
TEL. HOME	
TEL. MOB	
EMAIL	

* FULL RTA DRIVING LICENCE IS REQUIRED FOR DRIVERS IN STAGE RALLIES AND NAVIGATION / ENDURANCE / RETROSPECTIVE TRIALS *

ROAD DRIVING LICENCE NO.		EXPIRY:	
--------------------------	--	---------	--

COMMUNICATIONS CONSENT: You must tick this box to receive Motorsport Ireland communications including news, updates, exclusive offers & renewal reminders. If you do not do so, we cannot email you.

PLEASE READ THE DECLARATION AND SIGN AND DATE BELOW

- I hereby apply for registration for the current year on the Competitors and Drivers Register of Motorsport Ireland and I undertake, if registered, to submit to and be bound by the International Sporting Code of the FIA and the General Competition Rules and Regulations of Motorsport Ireland, the Irish Anti-Doping Rules and any regulations supplementary thereto as may be imposed from time to time by Motorsport Ireland.
- I have read and understood the terms of issue and I am a permanent resident of the Republic of Ireland and/or I am an Irish National and I do not hold a current Competition Licence from any other ASN. I hold an Irish passport or I will supply proof of permanent residency within the ROI every year
- I hereby agree to abide by the guidelines and regulations contained in Motorsport Ireland's General Code of Conduct, the Code of Conduct for Children's Sport and Motorsport Ireland's Social Media Policy.

Your Signature:

Date:

If you are under 18, your parent or legal guardian must complete the box below

Parent's or Legal Guardian's signature:

Date:

FOR OFFICIAL USE ONLY

FIRST TIME RACE & STAGE RALLY DRIVERS	MI DATE RECEIVED	RECEIVED/MISSING/AMENDED			
		R	M	Action	A
RACE/RALLY SCHOOL STAMP GOES HERE TO SHOW TRAINING HAS BEEN COMPLETED					



SPECIMEN FORM

SECTION 2: ANNUAL MEDICAL SELF DECLARATION

ANY MISSED LINES/QUESTIONS WILL RESULT IN A DELAY IN PROCESSING YOUR APPLICATION

DOCTOR'S NAME	
DOCTOR'S PHONE	
DOCTOR'S ADDRESS	

HEIGHT:	
WEIGHT:	

NO.	CATEGORY A	YES	NO
A1	Are corrective lenses (contact lenses or glasses) required for driving?		
A2	Have you ever been refused life assurance for medical reasons?		
A3	Have you had any surgical procedures within the last 2 years?		
A4	Do you suffer from any allergies for which you take medication or otherwise?		
A5	Have you ever taken any substance shown in the World Anti-Doping Agency listings? [See wada-ama.org]		
IF YOU ANSWERED "YES" TO ANY QUESTION IN CATEGORY A, GIVE DETAILS IN THE BOX BELOW			

NO.	CATEGORY B	YES	NO
B1	Do you have diabetes?		
B2	Do you have a physical problem with, or permanent difficulty in, using your arms or legs for driving?		
B3	Do you have any congenital abnormality of any limbs, or an amputation, or any other disability?		
B4	Have you ever had any disease or disorder of the eyes other than glasses or contact lenses?		
B5	Have you ever had heart disease or a heart disorder?		
B6	Do you currently suffer from or are receiving treatment for any psychiatric or mental illness?		
B7	Have you ever had a head injury with concussion or unconsciousness?		
B8	Have you ever had dizziness, fainting fits, epilepsy, or blackouts?		

IF YOU ANSWERED "YES" TO ANY QUESTION IN CATEGORY B, A DOCTOR'S CERTIFICATE IS REQUIRED

PLEASE READ THE FOLLOWING DECLARATION AND SIGN AND DATE BELOW	
I hereby declare that all above and previous statements are true and accurate, and I give permission to any hospital or medical practitioner to furnish information relating to my medical state to Motorsport Ireland. I give permission to Motorsport Ireland to digitally store my licence details and any medical records I provide them with. I undertake to advise Motorsport Ireland in writing without delay of any change in my state of health.	
APPLICANT'S SIGNATURE (OR PARENT OR LEGAL GUARDIAN SIGNATURE IF AGED UNDER 18)	DATE



SPECIMEN FORM

SECTION 3: DOCTOR'S CERTIFICATE FOR DOCTOR'S USE ONLY

THIS PAGE IS REQUIRED FOR ANY/ALL OF THE FOLLOWING CONDITIONS:

ANY COMPETITOR WITHOUT A CERTIFICATE ON FILE (EXCEPT RALLY NAVIGATOR / CLUBMAN GRADES)

ANY COMPETITOR THAT IS AGED 50 YEARS OR OLDER (EXCEPT RALLY NAVIGATOR / CLUBMAN GRADES)

ANY COMPETITOR THAT ANSWERS YES TO A QUESTION IN SECTION 2: CATEGORY B

APPLICANT'S NAME	APPLICANT'S DATE OF BIRTH

NO.	(IF YES, TO ANY QUESTION EXCEPT C1 OR C8, PLEASE PROVIDE DETAILS IN COMMENT BOX ABOVE)	YES	NO
C1	Are you the regular attendant of the applicant?		
C2	Is there any abnormality of the heart or cardiovascular system?		
C3	Does the applicant suffer from any neurological condition?		
C4	Is there any physical abnormality or restriction of movement in the arms or legs?		
C5	Does the patient show signs of abnormal blood pressure?		
C6	Is there any ocular history of visual field loss?		
C7	Are there any abnormalities on the colour vision (Ishihara) test?		
C8	Has the applicant been immunised against tetanus in the past 10 years?		
C9	Is there any evidence of a physical or mental condition that impairs the applicant from competing in motorsport?		
C10	Does the applicant require special medical supervision?		
C11	Is there a medical reason that the applicant should not compete in motorsport?		
C12	Do you recommend that the Motorsport Ireland medical panel review this applicant?		

DOCTOR'S NAME	
DOCTOR'S MEDICAL COUNCIL REGISTRATION NUMBER (OR GENERAL MEDICAL COUNCIL FOR UK)	
DATE OF EXAMINATION	DOCTOR'S SIGNATURE
DOCTOR'S PRACTICE STAMP	DOCTOR'S COMMENTS



COMPETITION LICENCES APPENDIX 1

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SPECIMEN FORM

SECTION 4: LICENCE OPTIONS

YOU WILL ONLY BE CHARGED FOR THE MOST EXPENSIVE LICENCE CATEGORY PLUS ANY ADDITIONAL COSTS
INTERNATIONAL LICENCE GRADES MUST NOW USE A SEPARATE FIA INTERNATIONAL LICENCE APPLICATION FORM
PLEASE REFER TO YOUR CHAMPIONSHIP/EVENT RULES AND REGULATIONS BEFORE APPLICATION
ENSURE MEDICAL REQUIREMENTS ARE MET ON SECTION 2 AND SECTION 3 BEFORE APPLYING BELOW
SEE MOTORSPORT IRELAND YEARBOOK GCRS AND APPENDIX 1 FOR MORE INFORMATION

RACE			Race licences can only be issued to those who have attended racing school. You must be at least 16 years old to hold a Nat. B licence or higher. Junior licences are for drivers aged 14-16 years old. Junior licences must be accompanied by a valid Competitor Entrant licence (separate form available on motorsportireland.com).
NATIONAL B	16+	€65	
JUNIOR	14-16	€0	

KART			Junior licences are for drivers aged 6-16 years old. Junior licences must be accompanied by a valid Competitor Entrant licence (separate form available on motorsportireland.com).
NATIONAL A	14+	€65	
JUNIOR	6-16	€0	

RALLY			Rally licences (aside from Navigator) can only be issued to those who have attended rally school. A Junior rally licence is for forest stage rally events only for drivers aged over 14 years old. Nat. B is for drivers at least 17 years old, requires a valid RTA driving licence and a completed IRDS form.
NATIONAL B	17+	€65	
NAVIGATOR	16+	€65	
JUNIOR	14-18	€0	

SPEED			This allows you to compete in Rallycross, Rallysprint, Autocross, Sprint and Hillclimb events. You must be at least 16 years old to hold a National B licence or higher. Nat. C lets you drive in Autocross up to 1650cc and Midget car races. Junior licences are for drivers aged 13-16 years old.
NATIONAL B	16+	€65	
NATIONAL C	16+	€65	
JUNIOR	13-16	€0	

CLUBMAN			Clubman Road is only for drivers in Navigation, Endurance and Retro Trials as well as any event listed below. This licence was formerly known as Road National B. You will be given a Rally Navigator grade in conjunction with this licence. You will be required to complete an IRDS form. Clubman National lets you compete in Sporting Trials, 4x4 Trials, Production Vehicle Trials, Autosolos, Autotests and Multi-venue Autotests. Junior licences are for drivers aged 13-16 years old.
ROAD	17+	€65	
NATIONAL	16+	€65	
JUNIOR	13-16	€0	

ADDITIONAL CHARGES			Non-member fees must be paid if you are not a member of an M.I. affiliated club. Priority fees apply to late applications which need to be processed within three days. Same-day fees ensure same-day processing. Duplicate licence fees must be paid in the case of lost licence cards. An upgrade fee must be paid when supplying event finishes.
NON-MEMBER	X	€315	
PRIORITY FEE	X	€105	
UPGRADE	X	€35	

NOTES BEFORE SUBMITTING AN APPLICATION

PLEASE NOTE THAT SOME LICENCE CATEGORIES REQUIRE ADDITIONAL ELEMENTS SUCH AS DOCTOR'S CERTIFICATES, IMC TRAINING COURSES, UPGRADES, OR ARE AGE RESTRICTED.
INCOMPLETE OR INCORRECT APPLICATIONS WILL RESULT IN A DELAY IN PROCESSING
IF YOU ARE UNSURE WHAT LICENCE CATEGORY IS REQUIRED FOR YOUR EVENT, OR YOU NEED TO CHECK WHAT REQUIREMENTS ARE NEEDED FOR YOUR LICENCE RENEWAL, THE FASTEST WAY TO GET AN ANSWER IS TO EMAIL US AT INFO@MOTORSPORTIRELAND.COM



COMPETITION LICENCES APPENDIX 1

1

SPECIMEN FORM

CLUB STAMP

An additional €275 charge will be incurred without a club stamp or email from your club to MI confirming your membership.



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MOTORSPORTIRELAND.COM

2025 COMPETITION LICENCE RENEWAL FORM

SECTION 1: PERSONAL DETAILS

COMPETITION LICENCE NUMBER:										DATE OF PROPOSED FIRST EVENT:									
FIRST NAME																			
SURNAME																			
DATE OF BIRTH	-	-																	
NATIONALITY																			
ADDRESS																			
TOWN																			
COUNTY																			
EIRCODE																			
TEL. HOME																			
TEL. MOB																			
EMAIL																			

* FULL RTA DRIVING LICENCE IS REQUIRED FOR DRIVERS IN STAGE RALLIES AND NAVIGATION / ENDURANCE / RETROSPECTIVE TRIALS *

ROAD DRIVING LICENCE NO.																			
EXPIRY:																			

COMMUNICATIONS CONSENT: You must tick this box to receive Motorsport Ireland communications including news, updates, exclusive offers & renewal reminders. If you do not do so, we cannot email you.

PLEASE READ THE DECLARATION AND SIGN AND DATE BELOW

- I hereby apply for registration for the current year on the Competitors and Drivers Register of Motorsport Ireland and I undertake, if registered, to submit to and be bound by the International Sporting Code of the FIA and the General Competition Rules and Regulations of Motorsport Ireland, the Irish Anti-Doping Rules and any regulations supplementary thereto as may be imposed from time to time by Motorsport Ireland.
- I have read and understood the terms of issue and I am a permanent resident of the Republic of Ireland and/or I am an Irish National and I do not hold a current Competition Licence from any other ASN. I hold an Irish passport or I will supply proof of permanent residency within the ROI every year
- I hereby agree to abide by the guidelines and regulations contained in Motorsport Ireland's General Code of Conduct, the Code of Conduct for Children's Sport and Motorsport Ireland's Social Media Policy.

Your Signature:

Date:

If you are under 18, your parent or legal guardian must complete the box below

Parent's or Guardian's signature:

Date:

FOR OFFICIAL USE ONLY

FIRST TIME RACE & STAGE RALLY DRIVERS	MI DATE RECEIVED	RECEIVED/MISSING/AMENDED				
			R	M	Action	A
		CLUB STAMP				
		MEDICAL DEC.				
		DOCTOR CERT				
		IRDS				
		OTHER				
		CC/CHQ/PO/CASH				
RACE/RALLY SCHOOL STAMP GOES HERE TO SHOW TRAINING HAS BEEN COMPLETED		PAYMENT TOTAL				



COMPETITION LICENCES APPENDIX 1

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SPECIMEN FORM

SECTION 4: LICENCE OPTIONS

YOU WILL ONLY BE CHARGED FOR THE MOST EXPENSIVE LICENCE CATEGORY PLUS ANY ADDITIONAL COSTS
INTERNATIONAL LICENCE GRADES MUST NOW USE A SEPARATE FIA INTERNATIONAL LICENCE APPLICATION FORM
PLEASE REFER TO YOUR CHAMPIONSHIP / EVENT RULES AND REGULATIONS BEFORE APPLICATION
SEE MOTORSPORT IRELAND YEARBOOK GCRS AND APPENDIX 1 FOR MORE INFORMATION

CATEGORY	AGE	FEE	X	LICENCE NOTES
RENEW PREVIOUS	X	N/A		Ticking this box will renew your licence exactly as you held it before, with costs outlined below.

RACE			<p>Race licences can only be issued to those who have attended racing school. You must be at least 16 years old to hold a Nat. B licence or higher.</p> <p>Junior licences are for drivers aged 14-16 years old.</p> <p>Junior licences must be accompanied by a valid Competitor Entrant licence (separate form available on motorsportireland.com).</p>
NATIONAL A	16+	€165	
NATIONAL B	16+	€145	
JUNIOR	14-16	€65	

KART			<p>Junior licences are for drivers aged 6-16 years old.</p> <p>Junior licences must be accompanied by a valid Competitor Entrant licence (separate form available on motorsportireland.com).</p>
NATIONAL A	14+	€145	
JUNIOR	6-16	€65	

RALLY			<p>Rally licences (aside from Navigator) can only be issued to those who have attended rally school. Upgrades to Nat. A / Int. must provide 4 Rally finishes from the last 36 months.</p> <p>A Junior rally licence is for forest stage rally events only for drivers aged over 14 years old.</p> <p>Nat. B / A are for drivers at least 17 years old, requires a valid RTA driving licence and a completed IRDS form.</p>
NATIONAL A	17+	€165	
NATIONAL B	17+	€145	
NAVIGATOR	16+	€145	
JUNIOR	14-18	€65	

SPEED			<p>This allows you to compete in Rallycross, Rallysprint, Autocross, Sprint and Hillclimb events. Upgrades to Nat. A / Int. must provide 6 Speed event finishes from the last 36 months.</p> <p>You must be at least 16 years old to hold a National B licence or higher.</p> <p>Nat. C lets you drive in Autocross up to 1650cc and Midget car races.</p> <p>Junior licences are for drivers aged 13-16 years old.</p>
NATIONAL A	16+	€165	
NATIONAL B	16+	€145	
NATIONAL C	16+	€85	
JUNIOR	13-16	€65	

CLUBMAN			<p>Clubman Road is only for drivers in Navigation, Endurance and Retro Trials as well as any event listed below. This licence was formerly known as Road National B. You will be given a Rally Navigator grade in conjunction with this licence. You will be required to complete an IRDS form.</p> <p>Clubman National lets you compete in Sporting Trials, 4x4 Trials, Production Vehicle Trials, Autosolos, Autotests and Multi-venue Autotests.</p> <p>Junior licences are for drivers aged 14-16 years old.</p>
ROAD	17+	€145	
NATIONAL	16+	€85	
JUNIOR	14-16	€65	

ADDITIONAL CHARGES			<p>Non-member fees must be paid if you are not a member of an M.I. affiliated club.</p> <p>Priority fees apply to late applications which need to be processed within five days.</p> <p>Duplicate licence fees must be paid in the case of lost licence cards.</p> <p>An upgrade fee must be paid when supplying event finishes.</p>
NON-MEMBER	X	€315	
PRIORITY FEE	X	€125	
UPGRADE	X	€35	

NOTES BEFORE SUBMITTING AN APPLICATION

PLEASE NOTE THAT SOME LICENCE CATEGORIES REQUIRE ADDITIONAL ELEMENTS SUCH AS DOCTOR'S CERTIFICATES, IMC TRAINING COURSES, UPGRADES, OR ARE AGE RESTRICTED.
INCOMPLETE OR INCORRECT APPLICATIONS WILL RESULT IN A DELAY IN PROCESSING
IF YOU ARE UNSURE WHAT LICENCE CATEGORY IS REQUIRED FOR YOUR EVENT, OR YOU NEED TO CHECK WHAT REQUIREMENTS ARE NEEDED FOR YOUR LICENCE RENEWAL, THE FASTEST WAY TO GET AN ANSWER IS TO EMAIL US AT info@motorsportireland.com



COMPETITION LICENCES APPENDIX 1

1

SPECIMEN FORM

CLUB STAMP

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TEL.: 01-677 5678
INFO@MOTORSPORTIRELAND.COM
MOTORSPORTIRELAND.COM

2025 FIA INTERNATIONAL LICENCE RENEWAL FORM

SECTION 1: PERSONAL DETAILS

COMPETITION LICENCE NUMBER:										DATE OF PROPOSED FIRST EVENT:									
FIRST NAME																			
SURNAME																			
DATE OF BIRTH	-		-																
NATIONALITY																			
ADDRESS																			
TOWN																			
COUNTY																			
EIRCODE																			
PHONE																			
EMAIL																			
* FULL RIA DRIVING LICENCE IS MANDATORY FOR DRIVERS COMPETING IN STAGE RALLIES OF ANY KIND*																			
ROAD DRIVING LICENCE NO.										EXPIRY:									
COMMUNICATIONS CONSENT: You must tick this box to receive Motorsport Ireland communications including news, updates, exclusive offers & renewal reminders. If you do not do so, we cannot email you.																			

PLEASE READ THE DECLARATION AND SIGN AND DATE BELOW

- I hereby apply for registration for the year 2025 on the Competitors and Drivers Register of Motorsport Ireland and I undertake, if registered, to submit to and be bound by the International Sporting Code of the FIA and the General Competition Rules and Regulations of Motorsport Ireland, the Irish Anti-Doping Rules and any regulations supplementary thereto as may be imposed from time to time by Motorsport Ireland.
- I have read and understood the terms of issue and I am a permanent resident of the Republic of Ireland and/or I am an Irish National and I do not hold a current Competition Licence from any other ASN. I hold an Irish passport or I will supply proof of permanent residency within the ROI every year.
- I hereby agree to abide by the guidelines and regulations contained in Motorsport Ireland's General Code of Conduct, the Code of Conduct for Children's Sport and Motorsport Ireland's Social Media Policy.

Your Signature:

Date:

If you are under 18, your parent or legal guardian must complete the box below

Parent's/Guardian's signature:

Date:

FOR OFFICIAL USE ONLY

FIRST TIME RACE & STAGE RALLY DRIVERS	MI DATE RECEIVED	RECEIVED/MISSING/AMENDED				
			R	M	Action	A
		CLUB STAMP				
		MEDICAL DEC.				
		DOCTOR CERT				
		CARDIOLOGIST				
		IRDS				
		OTHER				
RACE/RALLY SCHOOL STAMP GOES HERE TO SHOW TRAINING HAS BEEN COMPLETED		CC/CHQ/PO/CASH				



COMPETITION LICENCES APPENDIX 1

1

SPECIMEN FORM

SECTION 3: DOCTOR'S CERTIFICATE FOR DOCTOR'S USE ONLY

APPLICANT'S NAME	APPLICANT'S DATE OF BIRTH

PLEASE RECORD VISION IN METRIC SNELLEN ACUITY (CORRECTED AND UNCORRECTED)	
---	--

NO.	[IF YES, TO ANY QUESTION EXCEPT C1 OR C8, PLEASE PROVIDE DETAILS IN COMMENT BOX ABOVE]	YES	NO
C1	Are you the regular attendant of the applicant?		
C2	Is there any abnormality of the heart or cardiovascular system?		
C3	Does the applicant suffer from any neurological condition?		
C4	Is there any physical abnormality or restriction of movement in the arms or legs?		
C5	Does the patient show signs of abnormal blood pressure?		
C6	Is there any ocular history of visual field loss?		
C7	Are there any abnormalities on the colour vision (Ishihara) test?		
C8	Has the applicant been immunised against tetanus in the past 10 years?		
C9	Is there any evidence of a physical or mental condition that impairs the applicant from competing in motorsport?		
C10	Does the applicant require special medical supervision?		
C11	Is there a medical reason that the applicant should not compete in motorsport?		
C12	Do you recommend that the Motorsport Ireland medical panel review this applicant?		

DOCTOR'S NAME	
DOCTOR'S MEDICAL COUNCIL REGISTRATION NUMBER (OR GENERAL MEDICAL COUNCIL FOR UK)	
DATE OF EXAMINATION	DOCTOR'S SIGNATURE
DOCTOR'S PRACTICE STAMP	DOCTOR'S COMMENTS

SECTION 4: ECG FOR COMPETITORS UNDER 50 YEARS OLD

IF YOU ARE AGED UNDER 50 YEARS OLD, HAVE YOUR DOCTOR/GP COMPLETE THIS SECTION
IF YOU ARE AGED 50 YEARS OR OLDER, PLEASE SKIP TO SECTION 5
THIS SECTION IS REQUIRED EVERY THREE CALENDAR YEARS

NO.	ECG FOR INTERNATIONAL APPLICANTS ONLY (UNDER 50 YEARS OLD)	YES	NO
D1	Is there any problem indicated by the 12-lead resting ECG?		
D2	Date when the ECG was performed (the ECG is valid for three years):		



SPECIMEN FORM

SECTION 5: CARDIOLOGIST CLEARANCE FORM

THIS PAGE MUST ONLY BE COMPLETED BY A REGISTERED CARDIOLOGIST
IF YOU ARE 50-59 YEARS OLD, THIS FORM IS REQUIRED EVERY THREE CALENDAR YEARS
IF YOU ARE 60 YEARS OLD OR OVER, THIS FORM IS REQUIRED ANNUALLY

APPLICANT'S NAME	APPLICANT'S DATE OF BIRTH

NO.	QUESTIONS FOR ALL 50+ YEARS OLD APPLICANTS	YES	NO
E1	Is there any problem indicated by the 12-lead resting ECG?		
E2	Does the patient have any history of medical issues that may prevent them from operating a vehicle?		
E3	Is there any reason for the patient to require a follow-up examination?		
E4	Is there a medical reason that the applicant should not compete in motorsport?		
E5	Do you recommend that the Motorsport Ireland medical panel review this applicant?		

NO.	ADDITIONAL REQUIREMENTS FOR 60+ YEARS OLD APPLICANTS	YES	NO
F1	Is there any problem indicated by the stress ECG?		

ANY OTHER NOTES:

CARDIOLOGIST'S NAME	
CARDIOLOGIST'S MEDICAL COUNCIL REGISTRATION NUMBER (OR GENERAL MEDICAL COUNCIL FOR UK)	
DATE OF EXAMINATION	DATE OF ECG EXAMINATION
CARDIOLOGIST'S PRACTICE STAMP	CARDIOLOGIST'S SIGNATURE



COMPETITION LICENCES APPENDIX 1

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SPECIMEN FORM

SECTION 6: LICENCE OPTIONS

IF YOU ARE UNSURE WHICH LICENCE GRADE YOU NEED, PLEASE CONSULT YOUR CHAMPIONSHIP REGULATIONS, FIA INTERNATIONAL SPORTING CODE APPENDIX L, AND/OR THE MOTORSPORT IRELAND OFFICE
ALL FIA INTERNATIONAL LICENCES ARE PRICED €305 AND EXPIRE ON 31 DECEMBER OF THE YEAR WHICH THEY ARE ISSUED
FIRST TIME INTERNATIONAL LICENCE APPLICANTS MUST CONTACT THE OFFICE FOR ACCESS TO ONLINE TRAINING

CIRCUIT				
X	TITLE	CODE	DISCIPLINE	AGE
	INTERNATIONAL A	ITA	SINGLE SEATERS (W/P 0 < 1 KG/HP) PROTOTYPES (W/P 0 < 1 KG/HP)	17+
	INTERNATIONAL B	ITB	SINGLE SEATERS (W/P 1 < 2 KG/HP) PROTOTYPES (W/P 1 < 2 KG/HP) GTS (W/P 1 < 2 KG/HP) TOURING CARS (W/P 1 < 2 KG/HP)	16+
	INTERNATIONAL C	ITC-C	SINGLE SEATERS (W/P 2 < 3 KG/HP) PROTOTYPES (W/P 2 < 3 KG/HP) GTS (W/P 2 < 3 KG/HP) TOURING CARS (W/P 2 < 3 KG/HP) TRUCKS 1 AUTOCROSS SUPER BUGGY RALLYCROSS SUPERCAR HF1/INDY (G), HF2 (H), HF5000, HFA, HGC, CANAM	16+
	INTERNATIONAL D	ITD-C	SINGLE SEATERS (W/P 3 < KG/HP) PROTOTYPES (W/P 3 < KG/HP) GTS (W/P 3 < KG/HP) TOURING CARS (W/P 3 < KG/HP) TRUCKS 2 (W/P 3 < KG/HP) DRIFT D1 (W/P 3 < KG/HP) AUTOCROSS (EXCEPT SUPER BUGGY) RALLYCROSS (EXCEPT SUPERCAR) HF1/INDY (G), HF2 (H), HF5000, HFA, HGC, CANAM	16+
	INTERNATIONAL E	ITE	KARTING SENIOR AUTOCROSS – XC SENIOR RALLYCROSS JUNIOR (W/P 5 < KG/HP)	14+
	INTERNATIONAL F	ITF	KARTING SENIOR – RESTRICTED AUTOCROSS – XC JUNIOR	13-15
	INTERNATIONAL G	ITG	KARTING JUNIOR AUTOCROSS – XC JUNIOR	11-14

ROAD				
X	TITLE	CODE	DISCIPLINE	AGE
	INTERNATIONAL C	ITC-R	RALLY1, RALLY2, RGT (W/P 3 < 5 KG/HP) CROSS COUNTRY - T1 (W/P 3 < 5 KG/HP) HILL CLIMB (CN/D, E2 CATII)	16+
	INTERNATIONAL D	ITD-R	RALLY3, RALLY4, RALLY5 (W/P 5 < KG/HP) CROSS COUNTRY (EXCEPT T1) HILL CLIMB (EXCEPT CN/D, E2 CATII) HISTORIC SPEED RALLY HISTORIC HILLCLIMB	16+

ADDITIONAL CHARGES			
NON-MEMBER	€315	Non-member fees must be paid if you are not a member of an M.I. affiliated club.	
PRIORITY FEE	€125	MI Membership is a separate entity to MI affiliated clubs and is not valid as a club stamp. Priority fees apply to late applications which need to be processed within five days.	
UPGRADE	€35	An upgrade fee must be paid when supplying event finishes. Duplicate licence fees must be paid in the case of lost licence cards.	

DATE RECEIVED



34 DAWSON STREET
DUBLIN 2, D02 RF90
TEL.: 01-677 5628
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2025 MINOR ENTRANT LICENCE FORM

TO BE COMPLETED BY PARENT/LEGAL GUARDIAN/ADULT THIRD PARTY

[illegible]

**IF YOU ARE NOT THE PARENT OR LEGAL GUARDIAN OF THE COMPETITOR
YOU ARE ACCOMPANYING YOU MUST PASS GARDA VETTING.**

Processing of Garda Vetting applications can take 3-8 weeks depending on the workload in the Garda Vetting Bureau. You are not allowed in a vehicle with a person under 18 years old without an Entrant's licence, if they are not your own child you must also be Garda vetted. Only one member of a crew can be under 18.

Garda Vetting forms are required for any Minor Entrant acting on behalf of a competitor aged under 18 years old. They are **NOT** required for any parent of the child applying for a Minor Entrant licence. These forms are contained on the following pages and should be returned to Motorsport Ireland with the rest of the application.

COMPETITORS AGED UNDER 18 YEARS OLD YOU WISH TO ENTER		
NAME	LICENCE NUMBER	RELATIONSHIP TO YOU
		MY CHILD
		MY CHILD

Please note Motorsport Ireland GCR 108.2.3:

The holder of a Minor Entrant's licence may act as Entrant for a maximum of two drivers. In the case where the parent/guardian is acting as Entrant for only their own children, this restriction does not apply.



COMPETITION LICENCES APPENDIX 1

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SPECIMEN FORM

PLEASE CHOOSE FROM THE FOLLOWING OPTIONS		
NATIONAL MINOR ENTRANT LICENCE	€80.00	
NATIONAL MINOR ENTRANT LICENCE WITH GARDA VETTING	€100.00	
CLUBMAN MINOR ENTRANT LICENCE	FREE	
CLUBMAN MINOR ENTRANT LICENCE WITH GARDA VETTING	€20.00	
INTERNATIONAL COMPETITOR ENTRANT LICENCE	€420.00	
INTERNATIONAL COMPETITOR ENTRANT LICENCE WITH GARDA VETTING	€440.00	
ADDITIONAL SERVICES		
PRIORITY PROCESSING (ISSUED WITHIN FOUR DAYS)	€105.00	
SAME DAY PROCESSING (ISSUED SAME DAY)	€210.00	

CLUBMAN MINOR ENTRANT COVERS ONLY: SPORTING TRIALS, NAVIGATION TRIALS, ENDURANCE TRIALS, RETROSPECTIVE TRIALS, PRODUCTION CAR TRIALS AND AUTOTESTS

DECLARATION	
<p>In accordance with Articles 9.1 and 9.2 of the FIA International Sporting Code and Chapter 7 Article 108.2.3 of the General Competition Rules of Motorsport Ireland, I hereby apply for Registration/Re-registration for the current year on the Competitors (Entrants) Register of Motorsport Ireland and I undertake, if registered, to submit to and be bound by the FIA International Sporting Code and General Competition Rules of Motorsport Ireland and any regulations supplementary thereto as may be imposed from time to time by Motorsport Ireland.</p> <p>I hereby agree to abide by the guidelines and regulations contained in Motorsport Ireland's Code of Conduct for Children's Sport.</p> <p>I will respect my child's fellow drivers, competitors, their parents, team managers/owners and coaches.</p> <p>I will give encouragement and applaud only positive accomplishments whether from my child, his/her fellow drivers, competitors or the officials.</p> <p>I will respect MI and club officials and their authority during events.</p> <p>I will never demonstrate threatening or abusive behaviour or use foul language.</p> <p>I will encourage my child to treat other participants, coaches, selectors, team managers/owners, MI officials, club officials and event organisers with respect.</p> <p>I have read and accept the guidelines for travelling with children contained in MI's Code of Conduct for Children's Sport.</p>	
ENTRANT'S SIGNATURE	DATE

DATE RECEIVED



34 DAWSON STREET
DUBLIN 2, D02 RF90
TEL.: 01-677 5628
INFO@MOTORSPORTIRELAND.COM
MOTORSPORTIRELAND.COM

2025 COMMERCIAL ENTRANT REGISTRATION FORM

[illegible][illegible]

REQUIREMENTS:

A COPY OF THE COMPANY'S CERTIFICATE OF INCORPORATION AS A LIMITED COMPANY WITHIN THE REPUBLIC OF IRELAND MUST BE INCLUDED WITH THIS APPLICATION, THE COMPANY NAME MUST BE IDENTICAL TO THAT LISTED ABOVE.

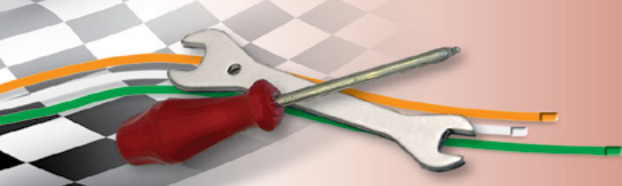
I / WE ENCLOSE AND AUTHORISE THE FOLLOWING REGISTRATION FEE TO BE CHARGED		
NATIONAL COMMERCIAL ENTRANT LICENCE	€525	
INTERNATIONAL COMMERCIAL ENTRANT LICENCE	€1575	

DECLARATION

- I have read and understood the terms of this notice, I am a permanent resident of the Republic of Ireland and/or I am an Irish National and I do not hold a current Competition Licence from any other ASN. I hold an Irish passport or I will supply proof of permanent residency within the ROI every year.
- I hereby apply for registration for the year 2023 on the Competitors and Drivers Register of Motorsport Ireland, I undertake, if registered, to submit to and be bound by the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland, the Motorsport Ireland General Code of Conduct and Code of Conduct for children's sport, the Motorsport Ireland Social Media Policy and Garda Vetting Policy, the Motorsport Ireland yearbook and any regulations supplementary thereto as may be imposed from time to time by Motorsport Ireland. In particular I confirm that I have read the Garda Vetting Policy of Motorsport Ireland and confirm that I have or will disclose the relevant information noted therein to Motorsport Ireland. I also acknowledge that failure by me to disclose any such information could result in my licence being suspended or revoked by Motorsport Ireland.

APPLICANT'S SIGNATURE	DATE

ONE IDENTIFICATION PHOTOGRAPH MUST BE SUPPLIED WITH THIS APPLICATION



SCRUTINY REQUIREMENTS

INTRODUCTION:

An entrant shall be deemed to have full knowledge of their car and to vouch for its eligibility by the act of their car being presented for scrutiny at the start.

The regulations should be interpreted on the basis that if it does not say you can do it then you cannot.

The details on the top of the MOTORSPORT IRELAND Scrutiny Sheet must be filled in and signed by the Entrant/Driver and all equipment including competition numbers and all advertising must be affixed before the car is presented to the scrutineers. If components or equipment is added or modifications are made after mechanical Scrutiny the vehicle must be represented for re-scrutiny. Cars must not be presented to scrutineers with warm engines and in addition must be presented at scrutiny in a clean and tidy condition, with presentable body and paintwork, ready to compete.

Scrutiny is passed only when a scrutiny sheet is signed by a scrutineer nominated for that event.

The onus rests with the competitor to enter a class for which their car is eligible. Classes are final at scrutiny.

Rallies and Navigation Trials: Competitors are reminded that their cars must comply with the Road Traffic Act at all times and that they must make all reasonable efforts to ensure this.

Race: Transponders to be fitted as low as possible maintaining line of site with the track, this position being at the discretion of an appointed event scrutineer or the Class Technical Liaison.

1. HEADLAMPS, DRIVING LAMPS

1.1. Navigation Trials.

Standard headlights may only be supplemented by two additional lights. All such lights must extinguish on dipped beam. If additional lights are fitted, any supplementary manufacturer's lights must be removed. The wattage of all bulbs in forward facing lamps must comply with the RTA.

1.2. Stage Rally and Rally sprints.

The number of auxiliary lamps must comply with F.I.A. Year Book - (Maximum 8) Applies to all Classes as per Appendix 29.1 of current yearbook). All auxiliary lamps must extinguish on the dipping system.

1.2.1. The use of Gas discharge lights on open road section of Stage Rallies is prohibited, either

as additional lights or as standard headlights, unless they are part of the original vehicle manufacturers specification.

1.3. Racing.

All forward facing lights to be taped. (Clear material to be used where working lights are required).

2. BRAKE LIGHTS, INDICATORS, REVERSE LIGHTS.

2.1. Reverse Lights must only work when the gear lever is in the reverse position. (except Retro's where no provision exists for the switch in the Gearbox) Scrutineers must insist on any incorrect lamp being removed; this includes the rear lamp.

2.2. Racing & Rallycross - Brake & Rain Lights.

Brake Lights: Saloons and Historic or Classic Cars must have 2 rearward facing brake lights with bulbs of 21 watts minimum or FIA approved LED equivalent. Brake lights clearly visible. (Rallycross, at high level in rear window) Rain Lights: Single seat cars, Saloons & Classic must have a rearward facing red rain light of 21 watts minimum or FIA approved LED equivalent. (Rallycross, at high level in rear window). All lights must be in working order. Road going Historic cars complete with stop and tail lights do not require rain lights.

3. STEERING, BRAKES, SUSPENSION.

3.1. Steering.

Must all be in very good condition. Steering freeplay will not be allowed. Scrutineers will particularly check universals, rubber couplings, the column shaft for any twisted splines and the condition of the steering wheel. Steering anti-theft device (steering lock) must be rendered inoperative by removal. The column adjusting system must be secured. i.e. may only be operated with tools. Where a quick release mechanism is fitted to the steering wheel it must consist of a flange concentric to the steering wheel axis, coloured yellow through anodisation or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.

3.2. Brakes.

A good firm pedal is required, with no fluid leaks, no perished hoses, no pure copper or corroded pipes. Brake and clutch fluid reservoirs may be fixed inside the cockpit. In which case, they must be securely fastened and be protected by a liquid and flame resistant covering.

3.2.1. Race / Hillclimb.

A Dual Circuit Braking System is compulsory for all cars. (with the exception of historic cars).

3.2.2. Others.

A Dual Circuit Braking System is compulsory for all cars. (with the exception of historic cars) Mechanical parking brake: All vehicles must be fitted with a mechanical parking brake which may be applied while vehicle is travelling at any speed, and must be effective on a 1 in 6 gradient.

3.3. Suspension.

Ball joints and wheel bearings must be in good condition. Shock absorber mountings must be secure.

4. WIPERS, WASHERS, HORN & MIRROR.

4.1. Saloons.

Wipers must operate at an appropriate speed over an arc of the windscreen glass, which is sufficient to give the driver an adequate view.

4.2. Rallies.

The noise level produced by the audible warning device (horn) must be greater than or equal to 97dB during at least 3 seconds, measured 7m in front of the vehicle, activation must be available to the driver and it is strongly recommended for navigator's and to be reachable by either when belted / harnessed.

4.2.3. Rear view.

This shall be provided by an inside mirror (Saloons). Furthermore, all cars must be equipped with two outside mirrors (one on the right and one on the left). These rear-view mirrors may be as standard. Recommended for Pre 1955 cars, mandatory for all others in Race, Rallycross & Rallies.

5. FUEL TANK, FUEL-OIL-WATER-LINES, ELECTRICAL CABLES.

The ageing of safety tanks entails a considerable reduction in the strength characteristics after approximately five years. No bladder shall be used more than five years after the date of manufacture, unless inspected and certified by the manufacture for a period of up to another two years. Tank, pump and fluid lines must be properly secured, routed and hoses clipped. Clear plastic hoses must not be used for fuel. Fluid lines, including fuel, oil and brake, which are fitted externally must be protected. If fluid lines are routed through the passenger compartment, they must be metal or metal braid (except containers and fluid lines for windscreen washers and intercooler sprays) and must not be situated between the rollcage and bodyshell. Electrical cables must not be situated between the rollcage and bodyshell. Other than bulkhead connections there must not be any joins in the passenger compartment. Fuel tank may not be located in

the engine compartment of a saloon car. Tank Cap must not protrude beyond bodywork; non dry break fillers fitted within the vehicle must have a drain-off funnel with separate drain to outside and must meet the requirements of Appendix 2-15. Internal or External Flip/hinged type caps are Not allowed. (with the exception of Pre 1955 vehicles for which it is highly recommended). Fuel tank breathers should be in a 'U' shape configuration or vent valve fitted.

5.1. Rally, Race, Rallysprint, Rallycross, Autocross.

The passenger compartment must not contain any fuel, oil or hydraulic pumps or filters. (This includes power steering systems). Oil reservoirs (**Dry sump tanks**), if fitted in a two compartment vehicle, must be rearward of the rear axle and enclosed in their own boxed-in section.

It is not recommended to fit engine oil reservoirs in the engine bay of Saloon cars. Should it be necessary it must be rearward of the suspension top mounts and highly recommended to be on the induction side NOT the exhaust side. (Mandatory from 1/4/24)

5.2. Rally.

In a 3 compartment car the fuel tank may not be located in the centre compartment. (The rear compartment may be extended into the centre compartment provided the requirements of App2 15 are observed). In the case of twin-volume cars it is permitted to use non-structural partition wall in transparent non-flammable plastic between the cockpit and the tank arrangement.

6. FIRE EXTINGUISHERS.

The containers must be securely mounted. Steel bolts and washers must be used for mounting (no aluminum rivets) All extinguishing equipment must be fire resistant. Plastic pipes are prohibited and metal pipes are obligatory. All nozzles must be mechanically secured with metal clips / brackets. NO plastic cable ties. All extinguishers must be adequately protected and their mounting brackets must have anti torpedo tabs.

Manual (Hand Held) extinguishers must have TWO quick-release metal fastenings and Fire System bottles must have TWO screw locked metal fastening straps as per FIA standards fitted. Their mountings must be able to withstand a deceleration of 25g. If any other system is fitted, it may be retained, but the apparatus below must also be carried. It is recommended that the regulations described below are taken as a minimum and competitors are free to use additional equipment that have retaining mechanisms which comply as outlined.

6.1 Race.

6.1.1. Single Seaters, Uno, Fiat Punto and Abarth saloon, Stryker Formula Sheane, Formula VEE and Saloon cars. Plumbed in 1.75 minimum AFFF or FIA approved equivalent including previous FIA standard, Viro3, Powder, DuPont FE-36.

6.1.2. All others (Excluding Rallies).

Plumbed in or 1 Handheld 1.75 AFFF or FIA approved equivalent including previous FIA standard, Viro3, Powder, DuPont FE-36.

6.1.3. Where a handheld extinguisher is fitted it must be accessible to the driver when normally seated.

6.1.4. Permitted extinguishants.

As per 6.2 below.

6.2. All Rallies.

Fire Extinguisher System as per 6.2.1. (minimum quantity of extinguishant 3kg) and Manual extinguishers as per 6.3.

6.2.1. All cars must be equipped with an extinguishing system from FIA technical list No16 or technical list No.52 (must be suitable for type of vehicle):

"Plumbed-in Fire Extinguisher systems homologated by the FIA" (Available from www.fia.com). All extinguishers must be adequately protected and may not be fitted forward of either crew members feet (centrally mounted is allowed). Exceptions are Metro 6R4 and Darrian. Any other exceptions will be notified in the MI Bulletin.

6.2.2. Both occupants must be able to trigger (and for electrically operated system, arm) the plumbed extinguisher when seated normally with their safety belts fastened and the steering wheel in place. All systems must be armed before departure from Stage Arrival Control. Furthermore a means of triggering from the outside must be combined with the circuit breaker switch, or situated close to it. It must be marked with letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

6.2.3. The system must work in all positions.

6.2.4. Extinguisher nozzles must be suitable for the extinguishant and be installed in accordance with the manufacturers instructions. Nozzles should not point directly at the occupants.

6.3. Manual extinguishers.

6.3.1. All cars must be fitted with one or two fire extinguishers. (minimum sizes are specified below).

6.3.2. Permitted extinguishants: AFFF, FX G-TEC, Viro3, Powder, or any other extinguishant homologated by the FIA.

6.3.3. Minimum quantity of extinguishant.

AFFF: 2.4 litres

FX G-TEC: 2.0 kg

Viro3: 2.0 kg

Zero 360: 2.0 kg

Powder: 2.0kg

FE 36: 2.0kg

6.3.4. All extinguishers must be pressurized according to the contents. AFFF: FX G-TEC, Viro3: and Zero 360: in accordance with the manufacturer's instructions Powder: 8 bar minimum, 13.5 bar maximum. Furthermore, each extinguisher when filled with AFFF must be equipped with a means of checking the pressure of the contents.

6.3.5. The following information must be visible on each extinguisher: - capacity - type of extinguishant - weight or volume of the extinguishant - date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check.

6.3.6. All extinguishers must be adequately protected. Their mountings must be able to withstand a deceleration of 25 g. Furthermore, only quick-release metal fastenings, with TWO metal straps, will be accepted.

6.3.7. The extinguishers must be easily accessible for the driver and the co-driver.

6.4.1. Historic cars plumbed in with one handheld complying with Motorsport UK Yearbook R49.

6.4.2. Rallycross and Autocross.

1 Handheld 1.75 minimum AFFF or plumbed-in 2.25ltr minimum. Permitted extinguishants: AFFF, FXG-Tec, FE36, Viro 3, powder or any other extinguishant homologated by the FIA. (See Appendix 2; 6.3.3.)

6.5. Hillclimb/Sprint.

All Cars must be equipped with either FIA Approved plumbed in system or handheld 1.75 AFF or FIA approved equivalent including previous FIA standard, Viro3, Powder, DuPont FE-36.

6.5.1. All single seaters must be equipped with FIA approved plumbed in system. The system must be armed when in the start area and during the competition.

6.5.2. Where a handheld extinguisher is fitted it must be armed when in the start area and during the competition and accessible to the driver when normally seated.

7. SAFETY BELTS / HARNESS.

During Special Stages Rallies and all speed events competitors must wear safety harnesses carrying a label issued by the relevant standards

institute complying to FIA Technical List N° 24 & 57 (available from www.fia.com). Competitors are advised to check the FIA site regularly to ensure that the harnesses they are using remain approved.

7.1. Navigation Trials.

Minimum Lap and Diagonal to comply with the Road Traffic Act. If competition type seats are used, then the belts must pass through the belt holes in the seats (to ensure proper contact with the occupants).

7.2. Racing, Rallies & Rallycross.

For National events current FIA standard including 8853/98, 8854/98 & 8853/2016. (Belts will remain valid for **7 years** after the date shown on the relevant label). Minimum 5 point belt's i.e. must have crotch strap.

For International events FIA rules apply. (National rules apply to cars competing in national classes on international events).

7.3. Rallysprint, Autocross.

Current FIA standard including 8853/98, 8854/98 and 8853/2016. No date restrictions apply.

7.4. Hillclimbs & Sprints.

Current FIA standard including 8853/98, 8854/98 and 8853/2016, (Belts will remain valid for **7 years** after the date shown on the relevant label).

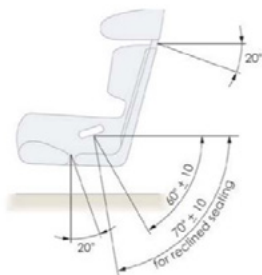


Figure 13 Side view to show recommended belt angles

For International events FIA rules apply.

In addition, for Classes 1A, 1B, 2, 4, 5, 8A, 8B, 9A, 9B & 10 (as defined in Appendix 81 of the MI Yearbook). No date restrictions apply on national events.

From 1/1/25 all classes will have to comply with Appendix 2-7.4.



Figure 14 recommended belt angle for open cockpit cars

Note: All safety belts/harnesses, regardless of age, must be in a suitable condition for their continued use in competition. Safety belts/harnesses will be periodically examined by a scrutineer, appointed by the MI Technical Commission, with particular attention made to those whose FIA homologation has expired. Safety belts/harnesses deemed unsuitable must be withdrawn from use immediately. The MI scrutineers decision will be deemed final.

Motorsport Ireland have reviewed the permission for extended use of belts/harnesses as follows: From 1/1/24 to 31/12/24: +7 years from the FIA expiry date on the label and from 1/1/25 +5 years from the FIA expiry date on the label.

Motorsport Ireland reserve the right to review this permission for extended use of safety belts/harnesses at any time should they deem it necessary. (This will be reviewed by the MI Technical Commission by **31/12/2025** and notification of any changes will be posted).

7.5. Fixing.

It is recommended that Shoulder straps, Lap straps & Crotch straps to be fixed as per Figure 13 & 14 below depending on vehicle. Belts should be replaced after a heavy accident. Mounting points to the body should be very secure. Frayed, heavily soiled seat belts will not be accepted. Seat belts must be worn by competitors correctly adjusted at all times during events.

7.6. Deleted

7.7. Recommendations.

It is reminded to all drivers and scrutineers that in case of a severe crash, a car's safety belts will be stretched, and therefore lose their shock absorbing capacity for further impacts. It is therefore imperative to change any harness which has undergone a high deceleration and in such situations the scrutineers may remove the homologation label. It is the duty of the scrutineers to refuse any harness which is in poor condition, even if the validity limit has not yet expired, and to remove the homologation label.

7.8. Seat belts cutters (2x) must be carried in

all rally cars. These must be accessible to both occupants whilst seated and belted.

7.9. Seat belt cutter must be carried in all autocross competing vehicles.

8. TYRES AND WHEELS.

Wheels must not extend beyond the periphery of the bodywork on Saloons all events.

8.1. Rallies.

Cars must be presented at Scrutiny only on tyres which comply with the Road Traffic Regulations.

8.1.1.

If (Racing) slick tyres are used they must comply with the following.

8.1.2. A number of equally spaced grooves to be positioned circumferentially. These will vary according to the width of the tyre, with a minimum of three grooves irrespective of tyre width.

8.1.3. The maximum spacing between grooves or between the outer groove and the tyre shoulder will not exceed 50mm and will be such that the distance between the outermost grooves is not less than three quarters of the thread width.

8.1.4. The measurement of other than straight circumferential grooves of whatever configuration, will be through the centre line of the pattern.

8.1.5. The minimum groove width will be 2mm at all times.

8.1.6. The minimum depth of groove will be 3mm on a NEW tyre, and not less than 1.6 at any other time.

8.1.7. The unauthorised grooving of slick tyres is prohibited.

8.1.8. Racing tyres are prohibited for Rallies e.g. Tyres marked with "for Racing Purposes only" or "Not for public highway use", Buffing of tyre side walls will render unfit for use. Tyres should be sound and in roadworthy condition. The wheels are free, respecting the homologated

diameter (article 801.a), and the homologated width (article 801.b) for Group N which is considered as a maximum. and as per FIA Appendix J for Group A Remould Tyres which comply with Irish Standard 412- 1988 and/ or British Standard AU 144 or their European Equivalent and carry an "H" Rating or higher may be used on Tarmac Stage Rallies.

8.1.9. The inside of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air (inner tube allowable, maximum wall thickness 3mm). In other words, the use of any device allowing the tyres

to maintain their performance at an internal pressure equal to or less than the atmospheric pressure, is prohibited.

8.3. **Racing.** As per individual class regulations. A 1.6mm tread depth is the minimum requirement in the case of treaded tyres.

8.3.1. Rallycross.

The complete wheel (flange, rim and tyre) must always fit inside a U shaped gauge of which the extremities are:

250mm for 2 wheel drive

200mm for 4 wheel drive

The measurement to be made on the unloaded part of the tyre, but with the car in race condition and with the driver on board. The use of tyres fitted with studs, spikes or chains is not permitted.

International events.

Slick tyres are prohibited. Grooved/ moulded tyres are authorised on the basis of designs homologated by the FIA. Ref. Appendix J 279.3

9. NOISE CONTROL.

Induction and exhaust noise levels must not be offensive to the public. The exhaust system must remain in place and in operation throughout the event. A silencer must be incorporated in the system. Organising clubs may exclude any car with excessive noise.

Induction Noise: For Navigation Trials an air filter must be fitted.

Exhaust Noise: Navigation/Endurance Events, 100 DBA maximum at 3500rpm. (2500 for Diesel engines). Rallycross and Rallysprint, 105 DBA maximum. Rallies, (National and International) All cars used in Rallies and unless the limits imposed by the local authorities are lower, the noise level on the open road must not exceed 103 dB(A) for an engine rotation speed of 3500 rpm and 2500 rpm for diesel engines. Noise testing to be carried out in accordance with current FIA approved method of testing.

10. SECURING OF EQUIPMENT INCLUDING BATTERY.

10.1, Rally, Rallycross, Autocross, Rallysprint.

Battery, tools & equipment must be firmly secured. Scrutineers strongly advise against locating the battery in the cockpit. In the event of this being necessary, the battery must be a non-spill type and securely fixed in a leak-proof box. In this case, the protection box must include an air intake with its exit outside the cockpit (see FIA appendix J drawings 255-10 and 255- 11). If the battery situated in the cockpit is a dry battery, it must be protected electrically by a cover which covers it completely and must conform to the statutory requirements for motor vehicles.. Where a passenger is carried it is NOT permitted to mount any equipment other than a plastic water

container directly forward of their feet (i.e. not behind footrest). All removable equipment (tools, spares, etc., with the exception of belt cutters and hand held fire extinguishers.) must be mounted rearward of the seats, as per FIA regulations. Exceptions are Metro 6R4 and Darrian. Any other exceptions will be notified in the MI Bulletin.

10.2. Race, Hillclimb.

Any battery situated in the cockpit must be a dry battery and must be protected electrically by a cover which covers it completely.

11. THROTTLE CLOSING.

Each carburettor must have its own return spring and an additional external spring must be fitted on the throttle linkage (butterfly shaft end).

12. WARNING TRIANGLE - ALL RALLIES.

A free standing triangle must be carried in the cockpit of each competing car.

13. L.P. GAS

This is allowed but must conform to the Motorsport Ireland requirements; (M.S.B. No. 48, May 1983). This means double straps (i.e. 4) all in leak-proof case with Inspection plate.

14. GENERAL CONDITION.

Cars to be in a clean and tidy condition. All workmanship should be of the highest standard. Load bearing structures to be generally free from rust. All material must be in place before scrutiny. Details are included in the GCRs, Articles 116 – 120 inclusive. Scrutineers will inspect cars during any event and may recommend excluding a car that is in a unsafe condition. The Scrutineers' opinion will determine what is a clean and tidy condition.

14.1. Windscreen and windows shall bear no advertising, with the exception of a maximum 10cm high strip on the upper part of the windscreen (20cm for circuit racing classes, unless otherwise stated in class sporting regulations) and, provided that this does not interfere with the visibility of the driver, an 8cm high strip on the rear window (15cm for circuit racing classes, unless otherwise stated in class sporting regulations). For International events FIA rules apply. Maximum 10 cm on the upper front windscreen and 8cm on the rear.

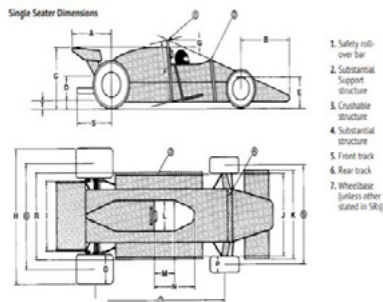
14.2. When an on-board television camera or other recording device is fitted, written notice that the equipment is being carried must be given to the COC.

Camera Mounting.

The mounting of any camera must be specifically approved by the Scrutineer during pre-event scrutineering. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and

vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method. External cameras are not allowed unless required by the event / championship regulations, in such cases they should be mechanical mounted and where possible a secondary means of attachment should be used. Where Event or Championship Regulations require the fitting of a camera, the location and method of fitting should be specified. Where forward facing cameras are fitted for judicial purposes, they should be mounted so as to capture an image that provides a 'driver's eye' view that should include, where possible, the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees. In open wheel cars and karts both front wheels should be in view where possible. The fitting of rear-facing cameras may also be required for judicial purposes.

Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve position and non-mechanical mountings. Attaching cameras to



Notes: Maximum height is measured with the driver aboard.
Maximum height excludes safety roll-over bar on which there is no maximum height.
FIA substantial support structure (2) and (4) apply only to certain International Formulae

Single Seater Dimensions

All dimensions in cm

Refer to Drawing

(A)	Maximum rear overhang from rear wheel axis unless specified otherwise	100
(B)	Maximum front overhang from front wheel axis	N/A
(C)	Maximum height measured from the ground	90
(D)	Exhaust height measured from the ground	
(E)	Maximum body height in front of front wheels	
(F)	Minimum safety roll-over bar length in line with drivers spine	92
(G)	Minimum allowed helmet clearance	5
(H)	Maximum width	N/A
(I)	Maximum rear overhang	95
(J)	Maximum body width behind front wheels	
(K)	Maximum nose width	N/A
(L)	Minimum cockpit opening	45
(M)	Minimum cockpit parallel opening length	30
(N)	Minimum cockpit overall opening length	60
(O)	Maximum rear wheel width	N/A
(P)	Maximum front wheel width	N/A
(Q)	Maximum width including crushable	N/A
(R)	Maximum exhaust length from rear wheel axis	-
(S)	Minimum ground clearance	4
(T)	Minimum wheelbase (unless stated otherwise in SRG)	183

(* Except for within 450mm rearward of the front face of the ROPS and for a maximum of 150mm either side of the centre line where bodywork may not be more than 25mm higher than the upper surface of the ROPS.)

Helmets is strictly forbidden.

14.3. Rallies, Race, Rallycross, Autocross & Rallysprint.

If internal door trims are removed they must be replaced with sheeting made from metal at least 0.5mm thick or from carbon fibre at least 1mm thick or from another solid and non-combustible material at least 2mm thick.

Door frames must remain original equipment (OE) or homologated and must not be altered unless stated in class regulations. (No drilling or removing of material for the purpose of lightening of panels) Door skins to remain as original for that model unless an alternative is homologated. The centralised door locking systems may be rendered inoperative or may be removed.

Unless otherwise homologated the following is permissible on modified cars. It is permitted to remove the soundproofing material from the doors, provided that this does not modify the shape of the doors. It is permitted to replace electric lift mechanisms with manual ones. In the case of cars with 4 doors the lift mechanism for the rear windows may be replaced with a device that locks the rear windows in the closed position.

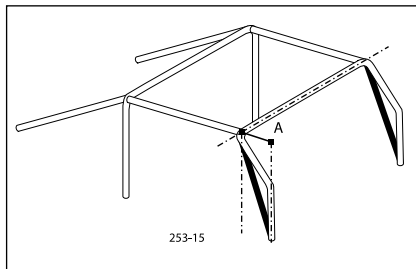
The OE glass side windows may be replaced with Polycarbonate side windows (including rear quarter panel windows) (minimum thickness 3.8 mm Appendix K cars 4mm). It must be possible for these windows to be removed without the use of tools. (e.g. May be pushed out from inside in an emergency) An opening aperture may be fitted, within the polycarbonate, to each front window, with a sliding mechanism of the same polycarbonate material. The removal of internal door side protection bars is allowed only if foam to protect against lateral collisions is fitted. For the sole purpose of installing the foam, it is allowed to modify the interior part of the door within the door cavity, providing the structural and safety performance is not compromised. In any case, the OE door latch mechanism shall not be modified. Minimum volume of foam: (60 Lt) It should also be noted that the safety installations apply to both driver and co-driver sides (where applicable) of the car and that the foam material must comply with FIA standard 8866-2016 (FIA Technical List n°58) or an equivalent fire rating & density. Safety foam in door cavity is highly recommended for all Modified cars which have OE window lift mechanism removed.

14.4. Air Bags & Seat belt tensioning systems.

It is recommended that these systems be rendered inoperative and removed where possible.

14.5 Aerodynamic devices.

14.5.1 All devices must be fixed and only changeable with the aid of tools.



14.5.2 Rallies.

The rear aerodynamic device must be entirely contained within the frontal projection of the car without its rear-view mirrors.

14.5.3 Hillclimbs and Sprints.

Aerodynamic devices must not extend beyond the maximum width of the vehicle, above the maximum height of any roof except hatchback saloons which must not be more than 150mm above roof line, or for an open car the maximum height of the ROPS.

For Saloon and Sports Cars such devices must not extend longitudinally from the bodywork by more than 150mm.

For Sports Racing Cars such devices must not extend longitudinally from the rear wheel axis by more than 1100mm.

14.5.4 All others.

Such devices must not extend beyond the maximum width of the vehicle, above the maximum height of any roof, or for an open car the maximum height of the ROPS.

For Saloon and Sports Cars such devices must not extend longitudinally from the bodywork by more than 100mm.

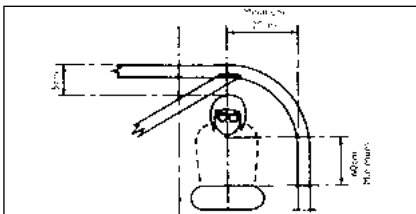
For Sports Racing Cars such devices must not extend longitudinally from the rear wheel axis by more than 1100mm.

Racing Cars must comply with drawing below.

15. FIRE WALLS.

15.1. Firewall.

A firewall is mandatory between fuel tanks, fillers, associated pipes and occupants, and between engine and occupants. If the tank is under the floor, the floor is the firewall. Any



firewall should be of a fire-resistant material and sealed with fire-resistant sealant sufficient to prevent the passage of flame or liquid..

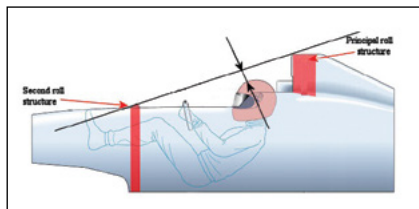
15.2. Exhausts.

Exhaust Systems on Saloon and Sports Cars must exit beyond the body work.

16. Roll Over Protection Systems (ROPS).

All Homologated or ASN Certified (ROPS) must have the appropriate certificate e.g. as shown in the homologation form.

Vehicles which do not have Homologated or ASN Certified ROPS will require a cage fabricated in compliance with FIA Appendix J 253.



Having a main hoop made of 45mm O.D. x 2.5mm wall thickness or 50mm O.D. x 2.0mm wall thickness C.D.S. steel.

All welding must be of the highest quality possible, with full penetration (preferably using gas shielded arc). All joints must be fully welded, (unless homologated otherwise). Fixation plates must be of at least 2mm thick. The fixation of the main roll bar pillars must be attached with at least 2 bolts of 8mm high tensile steel. All pillar fixation mountings must be reinforced under the body by plates of 3mm thickness and at least 1.5 times the area of the mounting plates. The fixing of door intrusion bars on both sides of the vehicle is compulsory (dual door intrusion bars will be mandatory from 1/1/2016). They should not obstruct access to the front seats and not encroach on the space provided for the driver and co-driver. As per Appendix J 253-49. All the joints must be solid, the use of hinged joints is allowed for door bars (intrusion and diagonal) and removable members which do not form part of the main cage structure as per FIA Appendix J 253. (See also Appendix 2 – 5)

16.1. The following models of cars: Toyota Corolla AE86, Honda Civic Model EK, Opel/Vauxhall Corsa B/Nova which do not have a homologated or certified cage (or do not have the homologation papers or certificate for their cage) must have Windscreen Pillar Reinforcement (WPR) bars fitted in accordance with FIA Sporting Code Appendix J Article 253 (Ref FIA Drawing 253-15) or alternatively

where a driver has concerns that he/she will be physically impeded from exiting the car FIA Sporting Code Appendix J Article 253 (Ref FIA Drawing 253-31) can be used, if possible it is recommended that both should be used. In all other cases the fitting of reinforcement bars in compliance with the above is highly recommended. For further information refer to FIA International Sporting Code Appendix J Article 253 8.3.2.1.4. Windscreen Pillar Reinforcement (WPR).

WPR may be bent on condition that it is straight in side view and that the angle of the bend does not exceed 20 degrees. Its upper end must be less than 100 mm from the junction between the front (lateral) rollbar and the longitudinal (transversal) member (see drawing 253-52 for the measurement). Its lower end must be less than 100 mm from the (front) mounting foot of front (lateral) rollbar.

Where the alternate is used (Ref: FIA Drawing 253-31) the bar must be a maximum of 300mm down from the top of the main hoop and a maximum of 250mm from the B pillar on the bar connecting the main hoop to the front leg of the cage WPR (or alternative) must be fitted symmetrically on both sides of the cage.

16.2. Protective padding.

Where the occupants' bodies could come into contact with the safety cage, non-flammable padding must be securely fitted to the cage for protection.

16.3. Where the occupants' crash helmets could come into contact with the safety cage, the padding, securely fitted, must comply with FIA standard 8857-2001, type A (see technical list No. 23 on www.fia.com "Roll Cage Padding Homologated by the FIA"). A minimum distance of 15 cm between crash helmet and safety cage padding is recommended.

16.4. The upper part of the driver and co-drivers helmet must be at least 5 cm below the top of the rollbar hoop.

16.5. The gap between Drivers helmet and the line between the principal roll structure and the second roll structure as shown in the diagram above should be no less than 5cm.

17. HELMETS.

During Special Stages Rallies and all speed events competitors must wear crash helmets carrying a label issued by the relevant standards institute complying to FIA appendix L Chapter 3 Article 1 TECHNICAL LIST No 25 (available from www.fia.com). Competitors are advised to check the FIA website regularly to ensure that the helmet they are using remains on the list of approved helmets.

Refer to Appendix 5 of the current Yearbook for specimen labels.



For MI National events helmets remain valid for a further 5 years after they have been removed from the FIA listing. NB all helmets must be in good condition.

The scrutineers may refuse any helmet which is in poor condition / damaged or repaired, even if the validity limit has not yet expired, and may remove the homologation label in consultation with MI Technical Commission.

For International events FIA rules apply (National rules apply to cars competing in national classes on international events).

Furthermore in open cockpit vehicles and soft tops a full face helmet must be used at all times.

It is compulsory for all Autocross drivers of Single Seaters, Specials & Buggies to wear a full face helmet with a visor or goggles.

17.1. MI (or Motorsport UK equivalent, as long as helmet meets required MI standards) Safety Helmet Approval stickers must be in position on all helmets. These tamperproof stickers will be available from selected scrutineers (at a cost of €2 each) and will be placed on helmet as close as possible to rear of right ear position. Mandatory for Autocross, Rallycross, Race, Hillclimb & Sprint events. For all rallies/other speed events the unique serial number for the helmet must be recorded on the scrutiny sheet. This is found on the FIA standard label on the inside of the helmet under the lining.

17.2. Painting a helmet with water base paint is permitted. Covering a helmet with material such as vinyl is not permitted for any class of motorsport that requires competitors to use fire retardant clothing/helmet lining.

Vinyl wrap is permitted on helmets approved for kart racing and will have a Safety Helmet Approved sticker (as per App 2-17.1) with the letter "K" before the ID number.

17.3. The wearing of a head restraint approved by the FIA, e.g. HANS®, is required as follows:

17.3.1. Mandatory for Special Stage Rally driver's and co driver's, (including "00" Safety cars) with the exception of Historic Rally Category 1 vehicles (pre-1968).

17.3.2. Mandatory for Race, Hillclimb & Sprint drivers with the exception of pre 1955 vehicles.

17.3.3. Mandatory for all RallyCross classes.

17.3.4. Autocross & Rallysprint.

Mandatory from 1/1/24

Note: Historic Rally Category 1 vehicles (pre-1968) must run in period specification and have documentary proof of same e.g. FIA HTP / HRVIF.

18. BONNET AND BOOT FASTENINGS.

At least two additional fasteners for the front and rear bonnet and boot lid. The original fasteners having been rendered inoperative. Compulsory for Gp. A/R and "Modified" Rallycars. Race compulsory by removal. Strongly recommended for Gp. N Rallycars and all Saloon Racing Cars. Bonnet must close in its original position.

18.1. Rallies.

Bonnet and boot lid may be fibreglass / composite but must have internals / bracing similar to original bonnet / boot lid and must be fastened by way of four bonnet pins (two front and two rear), or by original type hinges and two bonnet pins and must close in its original position. Application: all modified rally cars.

19. WINDSCREEN/WINDOWS.

All cars must have a laminated (or FIA homologated) windscreen fitted at all times throughout the event which is clearly marked. Scrutineers will reject cars having laminated windscreens which are damaged (including delaminating) to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the event.

19.1. Sunstrip.

A sun strip for the windscreen is authorized, on condition that it allows the occupants to see the road signs (traffic signs, traffic lights etc). This sun strip must not cover more than one third of the depth of the visual area of the windscreen.

19.1.1. Sunstrip – Circuit Racing Classes

For Circuit Racing Classes, unless otherwise stated in class sporting regulations the top 250mm or advertising strip plus 50mm, whichever is the greater, may be non-transparent and the remainder must be transparent and no darker than Road Traffic Act (RTA) allows. (The glass in the windscreen will be required to have a light transmission level of not less than 65% in order to pass the NCT test. I.E. Tinting must not be greater than 35%).

19.2. Anti-shatter film.

If the side windows and the glass sunroof are not made from laminated glass, the use of transparent and colourless anti-shatter films on the inside of the side windows and sunroof is mandatory. The thickness of these films must not be greater than 100 microns. but must allow the interior of the vehicle and its occupants to be visible, in normal daylight, from a distance of 5 meters. The use of silvered or tinted films can be authorised for Groups N and A ONLY (not for modified cars) in rallies only, on the side and rear windows and on the glass sunroof, and only on the following conditions:

1. Openings in these films must allow a person outside the car to see the driver as well as the contents of the car.

2. This authorisation must be mentioned in the supplementary regulations of the event.

19.3. Non Glass Side Windows.

Polycarbonate windows (No Perspex) (not allowed in Groups A,N or R unless homologated) minimum thickness of 3.8mm must not be opaque and must allow the interior of the vehicle and its occupants to be visible, in normal daylight, from a distance of 5 meters.

19.4. Window Webbing.

It is compulsory for all Saloon cars to be fitted with a protective webbing to the driver's and passengers (if applicable) side window opening if this window is left open more than a maximum of 70mm during competition. This will also apply to historic cars fitted with hardtops

19.5 Hillclimb and Sprints.

Homologated / Manufacturer supplied polycarbonate windscreens may be used.

20. HEADREST & SEATS.

20.1. Race.

As per Class regulations.

20.2. All Rallies and Rallycross.

All seats must comply with current FIA standard including 8855/99 standard (FIA technical list 12 available from www.fia.com). Competitors are advised to check the FIA site regularly to ensure that the seats they are using remain approved.

In accordance with FIA Standard 8855-1999 seats are valid for 5 years from the date (manufacture date) shown on the label. For MI National Events seats remain valid for a further 7 years after this (i.e. for MI National Events seats are valid for 12 years from the date shown on the label). For cars competing in the international classes of international events, FIA standards will remain applicable. For cars competing in the national **classes** of international events, the rule as stated above for national events will be applicable.

Note: All seats, regardless of age, must be in a suitable condition for their continued use in competition. Seats will be periodically examined by a scrutineer, appointed by the MI Technical Commission, with particular attention made to those whose FIA homologation has expired. Seats deemed unsuitable must be withdrawn from use immediately. The MI scrutineers decision will be deemed final.

Motorsport Ireland have reviewed the permission for extended use of seats as follows
From 1/1/24 to 31/12/24: +7 years from the FIA expiry date on the label and from 1/1/25

+5 years from the FIA expiry date on the label.

Motorsport Ireland reserve the right to review this permission for extended use of seats at any time should they deem it necessary. (This will be reviewed by the MI Technical Commission by 31/12/2025 and notification of any changes will be posted).

20.3. All others.

Headrest must be present for each occupant. Ref. Appendix J 253 16. Compulsory for all cars, as an integral part of the seat. No 'slip on' or adjustable varieties. High back seats are compulsory for all classes.

20.3.1. Hillclimb / Sprint.

For cars in classes 1, 2, 8 (as current MI Yearbook) currently homologated seats will be accepted with no date limit.

Class 4 as per HRCA & FIA Appendix K (when using currently homologated seats no date limit applies).

All other classes as 20.1 or 20.2 as applicable.

20.3.2. Rallysprint & Autocross.

Currently homologated seats will be accepted with no date limit.

20.3.3. Rally Cars.

Seats with side impact protection are highly recommended for all rally cars.

N.B. All seats must be in good condition and mounted in accordance with FIA Appendix J 253.

For new builds the anchoring points for seat mountings MUST be in conformity with the dimensions given in App J 253-65B. From 1/1/24 seat mounting brackets with slots where they bolt to the seat mounting system will NO LONGER BE ALLOWED.

The scrutineers may refuse any seat which is in poor condition / damaged or repaired, even if the validity limit has not yet expired, and may remove the homologation label in consultation with MI Technical Commission.

21. TOWING EYES.

Front and rear towing eyes which are adequate must be fitted and clearly marked and accessible to rescue services with the exception of single seaters.(Exhaust clamp not acceptable)

21.1. All Rallies.

Towing eyes must be clearly visible and painted in yellow, red or orange. The carrying of an appropriate tow rope is mandatory.

22. GENERAL CIRCUIT BREAKER.

It must be operable from both inside and outside the car, clearly marked with a red spark on a white edged blue triangle. The circuit breaker must stop the engine and isolate all electrical circuits. It must operate independently to a plumbed in extinguisher system (unless Homologated). As for the outside, the triggering

system of the circuit breaker will compulsorily be situated at the lower part of the windscreen mounting for closed cars (N.S. recommended). The inside switch must be operable by all occupants when seated normally with their seat belts fastened and the steering wheel in place.

23. CLOTHING AND OVERALLS.

The wearing of rain suits made from flammable material over flame retardant overalls is not permitted.

23.1. Rallies, Rallycross, Racing, Hillclimb/ Sprint , Autocross & Rally sprint.

National Events: Current FIA homologated Flame retardant overalls, underwear, socks, boots, balaclava are compulsory (for Rallies both crew members) with gloves compulsory for drivers. Flame retardant overalls must cover the arms to the wrists, the legs to the ankles and the torso to the neck during the competitive sections of the event. Failure to wear gloves, a crash helmet, flame retardant overalls, underwear, socks, boots, balaclava and seat belts, properly fastened on the arrival to start a stage/race/timed run or during a stage/race/timed run may carry the penalty of exclusion. For clarification a stage ends at the stop car and a race when cars are back in parc-ferme. It is mandatory that FIA approved clothing be used at all times. (Clothing will remain valid for 5 years after the expiry date shown on the relevant FIA Technical List subject to being in adequate condition).

The overalls and gloves must be in good condition; worn/damaged items will NOT be accepted.

Failure to wear gloves, a crash helmet, flame retardant overalls, underwear, socks, boots, balaclava and seat belts, properly fastened on the arrival to start a timed run, or during a timed run may carry the penalty of exclusion.

23.2. International Events.

FIA Approved clothing, overalls, underwear, balaclava, socks, shoes, and gloves (optional for navigator) homologated to Current FIA standard (FIA Technical lists 27 & 74 or later) must be worn at all times during practice/qualifying / competition and shall not be removed until Parc Ferme or Stop car.

N.B. FIA Approved flame retardant underwear must be worn. The Name and Blood Group of all competitors should be embroidered (all embroidery/badges to FIA regulations.) or otherwise clearly marked on the overalls. The name and blood group on the overalls must be that of the competitor who is wearing them.

24. WINDOW WEBBING.

(Please refer to rule 19.4)



25. SUNROOFS.

Glass sunroofs (if not on homologation papers) must be replaced by a panel of steel and be at least the same thickness as the remainder of the roof and be firmly secured in the closed position. Application: all groups, unless the series production fitting is maintained.

26. ADDITIONAL SAFETY INFORMATION RALLIES.

26.1. It is strongly recommended that a first aid kit is carried in both Rally car and Service vehicles.

26.2. Spare wheels, jacks, wheel braces, tools and spare parts must be securely fastened in position. Scrutineers or other officials will remove loose items from cars at stage starts.

27.

Competition Car Log Books (CCLB).

CCLB are required for certain sporting disciplines as detailed below and in the specific discipline regulations.

Any CCLB issued will remain the property of Motorsport Ireland, which reserves the right to withdraw or suspend it at any time, stating the reason why.

Mandatory for the following disciplines of Motor Sport.

- a) Stage Rallies, Rally Sprints.
- b) Historic Stage Rallies
- c) Rallycross
- d) Autocross
- e) Hillclimbs and Sprints
- f) Racing

27.1. Cars presented to scrutineers without a log book or proof of application for same will NOT be permitted to start. Logbooks will not be issued during scrutineering. Log books must carry the current owners name, MI Licence number and address, but if the car is hired, documentary evidence of ownership will be required. Should any scrutineer have an issue at pre/post-event scrutineering or during the event the logbook may be retained/requested by the scrutineers and held until the issue is dealt with.

27.2. To obtain a log book a Vehicle registration document or Tax Book (where appropriate) containing the vehicle identity number is required.

27.3. Recent colour print photographs minimum 4" x 3" maximum 6" x 4" is required to be affixed to the log book. Front three quarter view (RH or LH) with the number plate legible (where appropriate). Also Engine bay / Chassis from front (or rear if rear/mid engined number plate legible where appropriate).

27.4. Photographs will not be accepted if they are:
Not in colour

Polaroid
Out of focus.

Incorrect exposure making identity difficult
Showing wrong side of car not showing complete car
Number plate missing (in the case of Rally cars).

27.5. Log Books must be returned to M.I. if asked for by M.I. or the chief scrutineer for the event or should any of the following occur:

- Change of ownership
- Change of address
- Change of colour (with NEW photo)
- Change of engine type or capacity
- Change of Body Shell (New Shell new Logbook)
- Vehicle Disposal or Dismantled
- Damage to roll cage (ROPS)

Approved additional pages which carry the logbook number may be added for owners detail / comments by Official's and must be noted on the original Logbook

Log books refer to complete cars and may not be transferred with a body shell
Items recorded in logbook not addressed shall result in scrutiny failure, e.g. note to update fire system if this is not done when the car is next presented for scrutiny the car shall fail scrutiny.

MI reserve the right to withdraw/suspend any Logbook and mark it as such on its records.
The registered owner will be informed by MI of the reason for the withdrawal/suspension.

27.6. Cost is €40 per new/replacement Log Book, for changes of details, (as listed in Art. 27.5), €20.

27.7. Motorsport Ireland Log Books will be accepted by Motorsport UK..

27.8.1. Appropriate Motorsport UK Log Books accompanying vehicles held by Motorsport UK competitors will be accepted.

27.8.2. Motorsport Ireland licence holders must have motorsport Ireland logbooks.

27.9. To obtain a log book or for any other queries in relation to Appendix 2 please contact MI office for details of a scrutineer in your area.

Motorsport Ireland, 34, Dawson Street, Dublin 2.

Tel: 01 6775628

email: info@motorsportireland.com

www.motorsportireland.com

27.10. Lost Logbooks.

Duplicates may be issued with an entry stating duplicate and the original logbook number it is replacing.

27.11. If a vehicle does not pass scrutiny on safety grounds its log book may be retained by Motorsport Ireland, or its officials, until a satisfactory out of competition inspection has taken place. If a vehicle is seriously damaged

as the result of an accident the log book may be requested to be returned to Motorsport Ireland, or its officials, for retention and return following an out of competition inspection after repairs have been carried out.

27.12. Chassis Identification Seal (CIS).

It is mandatory for all cars competing in Stage Rallies, Rallysprints, Historic Stage Rallies, Rallycross, Autocross, Hillclimbs and sprints to have a Chassis Identification Seal (CIS) fitted.

Location: Saloon - The CIS will be fitted high up on the B pillar passenger side (Near side) and joined (by wire) to the top of the main hoop of the roll cage and noted in the Competition Car Log Book (CCLB). Open Cockpit - Main hoop of the roll cage / integrated chassis / stressed Integral Tub of the competition vehicle and noted in the CCLB.

Application: New logbooks (or alterations to logbooks under Appendix 2 Article 27.5) CIS will be fitted at time of inspection for new logbooks and when alterations are being carried out on existing logbooks.

The CIS may be removed if event Scrutineers deem it necessary.

28. ELIGIBILITY.

28.1. Homologation Papers - Group A, R and N Cars and cars in class 15.

Homologation papers must be produced at scrutiny and available on demand throughout the event. Note: Failure to comply will result in a car being automatically declared ineligible.

28.2. Fuel.

Petrol or Diesel in compliance with FIA Appendix J Art 252, Article 9. (Petrol Max 102 octane).

With the exception of cars competing in road going production category, cars competing in Motorsport Ireland speed events(Autocross, Rallycross, Rally sprints, Racing, Special Stage Rallying, Sprints and Hill Climbs)it must be possible to take a fuel sample. For fuel injected cars the facility must be a dry break fuel sampling coupling, approved by the FIA.

For all others an appropriate fitting to allow fuel sampling must be present. In addition competitors must carry and make available a 600mm minimum length of hose to which, where necessary, the appropriate mating part is to be attached.

Cars must have sufficient fuel for a fuel test at any time during an event. Minimum volume required is 3.5 litres.

28.3. Comparison Rule.

Direct comparison between questionable items and production line components will be used wherever appropriate, in all classes.

28.4. Confiscation of questionable items.

The Scrutineers are empowered to confiscate any questionable component (including the

logbook) they may consider necessary for further examination. Motorsport Ireland and its agents will not be held responsible for the safety of any confiscated items.

28.5. Onus for Paying Costs of Eligibility Checks.

The onus is on competitors to prove that their cars comply with the relevant regulations and the cost of any dismantling required must be borne by:

28.5.1. The competitor: when his/ her car is either protested by another competitor or examined on the instructions of the organisers or Motorsport Ireland and found not to comply with the regulations.

28.5.2. The person protesting the car: if the car is found to comply with the regulations.

28.5.3. Motorsport Ireland: If Motorsport Ireland or the organisers or the Stewards of a meeting request proof of eligibility involving stripping/ rebuilding, the entrant/competitor will be responsible for the full costs, whether found to be legal or not. If found to be "legal" however, the Scrutineers costs will not be added. The Clerk of the Course has the authority (Rule 163), taking all relevant factors into account to order that a deposit as determined by them to be lodged with Motorsport Ireland by the person(s) protesting. Motorsport Ireland's function being only that of a depositor pending the outcome of the technical investigation. If on investigation the protest is found to be valid and is upheld, the deposit will be immediately returned to the person protesting. If not upheld the deposit will not be returned until it is confirmed that the person(s) protesting has paid the expenses arising from the stripping and rebuilding and cost of the Scrutineer which may or may not exceed the deposit paid (GCR 163). N.B. Formula Vee has specified limits.

28.6 Capacity Checks.

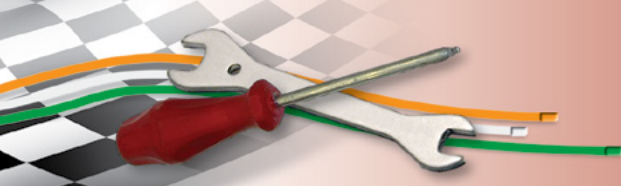
Two sump securing bolts (one each side) must be cross-drilled to enable sealing of the crankcase assembly and a tell-tale wire installed. Failure to comply will result in a car being automatically declared ineligible.

28.6.1. Where specifications apply to two transmission assembly bolts to engine (to enable sealing of the flywheel assembly) and two transmission assembly bolts (to enable sealing of the transmission assembly) must be cross drilled to enable wire sealing. Failure to comply will result in a car being automatically declared ineligible.

28.7. The organising Club must provide the Scrutineers with suitable facilities to carry out post event eligibility checks.

28.8. Historic rally cars.

See Appendix 29 Articles 17 to 20.



28.9. Sealing.

28.9.1. If a vehicle or any of its components are sealed for eligibility purposes or as a result of a protest, then this fact must be entered by the sealing scrutineer in the log book where relevant to the vehicle. The licensed Entrant or Driver must remain with the vehicle for the duration of the sealing process and acknowledge the examination procedure initiation by signing the issued Sealing Report. Failure to do so will result in the imposition of a fine as set out in the Schedule of Fees and Rule No.144. All subsequent vehicle eligibility examinations must be completed no later than the expiration of the forty fifth (45th) day after the sealing was carried out.

The onus is on the entrant/driver to make arrangements for examination with the sealing / eligibility scrutineer, this should be done within thirty (30) days to make sure there is enough time for examination to be carried out. Failure to give adequate notice for examination may result in personnel being unavailable to carry out checks within the stated time limit thus resulting in sealed components being deemed ineligible by default.

Even if a vehicle, or any of its components, are sealed as a condition of competing in a championship any eligibility inspections requested must still be completed within the same time scale.

Components sealed for eligibility purposes and checked by a manufacturer may be resealed by the manufacturer in the presence of an MI Scrutineer. Manufacturers are approved as experts for this purpose by Motorsport Ireland and trusted guardians. Motorsport Ireland recognizes the need for corporate confidentiality at the manufacturer's facilities. Therefore competitors or their guardian, agent, entrant or parent are not permitted to be present at such facilities. Any equipment used in the testing by the Manufacturer will be deemed to be correct.

28.9.2. Failure to comply with this regulation will automatically result in the relevant vehicle being declared ineligible for the competition for which it was entered and the results for such competitions will be amended accordingly. There is no right of protest or appeal against such a declaration which will be made by the Motorsport Department. If a vehicle is so deemed to be illegal then the seals must be broken by the 'sealing' scrutineer or his nominee and the same vehicle/ components re-sealed immediately and a further entry made in the log book."

28.9.3 Components sealed as a condition of competing (e.g. Turbo and Pop off valve) must have the seal numbers recorded on their scrutiny sheets. If the seal is not numbered a description must be recorded. Should a seal need to be removed during an event to allow repair

or replacement of a part, this may only be done under the supervision of the chief scrutineer or an agent appointed by him.

28.10. Forced induction intake restrictor and mountings.

These must be as per Appendix J of the current FIA Yearbook (available from www.fia.com).

Cars registered before 1st January 1996, on National events, attachment by means of two needle screws will be acceptable. The heads of both screws must be pierced so that they can be sealed. Appendix J requirements must be adhered to in all other aspects. This will be strictly enforced on all turbo charged cars.

29. SOS/OK BOARD.

Board must be carried secured to the underside of the roof within reach of both crew members in all cars competing in rally events. This board must be A4 size and made of coriboro 29cm x 20cm with lettering 9.3cm in height/ The lettering should be white with the "OK" on a green background and the "SOS" on a red background.

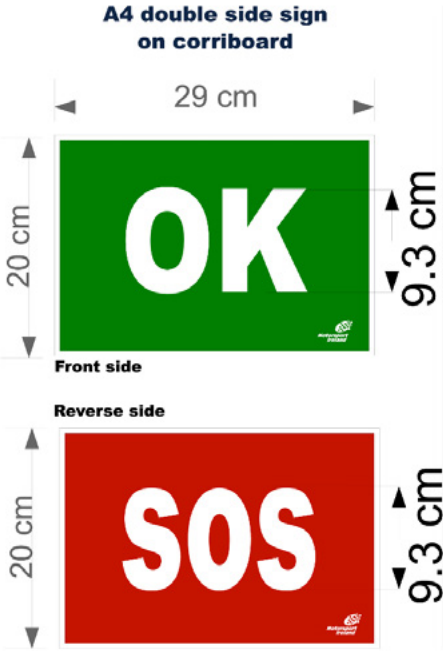
30. SPECIALS.

Autocross Specials see Appendix 87.

31. ACQUAINTANCE WITH AND SUBMISSION TO RULES.

It shall be no defense to claim no performance advantage was obtained should a vehicle be found not to comply with the regulations. (GCR 49).

31.1. All vehicles eligibility examinations must be completed no later than the expiration of the forty fifth day (45) after which the vehicle was sealed by an authorised official (the vehicle includes any individual part/s or component/s). Failure to comply with this regulation will automatically result in the relevant vehicle being declared ineligible for the competition for which it was entered and the results of such a competition will be amended accordingly. (GCR 163)



ADVICE ON THE PURCHASE AND CARE OF HELMETS

(FOR LIST OF APPROVED STANDARDS SEE APPENDIX 2 ART 17)

4

1. Fit and Security.

To ensure satisfactory fit and security of your helmet, proceed as follows:

- a) Obtain correct size by measuring the crown of your head.
- b) Check that there is no side-to-side movement, a helmet should be as close fitting as possible consistent with comfort.
- c) Tighten straps securely - the chin strap must be under tension at all times; ensure therefore that the strap cannot slip. Chin cups are prohibited.
- d) With head forward and with strap fastened, attempt to pull up the back of the helmet, as shown in the diagram below, to ensure the helmet cannot be removed in this way.
- e) Ensure you can see clearly over each shoulder.
- f) Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth other than with a flame resistant balaclava or face mask. Helmets with life-support attachments must only be worn if they are connected to a life-support system.
- g) Never wear a scarf, tie or other loose clothing which could come loose and possibly cause an accident.
- h) Ensure that the visor can be opened with one gloved hand.
- i) Satisfy yourself that the back of the helmet provides protection for your neck.
- j) Do not buy from mail order unless you can satisfactorily carry out the above checks. Return a helmet unused if it does not fit.

2. Condition and Care of Helmet

- a) The user must bear the prime responsibility for ensuring that his helmet is fit for the purpose intended, since significant damage to the helmet may have been sustained without this being apparent to the scrutineer.
- b) Anything other than minor superficial damage is likely to result in the scrutineer

impounding the helmet for the event.

- c) It is in everyone's interest for the competitor to buy the best helmet he can and to look after it (the best is not necessarily the most expensive). A helmet bag should always be used to store the helmet.
- d) There must be no alteration to the structure of a helmet. Where a radio intercom is fitted this should only be done in accordance with the helmet manufacturer's instructions.
- e) Use only a weak solution of soft soap and water to clean the interior and exterior of the helmet, do not get the interior too wet.
- f) Some moulded plastic helmets although they meet approved standards can be seriously damaged by substances such as petrol, paint, adhesives, cleaning agents and stickers - such damage may not always be apparent; however, crazing or obvious dulling of the surface finish could indicate serious structural weakening of the helmet and is likely to result in the scrutineer impounding the helmet for the event. Painting a helmet with water based paint is permitted. Covering a helmet with material such as vinyl is not permitted.
- g) The helmet should be stored, preferably in a helmet bag, in a cool dry place away from sunlight when not in use. Do not strap the helmet to the roll cage or allow other unrestrained movement which could cause the helmet to be damaged.
- h) A good helmet, properly cared for, is one very important link in a long chain of safety measures. Do not allow it to become the weak link. Do not rely on others. You are responsible for your own safety. Do not, through your own fault, become a grave burden to others.

3. Goggles or Visor

Either goggles or a visor must be worn at all times during training practice and competing, unless in a closed vehicle. Recommended visor standard (minimum) BS4100.





INTERNATIONAL HELMET STANDARDS APPENDIX 5

INTERNATIONAL HELMET STANDARDS

Refer to Appendix 2 Art. 17

5










HELMET STANDARD	LABELS REQUIRED ON HELMET	Recognised to be used with FHR	Recognised to be used without FHR	End of Validity for International events/classes	End of Validity for MI National events
Snell SA2010 + FIA 8858-2010	 + 	YES	YES	31 st December 2023	31 st December 2028
Snell SA2010 + FIA 8858-2010	 + 	YES	YES	31 st December 2023	31 st December 2028
Snell SAH2010 + FIA 8858-2010	 + 	YES	YES	31 st December 2023	31 st December 2028
Snell SAH2010 + FIA 8858-2010	 + 	YES	YES	31 st December 2023	31 st December 2028
HELMET STANDARD	LABELS REQUIRED ON HELMET	Recognised to be used with FHR	Recognised to be used without FHR	End of Validity for International events/classes	End of Validity for MI National events
FIA 8860-2018 and 8860-2018-ABP	 or 	YES	YES	No end date currently listed	No end date currently listed
FIA 8860-2010	 or 	YES	YES	31 st December 2028	31 st December 2033
FIA 8859-2015		YES	YES	No end date currently listed	No end date currently listed
Snell SA2010 + FIA 8858-2002	 + 	YES	YES	31 st December 2023	31 st December 2028







INTERNATIONAL HELMET STANDARDS

APPENDIX 5

5

HELMET STANDARD	LABEL/S REQUIRED ON HELMET	Recognised to be used with FHR	Recognised to be used without FHR	End of Validity for International events/classes	End of Validity for MI National events
Snell SA 2010		NO	YES	31 st December 2023	31 st December 2028
Snell SAH 2010		NO	YES	31 st December 2023	31 st December 2028
Snell SA 2015		NO	YES	31 st December 2023	31 st December 2028
FIA 8860-2004		YES	YES	31 st December 2020	31 st December 2025
Snell SA 2005		NO	YES	31 st December 2018	31 st December 2023
Snell SA2005 + FIA 8858-2002	 + 	YES	YES	31 st December 2018	31 st December 2023
Snell SA2005 + FIA 8858-2010	 + 	YES	YES	31 st December 2018	31 st December 2023

HELMET STANDARD	LABEL/S REQUIRED ON HELMET	Recognised to be used with FHR	Recognised to be used without FHR	End of Validity for International events/classes	End of Validity for MI National events
Snell SA2005 + FIA 8858-2010	 + 	YES	YES	31 st December 2018	31 st December 2023
SFI 31.1 SFI 31.1A SFI 31.2A SFI Foundation Inc 15706 Pomerado Road, Suite N208 Poway, CA 92064 USA www.sfiFoundation.com	 + 	NO	YES	31 st December 2018	31 st December 2023



















INTERNATIONAL HELMET STANDARDS

APPENDIX 5

KARTING HELMETS

5

HELMET STANDARD	LABEL/S REQUIRED ON HELMET	Additional Notes	End of Validity for International events	End of Validity for MI National events
Snell SA2020			No end date currently listed	No end date currently listed
Snell SA2015			31 st December 2028	31 st December 2033
Snell SAH2010			31 st December 2023	31 st December 2028
Snell SA2010			31 st December 2023	31 st December 2028
Snell K2020			No end date currently listed	No end date currently listed
Snell K2015			31 st December 2028	31 st December 2033
Snell K2010			31 st December 2023	31 st December 2028
Snell – FIA CMS2016		Mandatory for Drivers under 15 years old	No end date currently listed	No end date currently listed
Snell – FIA CMS2007		Mandatory for Drivers under 15 years old	31 st December 2024	31 st December 2029

HELMET STANDARD	LABEL/S REQUIRED ON HELMET	Additional Notes	End of Validity for International events	End of Validity for MI National events
Snell – FIA CMR2016		Mandatory for Drivers under 15 years old	No end date currently listed	No end date currently listed
Snell – FIA CMR2007		Mandatory for Drivers under 15 years old	31 st December 2024	31 st December 2029
FIA 8859-2015			No end date currently listed	No end date currently listed
FIA 8860-2018			No end date currently listed	No end date currently listed
FIA 8860-2018 ABP			No end date currently listed	No end date currently listed
FIA 8860-2010			31 st December 2028	31 st December 2033
FIA 8860-2010			31 st December 2028	31 st December 2033



COMPETITION NUMBERS AND ADVERTISING REGULATIONS

See also GCR 184

Advertising will be free with the following limitations:

a) No advertising may be within 7cms of the circle containing the competition number. The circle containing the number is deemed to be 40cms in diameter.

b) The layout of competition numbers must be as follows:

1. One number on the front of the car.

2. One number on each side of the car.

c) All numbers must be 20 cms high with a stroke of 4 cms. Each number must comply with the specimen layout as specified in the Yearbook.

d) The number will be black on a white background.

e) The best position for a number on the front of a single-seater is at the very front of the nose-cone, as this is usually angled downwards. When a number is positioned further back, just in front of the base of the screen, it is often on a horizontal surface and cannot be read as quickly. Regarding the angling of a number to the right, this should not be more than 30 degrees from the straight ahead position. Racing numbers must be of the exact style illustrated, which experience has shown to be the most easily identified. Numbers shall be in position before the vehicle is presented for scrutiny and will be subject to approval as to position, legibility and size. Modifications may be required as a result of performance of any vehicle whose number is not readily apparent to the lap recorders.

f) Where a competitor is sponsored by a company whose name or logo, contains numerals, these numerals may not constitute the competition number, nor may that part of the advertising be on the same plane or panel of car, nor may the numbers be black or exceed a size of 15cms.

g) Advertising on glass as per Appendix 2 articles 14.1 and 19.1, unless otherwise stated in class regulations.

h) No advertising may carry obscene or offensive details.

i) Associated Commission may allocate the number sequence for each season to the competitors in each class.

j) Multiple drives: There may be only one number visible on the competing car when it enters the start area. This does not mean a strip of tape through one of the numbers in an attempt to obliterate it.

k) Racing car numbers must conform to the attached diagram unless otherwise approved in advance by race commission and published in the class sporting or technical regulations.

1. The organisers may, in addition to the number format provided in (k), also permit competition numbers to be moved to the rear side windows on the vehicle. In this case the numbers for each rear side window, shall be:

- (a) a minimum of 200mm high
- (b) with a stroke width of at least 20mm
- (c) coloured reflective yellow.

In addition, the windscreen of these cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows:

- (d) the numerals must be at least 150mm high
- (e) be in the same colour and font as those displayed on the rear side windows
- (f) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip"

1 2 3 4 5 6 7 8 9 0



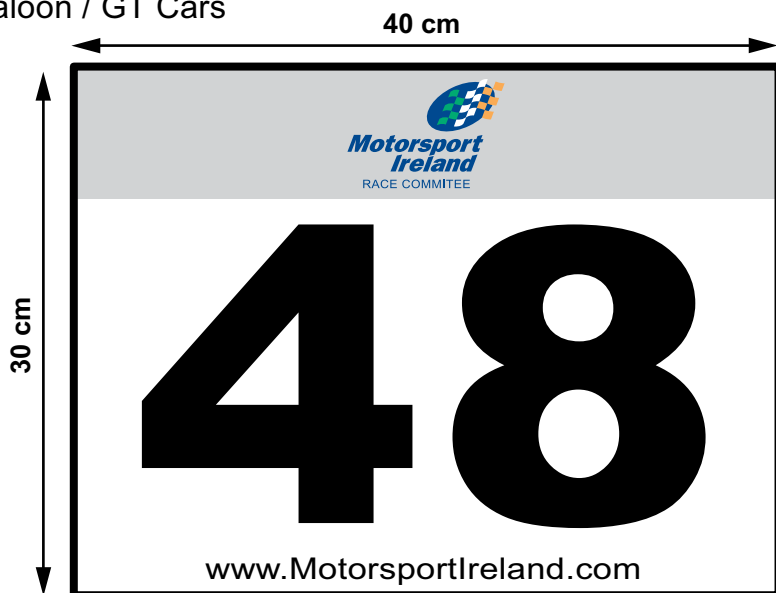
K) Racing Car Numbers

Single Seater
/ Sports Cars



6

Saloon / GT Cars





COMPETITORS' PERSONAL ACCIDENT INSURANCE

A COMPULSORY PERSONAL ACCIDENT INSURANCE scheme for all competitors, including passengers, taking part in motorsport events is in operation for all events run under a Motorsport Ireland permit.

Organising clubs must collect the premium from competitors prior to the start of the event. The total premium collected must be returned to Motorsport Ireland by cheque within 14 days of the completion of the event (excluding Rallies and Navigation/Retrospective/Endurance Trials).

For Rallies and Navigation/Retro/Endurance Trials, the amount of premium collected will be declared by the organising club on the CPA Return Form, as for all other events. This amount will then be added to the sum due for the IRDS Insurance which is payable by lodging a blank post dated cheque with the permit application form when applying for an event permit.

The Benefits payable under the scheme are as follows:

DEATH, PERMANENT TOTAL DISABLEMENT, LOSS OF ONE OR TWO LIMBS, LOSS OF SIGHT OF ONE OR TWO EYES: up to €75,000.

TEMPORARY TOTAL DISABLEMENT: 70% of weekly wage up to max. €250 per week (applies after 4 week deferment period) payable for a maximum of 52 weeks.

Competitors receiving payment of benefit for a period of 26 weeks are required to attend the offices of Motorsport Ireland or a nominated alternative location for interview by Motorsport Ireland and/or a Motorsport Ireland nominated medical professional. Further payments beyond 26 weeks will be subject to satisfactory completion of the procedure noted above. Failure to satisfy the representatives of Motorsport Ireland as to the necessity to continue the payment of benefit will result in the benefit being withdrawn.

For those not in gainful employment: Up to €250 per week payable for a maximum of 26 weeks (in all not necessarily consecutive) for receipted medical and other expenses made necessary by the accidental bodily injury.

In clarification of the benefits listed, if a competitor were to receive weekly benefits for a period, and then be assessed to be Permanently Totally Disabled, the total amount paid would not exceed €75,000 as listed (any amount already paid as weekly benefit would be deducted from the capital sum becoming payable).

As competitors aged 17 years and under are charged a reduced premium for each event, they are eligible for a reduced capital payment in the event of death or serious injury and are not eligible for weekly payments in the event of Temporary Total Disablement.

MI Licence holders are reminded that any events in which they may compete outside the Republic of Ireland are not covered by the scheme, which is exclusive to MI.

Competitors are strongly advised to consider this scheme as a minimum and to consider taking out their own additional insurance to cover themselves and their dependants in the event that they are involved in a serious accident.

Competitors are not permitted to compete while receiving CPA benefit.

When submitting a claim for CPA benefit the competitor must return their competition licence to MI with the claim form.

Competitors must submit a new medical self-declaration and Doctors certificate (on the MI competition licence form) before their licence can be returned or a new licence issued.

The rates of premium for each branch of the sport are listed below and have been classified 1, 2 or 3 according to the risk involved.

CLASS 1: All Special Stage Rallies with the exception of Forestry events:

Age 18 and over - €25 per person
Age 17 and under - €13 per person

CLASS 2: Forestry Stage Rallies, Navigation, Retrospective & Endurance Trials, Road Races, Circuit Races, Kart Races, Rallycross, Autocross, Rallysprint, Midget Car Races, Sprints and Hillclimbs:

Age 18 and over - €15 per person
Age 17 and under - €8 per person

CLASS 3: Autotests, Sporting & 4x4 Trials, Production Vehicle Trials:

Age 18 and over - €5 per person
Age 17 and under - €3 per person



COMPETITOR PA INSURANCE APPENDIX 7

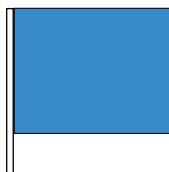
THE PREMIUM IS PER PERSON AND THIS WILL MEAN THAT IF YOU HAVE A 'BOUNCER' OR NAVIGATOR OR CO-DRIVER THEN THEY MUST ALSO PAY THE APPROPRIATE PREMIUM.

THE OCCUPANTS OF "00" CARS ARE COVERED UNDER THE "PERSONAL ACCIDENT INSURANCE" FOR OFFICIALS (see Officials' Sign-on sheet – coloured yellow) AND NOT BY COMPETITORS' PERSONAL ACCIDENT INSURANCE. THERE IS NO EXTRA CHARGE FOR THIS.

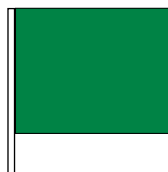
N.B. ONCE A COMPETITOR HAS CHECKED-IN, THE INSURANCE PREMIUM IS NON-REFUNDABLE.



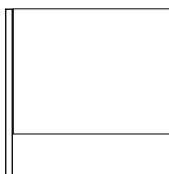
FLAG SIGNALS



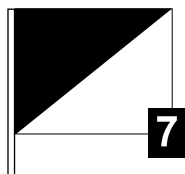
Blue
Overtaking Flag



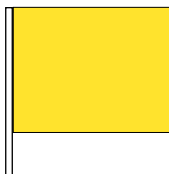
Green
Road clear



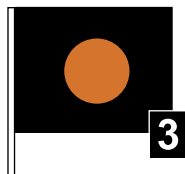
White
Service car
or
slow moving
vehicle



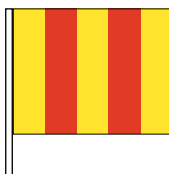
**Black/White
diagonal**
Warning flag



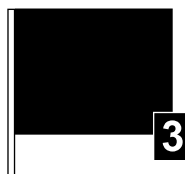
Yellow
Danger



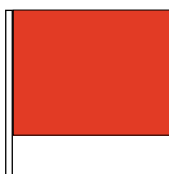
**Black,
Orange disc**
Mechanical failure



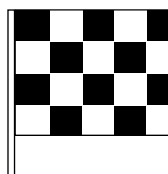
Yellow/Red
Slippery surface



Black
Report to C of C



Red
Cease racing



**Black/White
chequered**
End of race



CALENDAR OF EVENTS APPENDIX 9

CALENDAR OF EVENTS 2025

Please see our website (motorsportireland.com) for our 2025 calendar of events.



MOTORSPORT IRELAND AFFILIATED CLUB ADDRESSES

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26 Verbena Park, Sutton, Dublin D13 YD66
Phone 087 265 4241
Email: secretary@almc.ie
Website: www.almcmotorclub.ie

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Phone: 087 066 6663
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Website: www.birrmotorclub.com

CARLOW CAR CLUB:

Brendan Harpur
Heavenstown, Murrinctown, Wexford Y35 D234
Phone: 085 965 2566
Email: secretary@carlowcarclub.ie
Website: www.carlowcarclub.ie

CARRICK-ON-SUIR MOTOR CLUB:

Dawn Hanbury
17 William Street, Portlawn, Co. Waterford
Phone: 086 858 4379
Email: info@carrickonsuirmotorclub.com
Website: www.carrickonsuirmotorclub.com

CLARE MOTOR CLUB:

Carrie Ryan
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Website: www.claremotorclub.com

CO CAVAN MOTOR CLUB:

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Mobile: 086 087 1293
Email: cocavanmotorclub@gmail.com
Website: www.cocavanmotorclub.com

CO KILDARE MOTOR CLUB:

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Email: shelliefarrelly@gmail.com

CO MONAGHAN MOTOR CLUB:

Paul Hughes
Corbyfin, Ballybay, Co Monaghan
Phone: 086 257 1401 (Evenings)
Email monaghanmotorclubsec@gmail.com
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CONNACHT MOTOR CLUB (SLIGO):

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Website: www.connachtmotorclub.com

CORK MOTOR CLUB:

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Email: cormotorclubsec@gmail.com
Website: www.corkmotorclub.com

DONEGAL MOTOR CLUB:

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Mobile: 086 602 3362
Email: donegalmotorclub@hotmail.com
Website: www.donegalmotorclub.com

GÁRDA SIOCHANA MOTOR CLUB:

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G.B.F.I., Harcourt Square,
Harcourt Street, Dublin 2
Mobile: 086 828 1222
Email: gsmotorclubsecretary@gmail.com
Website: www.gardamotorclub.com

GALWAY MOTOR CLUB:

Gary Leonard
Dunkellin, Kilcolgan, Co. Galway
Phone: 087 900 5617
Email: co.galwaymc@gmail.com
Website: www.galwaymotorclub.com

IMOKILLY MOTOR CLUB:

Philip Doherty
5 Farm Green, Manor Farm, Lehenaghbeg, Co.
Cork T12 XRN0
Mobile: 087 956 5612
Email: imokillymotorclub.sec@gmail.com
Website: www.imokillymotorclub.com

IRISH MOTOR RACING CLUB:

Eddie Fitzgerald
16 Templeroan Grove, Rathfarnham, Dublin 16.
Mobile: 087 970 0804
Phone: 01 493 7561
Email: imrc31@gmail.com

KERRY MOTOR CLUB:

Jason Brick
20 Knockmoyle Tralee, Co. Kerry
Phone: 086 104 3293
Email: secretary@kerrymotorclub.com
Website: www.kerrymotorclub.com



CLUBS

APPENDIX 10

KILLARNEY & DISTRICT MOTOR CLUB:

TBC
Mobile: 085 147 2086
Email: kdmc.secretary@hotmail.com
Website: www.killarneyanddistrictmotorclub.com

LAOIS RALLYSport CLUB:

Ann Hutchinson
1 Slievebloom, Rathdowney, Co. Laois
Phone: 083 333 6771
Email: lrscltd@yahoo.ie
Website: www.laoisrallysport.org

LEINSTER MOTOR CLUB:

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21, Mill Meadows, Arklow, Co. Wicklow
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Website: www.leinstermotorclub.ie

LIMERICK MOTOR CLUB:

Elaine Shinnors
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Email: secretary@limerickmc.ie
Website: www.limerickmc.ie

MRCCI:

Joe Sheppard
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MAYO & DISTRICT MOTORSPORT CLUB:

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MIDLAND MOTOR CLUB:

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Website: www.midlandmotorclub.net

MONDELLO PARK SPORTS CLUB:

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MUNSTER CAR CLUB:

TBC
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Email: secretary.munstercarclub@gmail.com
Website: www.munstercarclub.com

MUNSTER KART CLUB:

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Email: eoinb555@hotmail.com

SKIBBEREEN & DISTRICT CAR CLUB:

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Email: secretary@skibbdcc.com
Website: www.skibbdcc.com

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WESTMEATH & DISTRICT MOTOR CLUB:

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Website: www.westmeathmotorclub.ie

WEXFORD MOTOR CLUB:

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Website: www.wexfordmotorclub.ie



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I.V.V.C.C.

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Email: honsecretary@ivvcc.ie
Website: www.ivvcc.ie

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Mobile: 086 820 8054.
Email: fergalhenahan@gmail.com

GALWAY BAY RALLY RESCUE UNIT:

Mr. Jason Brick,
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V92N8K6.
Phone: 086 1043293
Email: jasonbrick2@hotmail.com

LEINSTER RESCUE:

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Y14 H340
Mobile: 087 228 9653.
Email: leinsterrescue@yahoo.co.uk

MOTORSPORT RESCUE SERVICES LTD.:

Mr Mark Brennan,
c/o Raymond Quinn Solicitors,
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Email: msrs.ltd@gmail.com

RUSSELL RESCUE UNIT 1:

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Mobile: 087 695 0900.
Email: paddy russell@gmail.com

RUSSELL RESCUE UNIT 2:

Evan Russell,
Mobile: 087 230 1912,
Email: paddy russell@gmail.com

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Fax: 01 6710 793.
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Website: www.motorsportireland.com

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Fax: 01 671 0793.

MOTORSPORT UK:

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Phone: 0044 1753 765000.
Fax: 0044 1753 682938.
Website: www.motorsportuk.org

ULSTER AUTOMOBILE CLUB:

c/o 54 Islandreagh Drive, Dunadry,
Co Antrim, BT41 2HB.
Email: sharon@ulsterautomobileclub.com
Website: www.ulsterautomobileclub.com

MOTORCYCLING IRELAND:

Unit 18, Beat Centre, Stephenstown Industrial
Estate, Balbriggan, Co Dublin.
Phone: 01 802 0480.
Email: office@motorcycling-ireland.com
Website: www.motorcycling-ireland.com

MOTORSPORT SAFETY TEAM-SPECTATOR SAFETY SERVICES:

Mr Aiden Harper,
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Saggart Village, Saggart, Co Dublin.
Mobile: 086 818 8784.
Email: motorsportsafetyteam1@mail.com

LIFFEY RALLY SPECTATOR SAFETY:

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ASSOCIATION OF MUNSTER MOTOR CLUBS:

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**ASSOCIATION OF NORTHERN IRELAND
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Email: nmoffitt@btopenworld.com
Website: www.anicc.org.uk

500 MOTOR RACING CLUB OF IRELAND:

Mr Richard Young,
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Kircubbin, Newtownards, Co Down BT22 1AU.
Mobile: 0044 7973 534144.
Email: richard.young@kirkistown.com
Website: www.kirkistown.com

IRISH RALLY COMPETITORS ASSOCIATION:

Mr Declan Tumilty,
24 Castletown Grove, Celbridge, Co Kildare.
Phone: 01 627 3868 (h) or 01 628 8564 (w).
Mobile: 087 259 7599.
Email: ircainfo@eircom.net
Website: www.theirca.com

**IRISH HISTORIC & CLASSIC CAR
ASSOCIATION:**

Mr John O'Toole,
Blue Anchor House, Carrolls Yard,
Douglas Street, Cork.
Mobile: 086 828 5957.

**MUNSTER VINTAGE MOTORCYCLE
& CAR CLUB:**

Mr Chris O'Mahony,
Brooklands, Scotsmans Road,
Monkstown, Co Cork.
Phone: 021 484 1904 (h).
Mobile: 086 197 1273.
Email: mvmccc1@gmail.com
Website: www.munstervintage.com

FIVE COUNTIES MARSHALS CLUB:

Mr Michael Brady,
18, Ard Mhicil, New Ross, Co Wexford.
Phone: 087 277 2366.
Email: mickjb2011@gmail.com



1. NOTICE FOR ALL MOTORSPORT VENUES AND EVENT PROGRAMMES.

SAMPLE WARNING NOTICE (Approx. 24" x 18") (Red on White)

WARNING
MOTORSPORT CAN BE DANGEROUS
DESPITE THE ORGANISERS TAKING
ALL REASONABLE PRECAUTIONS.
UNAVOIDABLE ACCIDENTS CAN HAPPEN.
THEREFORE YOU ARE PRESENT AT
YOUR OWN RISK.

2. NOTICE FOR ALL CLOSED ROADS APPROACHES.

SAMPLE WARNING NOTICE (Approx. 24" x 18") (Red on White)

WARNING

YOU ARE APPROACHING
A MOTOR SPORT EVENT.

These roads are closed to the public and you are warned
that Motor Sport can be dangerous and that you are present
in the vicinity of the course entirely at your own risk.



FIA MARSHALS INTERNATIONAL HAND SIGNALS





CHAMPIONSHIPS - GENERAL CONDITIONS FOR RALLIES, RACES & HILLCLIMB CHAMPIONSHIPS & SERIES

1. DEFINITIONS.

1.1.1. Championship/Series: An event or group of events or Challenge organised for the purpose of establishing the right to an individual or collective title including "Cup" or "Trophy" or "Challenge" (See also GCR 17).

1.1.2 Series: A series of individual events organised to a common set of Sporting and/or Technical Regulations with no accumulative winner.

1.2. A Championship or Series may be one of the following status:

1.2.1. International.

Open to competition licence holders from all countries affiliated to the FIA. Subject to approval by the FIA and MI.

1.2.2. National.

Open to all Competition Licence holders from countries within the European Union and the United Kingdom affiliated to the FIA and includes in its title the initials MI. Subject to approval by MI and the FIA (FIA Sporting Code Article 2.3)

1.2.3. Restricted/Approved.

Open to all competition licence holders from countries within the European Union affiliated to the FIA and meets the requirements as laid down in these General Conditions. This type of championship will normally incorporate a restriction on either the number of venues, events or organising clubs for the purposes of engendering local competitions. Subject to approval by MI.

2. CHAMPIONSHIP OR SERIES REGULATIONS.

2.1. Championship or Series Regulations must be in compliance with GCR 183.

2.2. Championship Regulations must contain details of status, championship title, details of registration, name and address of Registrar, awards, method of resolving ties, eligibility of competitors and vehicles, event date/s, organising club/s, venue/s and in the case of all championships, the name of:

- (a) Races: the Championship Principal, the Championship Representative.

- (b) Rallies and Hillclimbs: an eligibility scrutineer.

2.3. Organisers of all National and Restricted Championships counting towards an individual or collective title must submit a copy of the proposed regulations to MI for approval prior to the publication of regulations and acceptance of entries.

2.4. The Championship regulations may not be amended after publication except as approved by MI before issue. Any amendments approved by MI must be circulated to all registered competitors, relevant scrutineers and clubs organising rounds of the championship

3. SPONSORSHIP.

3.1. The right to associate the name of a commercial company, organisation or brand with an MI series or championship which already has an existing sponsorship agreement with MI is reserved exclusively for MI.

4. CHAMPIONSHIP/SERIES PERMIT

4.1. All Championships/Series must be approved by MI by the issuing of a permit. Applications may only be made by clubs affiliated to MI.

The following championship permit fees apply:

International Rally Championship - €1500

Tarmac or Forestry Rally Championship - €250

Navigation Trial Championship - €100

National or Restricted Racing Championship - €200

Hillclimb Championship - €100

4.2. A written application for a Championship / Series Permit must be made to MI including two draft copies of the proposed regulations no later than four weeks prior to the first counting round.

4.3. The granting of a permit for a championship or series does not give the championship organiser the right to prevent other championships for that class of vehicle (subject to the approval of MI).

4.4. Championship/Series Regulations may be amended by MI as a condition of granting the Permit, and the Permit having been granted,



must then only be issued in their approved or amended form to all prospective entrants.

4.5. Failure to apply for a permit for a Championship/Series 14 days before the first event takes place will result in a fine of €250 in total being placed on the applicant Clubs. Failure to apply for a permit for a Championship /Series before the second event takes place will result in a fine of €250 on each of the Championship/Series participating clubs. For example, a four round Championship /Series - no permit - fine €1,000. (GCR 146).

5. TELEVISION AND INTELLECTUAL PROPERTY RIGHTS.

5.1. In accordance with GCR 183.

6. POINTS SCORING.

6.1. Championship/Series.

6.1.1 Stage Rallies.

National Rally Stages Championship:

See Appendix 31 Article 5.1

National Forestry Stage Championship:

See Appendix 32 Article 7.

Other International / Restricted/ Approved Rally Championships/Series:

Regulations must contain details of proposed points scoring system(s) when lodged with MI for approval.

6.1.2. Navigation Trials.

National Navigation Trials Championship:

See Appendix 34 Article 4.

Other Restricted/ Approved Navigation Trial Championships/Series:

Championship/Series Regulations must contain details of proposed points scoring system(s) when submitted for approval to MI.

6.1.3. Racing.

6.1.3.1. Racing Points.

Unless the particular Championship regulations state otherwise all racing championships must use the points system of

20/17/14/12/11/10/9/8/7/6/5/4/3/2/1

6.1.3.2. Championships may opt to award extra points for pole position and/or fastest lap. This must be specified in the approved Championship regulations.

6.1.3.3. If two competitors record equal fastest lap, the first recorded time will count.

6.1.3.4. All championship penalty points shall be recorded separately to the scores for each round. Penalty points may not be dropped.

6.1.4. Qualifying Numbers.

For a race to qualify as a championship scoring round a minimum of 7 starters is required. When a championship has two races at one event - a "double header" - the requirement for a

minimum of 7 starters applies to the first race. For races open to Junior Race Licence holders only, the minimum number of starters to qualify as a championship round shall be 5.

6.2. For Racing purposes only, each round of a championship is considered an Event for the purpose of the regulations.

6.3. Points will be awarded as above on the basis of provisional results of each counting round and made final after all judicial hearings and/or eligibility examinations have been finalised/completed.

6.4. Exclusions.

Any competitor competing in a Championship /Series whose vehicle is excluded from the results of an event for breach of the Technical Regulations must count the event as one of the events contributing to his/her total championship score, be excluded from the event concerned forfeiting all championship points, prize money and awards associated with that event. These penalties will be applied automatically by Championship/Series organisers after the process of Protest and Appeal has been completed.

6.5. Where a competitor is excluded from more than one event for the same infringement of the Technical Regulations, then all the results for those events must be amended accordingly and any points gained must be redistributed to the other competitors, including those for fastest lap where applicable.

6.6. A decision to exclude a competitor may be made by the Clerk of the Course, Stewards of the Meeting or MI. If it has been proven that an illegal part or component has been used at more than one championship event, then the championship organisers will apply an exclusion for all such events. Such a decision may be subject to a query to the Championship Stewards as Rule 182.

6.7. A competitor excluded from an event for a breach of GCR No. 139.6 (improper driving) must count the event as a scoring round even if this results in a minus score. Any extra points gained are also forfeit (see 6.1.3.2).

6.9. Maximum Scores.

6.9.1. The maximum number of rounds permitted in any Racing Championship shall be 16 rounds. Unless the particular Championship Regulations specify differently all. Championships will have the option to drop one championship round when there is 9 or 10 rounds and 2 rounds if there is more than 10 rounds.

6.9.2. Final 2 Championship rounds: Only registered championship competitors may take part in the last 2 championship rounds, unless agreed in writing by all competing registered



RALLIES, RACING & HILLCLIMBS

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competitors in the final 2 rounds. In such a case no individual non-registered competitor may be refused entry, who is otherwise eligible to compete.

6.10. Resolving Ties.

Unless the particular championship regulations specify differently, ties will be decided in the following order:

6.10.1 By considering in the best scoring events of the competitors concerned, the number of first places, second places and so on.

6.10.2. By considering the performance in sequential order of championship events.

6.10.3. By considering the placings in all Championship events.

6.10.4. If this does not produce a resolution, a tie will be declared.

6.11. Interim and/or Final: Results must be published by championship Registrars from time to time and will remain provisional until ratified by MI. For MI Championship/Series events and for non-MI Championship events the results should be submitted when available. All such issues must include a date of publication and the name of the Championship Registrar.

6.12. Event results.

A complete set of results for each event should be delivered to MI no later than 7 days after the completion of the event (including practice times where applicable).

7. ADVERTISING.

Competitors may be required to carry advertising as supplied to publicise the championship in accordance with GCR Chapter 15 and in order to qualify for points or awards.

8. CHAMPIONSHIP/SERIES TITLES.

The Championship or Series must be referred to at all times and in all documentation by its correct and approved title.

9. DATES.

Championship organisers will publish the list of qualifying dates in the Championship Regulations. These may be subject to alteration, but the original number of events may not be increased. No alteration may be made without the prior approval of MI.

10. AWARDS.

Affiliated Clubs applying for a Championship Permit must satisfy MI, where prize money or bonuses are applicable, that there are sufficient resources available to provide an adequate awards ceremony.

11. FEES.

Registration Fees: Competitor Registration Fees or any other fees whatsoever associated with a Championship or Series will be subject to prior approval by MI.

12. CHAMPIONSHIP STEWARDS.

Please refer to Rule 182. of General Competition Rules.



MOTORSPORT IRELAND BILLY COLEMAN AWARD

1. INTRODUCTION.

The award was created in 2000 to help young Irish Rally Drivers take the next step into international rallying and emulate the achievements of Billy Coleman.

The first recipient, Rory Galligan (RIP), certainly fulfilled that ambition and competed as a "works" driver for Peugeot and Mitsubishi. Many subsequent winners have achieved International success at British Rally Championship (BRC), European Rally Championship (ERC), Junior World Rally Championship (JWRC) and now at the top level, World Rally Championship (WRC).

Sport Ireland fully recognises motorsport and is a partner in the award scheme ensuring a much improved package and giving the award higher status. Motor clubs running rallies under a national permit contribute to this initiative. The Motorsport Ireland Rally Academy which is funded by the Team Ireland foundation will provide additional Training and Development support thanks to the philanthropic donations received from friends of the sport.

2. OBJECTIVES.

- To identify young drivers who demonstrate driving ability, ambition and capability to compete at international level.
- To support young drivers through training and Development, to progress up a clear ladder from J1000, J1600, Rally5, R2/Rally4, Rally3 to R5/ Rally2 and Rally1.
- To provide assistance and guidance to enable them to develop their ambitions through competing at home and abroad.
- To create ambassadors for Irish motorsport.
- To create an Irish World Rally Champion.

3. ELIGIBILITY.

A driver wishing to qualify for the selection process must meet, in the first instance, the following criteria:

- **Be 25 years of age or under in the year of the award.**
- Hold a valid current competition licence issued by Motorsport Ireland.
- Be resident on the island of Ireland.
- Competing at home or abroad in any type of car eligible for Motorsport Ireland rallies except WRC cars.

4. QUALIFICATION PROCESS.

A shortlist of up to eight candidates will be established using the following method:

- Two qualifiers will be selected from events taking place in the following monthly groupings:
Jan / Feb / Mar / April / May - One Qualifier
Jun / July / Aug / Sept / Oct - One Qualifier

These qualifiers will be picked by a judging panel appointed by Motorsport Ireland.

- Highest placed eligible driver in the overall classification in either Class 2 or Class 2A of the Motorsport Ireland National Rally Championship.

- Highest placed eligible driver in the overall classification in either Class 2 or Class 2A of the Motorsport Ireland National Forest Rally Championship.

- Highest placed eligible driver in the MIJRS Class 2

- Highest placed eligible driver in the MIJRS Class 2A

- One wildcard candidate will be chosen by a panel appointed by Motorsport Ireland, and if any of the above categories are unfilled, these also may be filled by way of wildcard.

The same panel may also choose a candidate to fill a position if the same driver qualifies twice under the options set out above. If there are not at least three eligible award winners in each of the above classes, in their respective championships/ series, then the nomination may not be offered.

5. SELECTION PROCESS.

The shortlisted candidates will be interviewed by a judging panel consisting of:

- A convenor (non-voting) appointed by the President of Motorsport Ireland.
- A Current Rally driver or Co-driver appointed by the President of Motorsport Ireland.
- A representative of the clubs contributing to the award (to be decided by a public draw).
- A representative of the Motorsport Ireland Rally Academy.
- A representative of Sport Ireland.
- A member of the Motorsport media.

Each qualifier will be required to provide the following to the Judging Panel 7 days in advance of the interview date:

A digital format submission outlining their plans for the use of the award and incorporating a costing of their chosen programme. It should also include plans for their own PR and promotion of the Billy Coleman Award.



BILLY COLEMAN AWARD

APPENDIX 16

The judging panel will select a winner and two runners up from the shortlist of candidates each of whom will be invited to attend the annual Motorsport Ireland presentation of Awards, where the winner will be announced. In making their selection they will take into account not only the candidates competition results and ability, but also the interpersonal skills, commerciality and commitment to the sport. The decision of the judging panel will be final.

6. THE AWARD.

All Nominated candidates, who take up the offer to be interviewed for the Award, are eligible for inclusion in the Motorsport Ireland Rally Academy for one year.

The winner will receive:

- A support programme to compete in stage rallies at home and abroad in an amount up to €50,000.
- Assistance of the Billy Coleman Co-ordinator in achieving maximum benefit from the award.
- Additional support of up to €50,000 from the Motorsport Ireland Rally Academy as part of a training and development plan to further their careers will also be available in year one.

He/she may apply for further support for a second year dependent on fulfilling the eligibility criteria in section 3, and delivering on the previous year's plan. Support in a second or subsequent years will depend on the level of funding available. The runners up (2) will receive a support programme to compete in stage rallies at home and abroad up to the value of €15,000 each.

To avail of this support and assistance:

All recipients will be required to sign a contract with Motorsport Ireland. Their programmes will be monitored, and progress assessed, throughout the eligibility period, and execution and achievement must meet agreed criteria to maintain continuous funding throughout the year.

7. FUNDING.

Each club presently organising a Stage Rally under National permit will contribute a minimum of €500 each. Motorsport Ireland, Sport Ireland and the Team Ireland Foundation will provide the remaining funding necessary to bring the value of the award to the amount set out in Section 6.

8. CO-ORDINATOR.

Motorsport Ireland has appointed a Co-ordinator to monitor and promote the Billy Coleman

Award throughout the year to ensure Motorsport Ireland, Sport Ireland and the Team Ireland Foundation derive a suitable return on their investment in the award.

The Co-ordinator will assist the winner throughout the year and help them to gain maximum benefit from the award. The Co-ordinator will be present at the final interview process to act as liaison for the finalists regarding the process on the day of the interview. They will provide results and any information to the judging panel. The coordinator will report directly to Motorsport Ireland and to the Billy Coleman Award judging panel.

The Co-ordinator is Sean McHugh
Mobile 087 279 8119
Email: seanmac135@hotmail.com

9. BILLY COLEMAN.

Billy Coleman, from Cork, is a fine example of the type of competitor we are looking for. When it was almost unimaginable that an Irish person could win outside their own "patch" Billy Coleman went out and won the British Rally Championship outright and finished third in the European Rally Championship. He has remained a well-known figure in Irish sport at home and abroad.

The list of previous winners can be found in App 20 of the current yearbook.



THE SEXTON TROPHY YOUNG RACING DRIVER AWARD

1. FORMAT.

The format for the “Young Racing Driver of the Year” is as follows: During the racing season a competitor will be selected for each of the **seven** months, April to **October** inclusive, by a panel appointed by The CEO or Vice President in consultation with the President. An additional wildcard nomination may be chosen by a separate panel appointed by the Motorsport Council. If, for any reason, no eligible competitors compete at all in any of the months of the racing season that carry a nomination, an additional wildcard nomination may be selected. The monthly winners and the wildcard will go forward to a selection process the initial part of which will require each to:

- make a digital submission to include details of their motorsport career to date, future career development etc.
- be interviewed by a panel appointed by Motorsport Ireland.

This panel will include:

- a representative of the President of Motorsport Ireland.
- a representative of the Sport Ireland.
- a representative of the Media.
- a representative of an established PR entity.
- the Chairperson of the Race Commission or his/her representative.

The panel will select a winner and two runners up, each of whom will be invited to attend the annual Motorsport Ireland presentation of Awards, where the winner will be announced. The decision of the selection panel is final.

2. THE AWARDS.

The award will take the form of support to compete in a programme of events in agreement with Motorsport Ireland, subject to the ongoing support of Sport Ireland and Motorsport Ireland. In order to avail of this support the winner will be required to sign a contract with Motorsport Ireland.

3. ELIGIBILITY FOR AWARD.

Competitors interested in being considered for this award should register their interest with Motorsport Ireland before the first race of the year in writing or by email to info@motorsportireland.com. Failure to register will not preclude them from being considered but could result in their being overlooked.

In order to be eligible to be considered for the award competitors must be:

- **under 22 years of age** on the first of January in the year in which the award is made
- hold a competition licence issued by Motorsport Ireland
- be ordinarily resident on the island of Ireland.
- **competing in Ireland/UK/Rest of Europe in a championship/series/events not inscribed on the FIA international calendar.**

While performances over the course of the season will be the most important factor in the determination of the award, competitors should also note that behaviour both on and off the track, long term commitment to the sport, personal presentation, and communication skills will be taken into account in the final judging.

4. FUNDING

The award will apply for the next year's season and will consist of funding to the value of **€42,500 to the winner, €5,000 to the 2nd placed and €2,500 to the 3rd place competitor.**

The funding will take the form of scaled payments throughout the motor racing season. Motorsport Ireland reserves the right to redirect the award to other placed finalists in descending order should any recipient fail or cease to participate as set out in these regulations.

MI will assign a Mentor/Contact point for regular contact.

MI also reserves the right not to make an award in any given year without prior notice.

The winners of the awards will be required to:

- meet with representatives of Motorsport Ireland to agree the format for competition during the season.
- display on their racing overalls etc. at all times Motorsport Ireland and Sport Ireland logos as provided.
- to sign a contract with Motorsport Ireland to cover the provisions for the receipt of the award.
- to behave appropriately during the year of the award and not to bring the sport or any of the funding partners into disrepute.

NO PERSON MAY WIN THE AWARD MORE THAN ONCE.



JIMMY MILLARD TROPHY

1. INTRODUCTION.

The Trophy is awarded to a competitor who has made a contribution to the sport over and above their competition record. It is not bound by age, but is to recognise the sporting spirit of the individual. It has been presented in memory of Jimmy Millard who was a founder member of the MG Car Club Ireland and a competitor and official from the 1950s onward.

2. ELIGIBILITY.

The award is open to any holder of a current competition licence for any branch of the sport Except for:

2.1. Any individual who has been awarded the Sexton or Billy Coleman trophies, or has been on the top three short list for these awards in the current year or any of the previous 3 years.

2.2. Any individual who is a current member of the Motorsport Council or who was a member in the previous year.

Canvassing of affiliated clubs or any member of the selection panel will disqualify.

3. NOMINATION.

Affiliated clubs may make a nomination for any competitor who fulfils the criteria in 2 above.

The nomination must be a brief citation of the individual's achievements both as a competitor and in his other contributions to the sport. Ideally the nomination should be no more than one A4 page.

4. SELECTION PANEL.

A panel consisting of a nomination by each of the specialist commissions (not Advisory Groups) will consider the club nominations and decide the award.

4.1. The panel will decide the award on the information contained in the nomination; no interview stage is involved.

5. CONVENING THE PANEL.

The Motorsport Council will nominate one of its members to oversee the work of the Selection Panel and certify the voting of the Panel.



IVAN WEBB MEMORIAL TROPHY

1. The definition of a worthy winner of the Ivan Webb Memorial Award has been decided as: “a person, male or female, who in the opinion of the Selection Committee has contributed in a significant way to the support or promotion of Irish Motorsport during the past year or over a number of years”.

2. It is the intention that the winner generally be a resident of the whole island of Ireland or has some strong connections with the whole island; but it should still be possible, in exceptional circumstances, to present the award to someone outside this definition whom it is strongly felt deserves to be made the recipient of such an Irish award. A list of previous winners is included in Appendix 20.

3. The Selection Committee is to be made up of the Chairpersons (or their nominee, authorised in writing) of all the discipline Commissions of Motorsport Ireland and the Chair of this Selection Committee will be decided by the Committee each year. This Chairman will have the casting vote in the event of any tie. There will also be a Convenor, decided from year to year by the Motorsport Council, who will act as a facilitator for the selection process.

4. The Hon. Secretary of each affiliated Club is asked to submit the name of a candidate chosen by the Club, and this name will be added to a list which will to be put to the Selection Committee; one submission only to be allowed to each Club. How each Club picks its candidate is a matter for the Club.

5. The method to be used by the Selection Committee will be that each member will vote for the candidates giving a mark from 1 up to whatever number is the total number of candidates. The marks for each candidate will be totalled and the six candidates with the lowest number of marks will be subjected to another ballot. This ballot will be held in the same manner as the first. The names of first runner-up and winner will be submitted to the President of the Motorsport Council.

6. The Ivan Webb Memorial Trophy will be awarded to the winner at Motorsport Ireland’s Champions of Irish Motorsport Awards in December each year.

7. All affiliated Clubs are encouraged to participate enthusiastically in this selection process in order that all clubs support the process of selection and that the most appropriate candidate can be selected as a winner.

8. The Ivan Webb Memorial Trophy is presented annually in memory of Ivan Webb who tragically lost his life in an aircraft accident in 1972 shortly after being elected Chairman of the Competitions Committee of the RIAC.

9. Canvassing of affiliated clubs or any member of the selection commission will disqualify.



DUNLOP HAWTHORN TROPHY APPENDIX 19

DUNLOP HAWTHORN TROPHY

HISTORY.

The Dunlop Hawthorn Trophy was presented in 1959 by the Irish Dunlop Company to commemorate the memory of Mike Hawthorn, the Formula 1 World Champion, who enjoyed greatly racing in Ireland in the early part of his career.

1. ELIGIBILITY.

All racing competitors are eligible for this award. The counting rounds are published annually on the MI website and bulletin. Interim results are published periodically on the MI website. The award is presented the winner at the MI Annual Awards.

2. SCORING.

Points are located for first 30 competitors from 30 for 1st place to 1 for 30th place. Competitors do not need to finish a race. A class with less than 7 starters will not count for points.

Points will be awarded for a specific competitor in each class. If a competitor competes more than one class he will have separate scores in the overall points table for each class.

3. BONUS POINTS.

Bonus points will be allocated to the above score depending on the number of starters:

5 points to the winner

15 or more starters - 5 bonus points to all starters.

4. QUALIFYING RACES.

Where there are qualifying races, points will be awarded initially to competitors in the Final race. Should less than 30 competitors be in the Final, the balance of points will be allocated to non-qualifiers on the basis of their finishing times or positions in the qualifying races.

5. MERGED RACES.

Where championship classes are merged in a race then each class will be treated as a separate class for scoring points. However each class must have a minimum of 7 starters to qualify for points.

6. QUALIFYING CLASSES.

All competitors in MI recognised Classes will qualify for the award.

A minimum of 7 starters is required for a race to qualify for award points.

7. COUNTING EVENTS.

Each Class will have 8 nominated events over the season for scoring points. As far as practicable the qualifying events will be held on the Island of Ireland. If it is not possible to nominate events before the start of the season counting events are to be agreed between the Chair and Secretary of Race Commission and the Championship Registrar.

8. TIED SCORES.

Should there be a points tie at the end of the years competition the winner will be the person with most wins. If a tie remains the award will go to competitor with most 2nd places, followed by most 3rd places, etc. If a tie then remains the person with the most bonus points will win the award. Finally a remaining tie will be resolved by awarding the Championship to the competitor who competed in the class with the largest number of entrants (based on a cumulative count of all Qualifying events).

CHAMPIONSHIP WINNERS 2024

Billy Coleman Award
Craig Rahill

Sexton Trophy Award
Max Hart

Ivan Webb Memorial Trophy
Angela Henehan

Jimmy Millard Memorial Trophy
Pat Horan

Manley Memorial Trophy
Alex Dunne

Hawthorn Trophy
Sean McGovern

Motorsport Ireland National Stages Rally Championship - Vard Trophy
Josh Moffett and Keith Moriarty

Motorsport Ireland National Forest Rally Championship Driver - Dr Jackson Memorial Trophy
Derek Mackarel

Motorsport Ireland National Forest Rally Championship Navigator - Ger Fahy Memorial Trophy
Eamonn Creedon

Navigation Trial Championship 2023/24
Andy Mackarel and Greg Shinnors

National Grass Surface Autocross Championship
Barry Whyte (Specials)
Pat Horan (2wd Saloon)

National Loose Surface Autocross Championship
Cathal Mulcaire (Specials)
George Shinnors (2wd Saloons)
Michael O'Connor Snr (4wd Saloons)

Hillclimb / Sprint Championship
Billy White
Brian Kirwin (Saloon)

George Mangan Trophy (Historic Cars)
Not awarded

National Rallycross Championship
Derek Tohill

Hewison Trophy National Autotest Championship 2023/2024
Peter Grimes

Jordan Trophy Presented by King Hussein
National Karting Champion
Jack Buckley

Neil Shanahan Trophy
National X30 Cadet Champion
Alex Reilly

BILLY COLEMAN AWARD

2000	Rory Galligan	2015	Robert Duggan
2001	Stuart Darcy	2016	Josh Moffett
2002	Shaun Gallagher	2017	Callum Devine
2003	Dessie Keenan	2018	James Wilson
2004	Eamon McElvaney	2019	Josh McErlean
2005	Gareth MacHale	2020	Not awarded
2006	Owen Murphy	2021	Not awarded
2007	Keith Cronin	2022	Eamonn Kelly
2008	Ross Forde	2023	Jack Brennan
2009	Craig Breen	2024	Craig Rahill
2010	Robert Barrable		
2011	Sam Moffett		
2012	Daniel McKenna		
2013	Stephen Wright		
2014	Dean Raftery		

HAWTHORN TROPHY

2004	Stephen Kershaw (Leystone)	2015	Enda O'Connor (Formula Sheane)
2005	Quentin Smith (Punto Abarth)	2016	Dan Polley (Sheane Vee)
2006	Ray Moore (Leystone)	2017	Alan Auerbach (Stryker)
2007	Paul Sammin (Sheane)	2018	Jackie Cochrane (HRCA)
2008	Jackie Cochrane (Sunbeam Tiger)	2019	William Kellett (Fiesta Zetec)
2009	Alan Watkins (Stryker)	2020	Not awarded
2010	Jackie Cochrane (Sunbeam Tiger)	2021	Not awarded
2011	Lee Newsome (Sheane Vee)	2022	Michael Barrable
2012	Lee Newsome (Sheane Vee)	2023	Michael Barrable
2013	David Kelly (Crossle 9S)	2024	Sean McGovern
2014	Pat McBennett (Lotus Elise)		

NATIONAL RALLYCROSS CHAMPIONSHIP

2000	Lawrence Gibson	2014	Declan Kelly
2001	Michael Coyne	2015	Willie Coyne
2002	Dermot Carnegie	2016	Derek Tohill
2003	Mike Manning	2017	Derek Tohill
2004	Dermot Carnegie	2018	Derek Tohill
2005	Dermot Carnegie	2019	Derek Tohill
2006	Dermot Carnegie	2020	Not awarded
2007	Derrick Jobb	2021	Derek Tohill
2007/08	Dermot Carnegie	2022	Derek Tohill
2008/09	Michael Coyne	2023	Derek Tohill
2009/10	Tommy Graham	2024	Derek Tohill
2010/11	Tommy Graham		
2011/12	George Tracey		
2012/13	Not awarded		

MILLARD MEMORIAL TROPHY

1983	Alan Noonan	2006	Eamonn Byrne
1984	Andrew Mackarel	2007	Gerry Kelly
1985	Stephen O'Connor	2008	Des Ryan
1986	Oliver Kelly	2009	Alan Kessie
1987	Stephen Fisk	2010	Martin Rafferty
1988	Nicholas Potterton	2011	Shay Power
1989	Irene Brennan	2012	Paul Kiely
1990	Caroline Howell	2013	Marty Kinsella
1991	Patrick Maher Jr	2014	Seamus Anderson
1992	J J Farrell	2015	Frank Nuttall
1993	Darren Molloy	2016	James O'Brien
1994	Damien Faulkner	2017	Gerard O'Connor
1995	Christopher Evans	2018	Kevin Barrett
1996	Philip Kehoe	2019	Sara McFadden
1997	Andrew Pain	2020	Not awarded
1998	Gavin Smith	2021	Not awarded
1999	Peter Hennessy	2022	John Coyne
2000	Anthony Cross	2023	Tommy Gardiner
2001	Eoin Murray	2024	Pat Horan
2002	Ciaran Dwyer		
2003	Emmett Queenan		
2004	Richard Hill		
2005	Tom Kirwan		

GEORGE MANGAN MEMORIAL TROPHY

2000	Frank Cassidy	2015	Liam Ruth
2001	Jim O'Reilly	2016	Noel Kavanagh
2002	Ciaran Molumby	2017	Ken McAvoy
2003	Jim O'Reilly	2018	Tommy Doherty
2004	Jim O'Reilly	2019	Ken McAvoy
2005	Jim O'Reilly	2020	Not awarded
2006	Ed Cassidy	2021	Not awarded
2007	Mick O'Shea	2022	Not awarded
2008	Ed Cassidy	2023	Not awarded
2009	Ed Cassidy	2024	Not awarded
2010	Matt Dunne		
2011	Alan Kessie		
2012	Bernard Foley		
2013	David Kelly		
2014	Ed Cassidy		

IRISH NATIONAL LAND SPEED RECORD (4 WHEEL VEHICLE)

The Motor Sport Council have ratified the following record which was set on 11th October 1999 in accordance with the FIA International Sporting Code, Appendix "G":

Competitor: Brendan O'Mahony
Vehicle: Jet Car Dragster
Venue: El Mirage, USA
Weather: Hot/Dry
Records set: Flying 1/4 Mile - 301.409 mph



CHAMPIONSHIP WINNERS

APPENDIX 20

NATIONAL AUTOCROSS CHAMPIONS

	SPECIALS	SALOONS
1968		Pat Fay
1969		Cecil Vard
1970		John Hayes
1971		Con Linehan
1972		Con Linehan
1973		Jack Thomas
1974		Jack Thomas
1975		Jack Thomas
1976		Dermot Carnegie
1977		Tom Farrell
1978		Billy Cavanagh
1979		Billy Cavanagh
1980		Billy Cavanagh
1981		Billy Cavanagh
1982		Billy Cavanagh
1983		Billy Cavanagh
1984		Peter Whyte
1985		Peter Whyte
1986		Peter Whyte
1987		Peter Whyte
1988		Peter Whyte
1989		Peter Whyte
1990		Peter Whyte
1991		John Farrell
1992		Jimmy Lucey
1993		John Farrell
1994		Maurice Cullen
1995		James Travers
1996		Ger Brennan
1997		James Travers
1998		Jimmy Devane
1999		Ger Brennan
2000		Cathal Hogan
2001		Cancelled (Foot & Mouth Disease)
2002		Ger Brennan
2003		Gerard Lucey
2004	Lionel Percy	Ger Brennan
2005	John Cavanagh	Ger Brennan
2006	John Cavanagh	Ger Brennan
2007	Chris Culleton	Ger Brennan
2008	Chris Culleton	Ger Brennan
2009	Chris Culleton	Ger Brennan
2010	Chris Culleton	Ger Brennan
2011	Dermot Whyte	Ger Brennan
2012	Dave Fallon	Ger Brennan
2013	Padraic McHale	Ian O'Connell
2014	Padraic McHale	Ian O'Connell
2015	Padraic McHale	Ian O'Connell
2016	Ian O'Connell	Dermot Cronin
2017	Ian O'Connell	Kevin Callanan
2018	Derek Mackarel	Ian O'Connell
2019	Nathan Moloney	Kevin Callanan
2020	Not awarded	Not awarded
2021	Not awarded	Not awarded
2022	Ian Byrne	Pat Driver
2022	Ian Byrne	Pat Driver
2024	Barry Whyte	Pat Horan



CHAMPIONSHIP WINNERS

APPENDIX 20

NATIONAL LOOSE SURFACE AUTOCROSS CHAMPIONSHIP

2013 Derek Deane
2014 Derek Mackarel
2015 Walter Burke

SPECIALS

2016 Sean Cahill
2017 Padraic McHale
2018 Padraic McHale
2019 Anthony Culleton
2020-2021 Not awarded
2022 Jack Brennan
2023 Ray Hassett
2024 Cathal Mulcaire

SALOONS

Lukasz Czapnik
Bobby Cooper
Matt Shinnors
Matt Shinnors
Not awarded
Matt Shinnors
Austin Shinnors
George Shinnors (2WD)
Michael O'Connor Sr (4WD)

NATIONAL FOREST RALLY CHAMPIONSHIP FOR THE DOC JACKSON MEMORIAL TROPHY

Previous Winners

1990/91 Andy Mackarel / Damien Courtney
1991/92 Joe McHale / John Noonan
1992/93 Dermot Kelly / Kevin Casey
1993/94 Roy Haslett / Mike Gaston
1994/95 Kevin O'Kane / Mark Murphy
1995/96 Kevin O'Kane / Mark Murphy
1996/97 Peter McCullagh / Joe Shinnors
1997/98 John McKeown / Padraig Barry
1998/99 Dermot Kelly / Greg Shinnors
1999/00 Dermot Kelly / Greg Shinnors
2000/01 Niall Driver / Frank Corrigan
2002 Eugene Donnelly / Frank Corrigan
2003 Eddie Kinirons / Greg Shinnors
2004 Kevin Lynch / Francis Regan
2005 Gareth MacHale / Paul Nagle
2006 John McCarthy / Mick Morrissey
2007 Stephen Moore / Tony McHugh
2008 Ray Breen / Enda Shiels
2009 Trevor Harding / Andrew Purcell
2010 Pat O'Connell / Mark Willey
2011 Owen Murphy / James O'Brien
2012 Gary Jennings / Arthur Kierans
2013 Michael O'Brien / James O'Brien
2014 Owen Murphy / Liam Moynihan
2015 Josh Moffett / Jason McKenna
2016 Desi Henry / Liam Moynihan
2017 Sam Moffett / Stephen Thornton
2018 Josh Moffett / Stephen Thornton
2019 Cathan McCourt / Barry McNulty
2020-2021 Not awarded
2022 Patrick O'Brien / Stephen O'Brien
2023 Ryan Caldwell / Arthur Kierans
2024 Derek Mackarel/ Eamonn Creedon

Vauxhall Nova
Vauxhall Chevette HSR
Ford Escort Mk2
Ford Escort G3
Ford Escort Cosworth
Ford Escort Cosworth
Ford Escort Cosworth
Ford Sierra Cosworth
Ford Escort Cosworth
Ford Escort Cosworth
Mitsubishi Evo 6
Toyota Celica GT4
Toyota Celica GT4
Subaru Impreza WRC
Toyota Corolla WRC
Toyota Corolla WRC
Ford Focus WRC
Ford Focus WRC
Mitsubishi Lancer Evo9
Mitsubishi Lancer Evo9
Mitsubishi Lancer Evo9
Subaru Impreza
Ford Focus WRC
Mitsubishi Lancer Evo 9
Mitsubishi Lancer Evo 9
Skoda Fabia
Ford Fiesta
Ford Fiesta
Ford Fiesta
Not awarded
Skoda Fabia R5
Skoda Fabia R5
Ford Fiesta R5

CHAMPIONSHIP WINNERS

APPENDIX 20

MOTORSPORT IRELAND HALL OF FAME

2000	Derek Daly	2006	Martin Donnelly
2001	Rosemary Smith	2011	Eddie Jordan
2002	Michael Roe	2018	Martin Birrane
2003	Billy Coleman	2023	Craig Green
2004	Alec Poole		
2005	Noel Smith		

SEXTON TROPHY

1948	Dudley Colley	1976	Derek Shortall	2004	Eoin Murray
1949	Joe Kelly	1977	David Hall	2005	Peter Dempsey
1950	Pearse Cahill	1978	Frank O'Rourke	2006	Paddy Hogan
1951	Irwin Catherwood	1979	Frank O'Rourke	2007	Niall Quinn
1952	Joe Flynn	1980	Frank O'Rourke	2008	Peter Dempsey
1953	Dick Odium	1981	Derek Shortall	2009	Patrick McKenna
1954	Joe Kelly	1982	Derek Shortall	2010	Patrick McKenna
1955	Mick Heather	1983	Dick Smyth	2011	Aron Smith
1956	Billy Bradshaw	1984	Vivion Daly	2012	Kevin O'Hara
1957	Joe Flynn	1985	Leslie Wright	2013	Niall Murray
1958	Billy Bradshaw	1986	Vivion Daly	2014	Jonny McMullan
1959	Billy Bradshaw	1987	John Hayes	2015	Jake Byrne
1960	Joe Flynn	1988	Kerry Lawless	2016	Cian Carey
1961	Dan McAlister	1989	Fionn Murray	2017	Jordan Dempsey
1962	Dan McAlister	1990	David Wright	2018	Charlie Eastwood
1963	Frank Keane	1991	Maurice Cassidy	2019	James Roe Jr
1964	Mike Ivis	1992	Padraig Owens	2020	Not awarded
1965	Robin Rennicks	1993	Michael Cullen	2021	Alex Dunne
1966	Richie Heeley	1994	Steve Griffin	2022	Alex Denning
1967	Richie Heeley	1995	Michael Barrable	2023	Jack Byrne
1968	John Keaney	1996	Alan Byrne	2024	Max Hart
1969	John Keaney	1997	Neil Shanahan		
1970	David Furlong	1998	Neil Shanahan		
1971	Richie Heeley	1999	Jonathan Fildes		
1972	Des McCoy	2000	Paul Dagg		
1973	Ivan Rothwell	2001	Michael Devaney		
1974	Ken Fildes	2002	Michael Devaney		
1975	Derek Shortall	2003	Eoin Murray		

NATIONAL RALLY CHAMPIONS

Year	Driver	Navigator
1965/66	Noel Smith	not awarded
1966/67	Noel Smith	Ricky Foott
1967/68	Not awarded (foot and mouth disease)	
1968/69	Noel Smith	Ricky Foott
1969/70	Noel Smith	Ricky Foott
1970/71	Eamonn Cotter	Paul Phelan
1972	Eamonn Cotter	Paul Phelan
1973	Arnie Poole	Derek Johnston
1974	Sean Campbell	Paul Phelan
1975	Sean Campbell	Kenny Johnston
1976	Sean Campbell	Derek Smyth
1977	John Coyne	Christy Farrell

From 1978 separate championships were held for stages and navigation events.

CHAMPIONSHIP WINNERS

APPENDIX 20

STAGES CHAMPIONSHIP

Year	Driver	Co-Driver
1978	Mick O'Connell	Anne O'Connell
1979	Jer Buckley	John Caplice
1980	Jer Buckley	Christy Farrell
1981	Donie Keating	Nicky Condon
1982	Eddie Colton	Hal Lewis
1983	Bertie Law	Lenny Weir
1984	Bertie Law	George Millar
1985	James Doherty	Michael Curley
1986	Frank Meagher	Trevor Hughes
1987	Vincent Bonner	Paul Kiely
1988	Ken Colbert	Peter Donnelly
1989	George Robinson	George Millar
1990	Richard Smyth	Michael Reid
1991	Donie Keating	Peter Maguire
1992	Peadar Hurson	Ian Porter
1993	Ian Greer	Dean Beckett
1994	Micheal Farrell	Anthony Nestor
1995	Stephen Murphy	Anthony Nestor
1996	Stephen Murphy	Mick Morrissey
1997	John Gilleece	Michael Gibson
1998	John Gilleece	Michael Gibson
1999	Niall Maguire	Anthony Nestor
2000	Paul Harris	Eugene O'Donnell
2001	Not Awarded (Foot & Mouth Disease)	
2002	Niall Maguire	Paul McLaughlin
2003	Eugene Donnelly	Dermot O'Gorman
2004	Niall Maguire	Paul McLaughlin
2005	Ray Breen	Andrew Purcell
2006	Charlie Donnelly	Paddy Toner
2007	Aaron MacHale	Killian Duffy
2008	Patrick Elliott	Paul Goodman
2009	Patrick Elliott	Paul Goodman
2010	Melvyn Evans	Patrick Walsh
2011	Tim McNulty	Paul Kiely
2012	Brian O'Mahony	John Higgins
2013	Declan Boyle	Brian Boyle
2014	Declan Boyle	Brian Boyle
2015	Donagh Kelly	Kevin Flanagan
2016	Roy White	James O'Brien
2017	Sam Moffett	James O'Brien
2018	Declan Boyle	James O'Reilly
2019	Josh Moffett	Andy Hayes
2020/21	Not Awarded	
2022	Josh Moffett	Keith Moriarty
2023	Josh Moffett	Keith Moriarty
2024	Josh Moffett	Keith Moriarty

NAVIGATION CHAMPIONSHIP

Year	Driver	Navigator
1978	Eamonn Cotter	Paul Phelan
1979	David Yeates	Leslie Fannin
1980	Frank Fennell	Frank O'Donoghue
1981/2	David Yeates	Paul Phelan
1982/3	David Yeates	Paul Phelan
1983/4	David Yeates	Paul Phelan
1984/5	David Yeates	Paul Phelan
1985/6	David Yeates	Paul Phelan
1986/7	David Yeates	Paul Phelan
1987/8	David Yeates	Paul Phelan
1988/9	Ronnie Hawe	George Hamilton
1989/90	Luke McCarthy	James O'Brien
1990/91	Sean Keenan	Paul Phelan
1991/92	Michael O'Connor	Paul Phelan
1992/93	Michael O'Connor	Paul Phelan
1993/94	Lloyd Hutchinson	Liam McGuinness
1994/95	Michael O'Connor	Paul Phelan
1995/96	Bertie Wedlock	Paul Hughes
1996/97	Michael O'Connor	Paul Phelan
1997/98	Damien Courtney	Aidan Courtney
1998/99	Michael O'Connor	Paul Phelan
1999/00	Michael O'Connor	Paul Phelan
2000/01	Michael O'Connor	Paul Phelan
2001/02	Not Awarded (Foot & Mouth Disease)	
2002/03	Andy Mackarel	Liam Higgins
2003/04	Derek Coleman	Conor Maguire
2004/05	Andy Mackarel	Liam Higgins
2005/06	Andy Mackarel	Liam Higgins
2006/07	Andy Mackarel	Liam Higgins
2007/08	Arthur Kierans	Ashley McAdoo
2008/09	Arthur Kierans	Ashley McAdoo
2009/10	Arthur Kierans	Ashley McAdoo
2010/11	Arthur Kierans	Ashley McAdoo
2011/12	Michael Carbin	Evin Hughes
2012/13	Andy Mackarel	Liam Higgins
2013/14	Colin Duffy	Sam Johnston
2014/15	Pakie Duffy	Evin Hughes
2015/16	Pakie Duffy	Evin Hughes
2016/17	Pakie Duffy	Evin Hughes
2017/18	Derek Mackarel	Muireann Hayes
2018/19	Derek Mackarel	Muireann Hayes
2019/20	Derek Butler	Denis O'Donovan
2021/22	Darragh Kelly	Ryan Treanor
2022/23	Derek Butler	Denis O'Donovan
2023/24	Andy Mackarel	Greg Shinnors



CHAMPIONSHIP WINNERS

APPENDIX 20

IVAN WEBB MEMORIAL TROPHY

1975 Wilford J. Fitzsimmons
 1976 Nathan Lepler
 1977 Jimmy C. Millard
 1978 Dr. Norman Jackson
 1979 Paul Phelan
 1980 Maurice Russell
 1981 Barney Manley
 1982 Dudley Reynolds
 1983 Edmund P. Gill
 1984 Alex Watkins
 1985 Nuala Ní Bhriain
 1986 Dominic Murphy
 1987 Douglas Hughes
 1988 John F. Wood
 1989 Donald Grieve
 1990 George Clancy
 1991 David Sheane
 1992 Peter Jenkins
 1993 Pat Sheil
 1994 Reg. Redmond
 1995 Norman Williams
 1996 Jimmy Cleary
 1997 Cecil Sparks
 1998 Ed. Colton
 1999 Alex Sinclair

2000 Michael O'Carroll
 2001 Michael FitzSimons
 2002 Joe Shirley
 2003 Martin Birrane
 2004 Declan Mullally
 2005 Joe Corcoran
 2006 Dermot Carnegie
 2007 Ronan Morgan
 2008 Robert Moody
 2009 John Naylor
 2010 Robert Lyttle
 2011 Tom Walsh
 2012 Eoin Longworth
 2013 Ann FitzGerald
 2014 Pat O'Dowd
 2015 Frank O'Donoghue
 2016 Kevin Barrett
 2017 Kieran Ambrose
 2018 Gerry O'Brien
 2019 James Coleman
 2020 Not awarded
 2021 Not awarded
 2022 Roy Stewart
 2023 **Mick Merrigan**

NATIONAL HILLCLIMB CHAMPIONSHIP

1978 Derek Shortall
 1979 Emmet Hart
 1980 Ken Fildes
 1981 Ken Fildes
 1982 Ken Noblett
 1983 David Manley
 1984 Shay Lawless
 1985 Shay Lawless
 1986 Shay Lawless
 1987-1988 Not held
 1989 Richard Young
 1990 Richard Young
 1991 Seamus Noonan
 1992 Jenny Kennedy
 1993 Andy Kittle
 1994 Andy Kittle
 1995 Andy Kittle
 1996 Richard Young
 1997 Ronnie Maybin
 1998 Donal Griffin
 1999 Donal Griffin
 2000 Karl Cleary
 2001 (Challenge) Frank Byrnes
 2002 Frank Byrnes
 2003 Michael B. Roche

2004 Pat Roche
 2005 Michael B. Roche
 2006 Frank Byrnes
 2007 Paul O'Connell
 2008 Paul O'Connell
 2009 Paul O'Connell
 2010 Simon McKinley
 2011 Simon McKinley
 2012 Sylvester Mullins
 2013 Simon McKinley
 2014 Simon McKinley
 2015 Joe Courtney
 2016 Joe Courtney
 2017 Joe Courtney
 2018 Robert Dwane
 2019 Robert Dwane
 2020-2021 Not awarded
 2022 Chris Houston
 2023 Russell Stanworth
 2024 **Billy White**

HEWISON TROPHY WINNERS
(1958 and 1959 championships were for teams)

1938	Wilfie Fitzsimmons and Charlie Manders	1982	Dermot Carnegie
1939	George Mangan	1983	Charlie Irwin
1940	Paddy Le Fanu	1984	Dermot Carnegie
1947	Pearse Cahill	1985	Ken Irwin
1948	Wilfie Fitzsimmons	1986	Dermot Carnegie
1949	Jimmy Millard	1987	Sam Bowden
1950	Cecil Vard	1988	Sam Bowden
1951	Kevin Murray	1989	Sam Bowden
1952	Kevin Murray	1990	Eamonn Byrne
1953	Kevin Murray	1991	Sam Bowden
1954	Kevin Murray	1992	Sam Bowden
1955	Paddy Hopkirk	1993	Eamonn Byrne
1956	Declan O'Leary	1994	Eamonn Byrne
1957	Paddy Hopkirk	1995	Eamonn Byrne
1958	MG CC (Jimmy Millard, Kevin Sherry, Cecil Vard)	1996	Eamonn Byrne
1959	Leinster-DU (Sam Logan, Alec Malcolm, Reg Redmond)	1997	Eamonn Byrne
1960	Shea Griffin	1998	Peter Grimes
1961	Shea Griffin	1999	Eamonn Byrne
1962	Shea Griffin	2000	Eamonn Byrne
1963	Steve Griffin	2001	J.J. Farrell
1964	Steve Griffin	2002	J.J. Farrell
1965	Steve Griffin	2003	Eamonn Byrne
1966	Con Linehan	2004	Eamonn Byrne
1967	Dermot Carnegie	2005	Eddie Peterson
1968	Not awarded (foot and mouth disease)	2006	Eddie Peterson
1969	Leslie Vard	2007	Eddie Peterson
1970	Dermot Carnegie	2008	Eddie Peterson
1971	Dermot Carnegie	2009	Eddie Peterson
1972	Dermot Carnegie	2010	Eddie Peterson
1973	John Lyons	2011	Steven Ferguson
1974	John Lyons	2012	Steven Ferguson
1975	Dermot Carnegie	2013	Steven Ferguson
1976	Alan Murray	2014	Steven Ferguson
1977	Dermot Carnegie	2015	Steven Ferguson
1978	Alan Murray	2016	Steven Ferguson
1979	Dermot Carnegie	2017	Steven Ferguson
1980	Ken Irwin	2018	Ian White
1981	Alan Murray	2019	Ian White and Guy Foster
		2020	Guy Foster
		2021-24	Not awarded

NEIL SHANAHAN TROPHY

1999	Niki Meredith	2012	Odhran Henry
2000	Michael Devaney	2013	Christopher O'Callaghan
2001	Ronan Corcoran	2014	Shane Mullins
2002	Richard Tannahill	2015	Sam McDonnell
2003	Niall Quinn	2016	Se Og Martin
2004	Craig Breen	2017	Sean McCormack
2005	Robert Butler	2018	Karl O'Brien
2006	C.Ricky Gordon	2019	TJ McDonnell
2007	Shane Crosbie	2020	Not awarded
2008	Jack Lyons	2021	Not awarded
2009	Jack Lyons	2022	Daniel Kelleher
2010	Shane Burke	2023	Christian Coby
2011	Odhran Henry	2024	Alex Reilly

MANLEY MEMORIAL TROPHY
INTERNATIONAL DRIVER OF THE YEAR

1986	Austin McHale	2002	Andrew Nesbitt	2018	Jordan Dempsey
1987	Eddie Irvine	2003	Jonathan Fildes	2019	Callum Devine
1988	Martin Donnelly	2004	John O'Hara	20/21	Not awarded
1989	Kenny Acheson	2005	Eoin Murray	2022	Alex Dunne
1990	Dermot Carnegie	2006	Gareth McHale	2023	William Creighton
1991	Kenny McKinstry	2007	Shaun Gallagher	2024	Alex Dunne
1992	Dennis Biggerstaff	2008	Adam Carroll		
1993	Michael Cullen	2009	Keith Cronin/ Kris Meeke		
1994	Eddie Irvine	2010	Keith Cronin		
1995	Frank Meagher	2011	Craig Breen		
1996	Bertie Fisher	2012	Craig Breen		
1997	Johnny Kane	2013	Derek Tohill		
1998	Neil Shanahan	2014	Matt Griffin		
1999	Peter Walsh	2015	Jonny McMullan		
2000	Damien Faulkner	2016	Craig Breen		
2001	Damien Faulkner	2017	Keith Cronin		

JORDAN TROPHY

1963	Victor McGee	1984	John Cassin	2005	Niall Quinn
1964	Victor McGee	1985	Fran O'Reilly	2006	Craig Breen
1965	Austin Bishop	1986	John Cassin	2007	Aaron Coby
1966	Austin Bishop	1987	Donal O'Brien	2008	Darren Sutton
1967	J.Martin	1988	John Hanlon	2009	John Norris
1968	D. O'Driscoll	1989	Derek Cunneely	2010	John Norris
1969	J.Duggan	1990	John Hanlon	2011	Richie Faulkner
1970	Dan Lannon	1991	Noel Lannon	2012	Shane Daly
1971	Dan Lannon	1992	James Coleman	2013	Shane Crosbie
1972	Julie Bishop	1993	David Kerrigan	2014	Gary Donnelly
1973	Chris Bishop	1994	Niall Mullane	2015	Shane Daly
1974	Jerry Dorgan	1995	Peter Walsh	2016	Jack McConnell
1975	Dan Lannon	1996	Pat Fitzgerald	2017	Not awarded
1976	F. O'Reilly	1997	Alan Dwyer	2018	Not awarded
1977	F.O'Reilly	1998	Pat Fitzgerald	2019	Not awarded
1978	Alan Johnson	1999	Pat Fitzgerald	2020	Not awarded
1979	Hugh Dunne	2000	Mark French	2021	Not awarded
1980	M.Conway	2001	Mark Smith	2022	Oran England
1981	J.Flanagan	2002	Jeff Collier	2023	Conor Grant
1982	John Cassin	2003	Joseph McGonigle	2024	Jack Buckley
1983	Paul McCoy	2004	Aaron Coby		

MOTORSPORT CHAIRMEN / PRESIDENTS

Competitions commission

Bill Freeman
Dudley Colley
Niall MacNeill
Ivan Webb
Edmund Gill
Dudley Reynolds
Reg Redmond

Motor Sport Council

Reg Redmond
Peter Jenkins
Cecil Sparks
Michael Fitzsimons
John Naylor
Joe Corcoran
Martin McKenna
John Naylor
Aiden Harper



MOTORSPORT IRELAND REQUIREMENTS FOR THE ORGANISATION AND SAFETY OF ALL STAGE RALLIES INCORPORATING THE 'RALLY CODE'

SPECIAL STAGE RALLIES

All Stage Rallies must comply with the following requirements which have been revised to include both the Rally Code and Safety Requirements and which are designed to assist organisers and competitors, to increase the safety of the events and to keep inconvenience to non-competitors and local residents to a minimum.

Appendix 29 includes a sample of the Supplementary Regulations, which must be available to all entrants. Promoters are urged to give proper consideration to the information contained in the Supplementary Regulations, as it is not possible to amend these except in exceptional circumstances. Permit Applications (with draft supplementary regulations) for all stages rallies must be submitted to MI a minimum of 12 weeks before the date of the event. A reply will be forthcoming within 2 weeks. Supplementary regulations may not be issued, either in printed form or on a website, until the draft regulations have been approved by MI. Promoters are also reminded that the FIA, General Prescription - Article 72 states that no entries shall be received by the organisers until a permit has been issued.

Organisers are reminded that entries must be selected according to the order of them being received or by means of ballot, unless otherwise stated in the supplementary regulations. The system for dealing with entries received for events that are counting rounds of the National Championship is governed by Appendix 31. The remaining entries must be placed on a reserve list.

The following items must be given careful consideration when organisers are drafting the Supplementary Regulations:

1. Officials.

These are subject to approval by Motorsport Ireland - FIA General Prescriptions Art.135 and certain officials must hold Officials Licences - GCR 123 as issued by Motorsport Ireland.

2. Classes.

The classes included in the Supplementary Regulations must be those specified in Appendix 29. The classes for events, which are counting rounds of the National Championships, are included in Appendix 31 and 32.

3. Pace Notes

The times and dates when making of Pace Notes, if Pace Notes are allowed for the particular event, may be included in the Supplementary Regulations. Alternatively the times and dates can be notified to the competitors by the way of Final Instructions. Organisers are reminded that restrictions apply to the periods allowed for the making of Pace Notes. Competitors must apply in writing to the COC for permission to avail of alternative recce and copies of such applications must be provided to the Stewards of the Meeting before the start of the event.

1. PRE-PLANNING

1.1 SAFETY PLAN

The organisers must produce a fully completed Draft with diagrams in colour in accordance with the current standard safety plan template **for the day of inspection. A full draft safety plan must be made available to the MI appointed safety delegate before their initial inspection.** The MI Safety Delegate accompanied by **the COC and Club Safety Delegate** must inspect the route a minimum of 10 weeks prior to an event. **An experienced competitor chosen by the MI Safety Delegate will assist during the inspection.** The competitor and Safety Delegate should traverse the proposed stages together. This competitor may take part in the event as a driver, navigator or entrant. The stage inspection should involve a hazard identification, risk assessment and risk reduction process. This process to be applied to the entire stage i.e. all areas designated by a location no. and all sections between these locations. Consideration to be given to spectator safety – primarily location set up, prohibited areas etc. and competitor safety – primarily the identification of 'prominent' hazards (piers, walls, poles, trees, walls, bumps etc.). The use of bales / tyres / chicanes etc. as appropriate, should be employed as a risk reduction measure in such cases. Tyre bales may be used to define chicanes but must be constructed as per appendix 26. Details of all risk reduction measures to be included in the event Safety Plan. This is to include the Scrutiny area, ceremonial start and finish ramp where applicable, and other similar areas. During this inspection amendments, if necessary, can be made to the Draft Safety Plan.

If the layout of the Rally precludes one individual from inspecting all Stages adequately a second Safety Delegate may be appointed with the same responsibilities.



The Safety Plan should detail the number of Marshals per stage and their location, Medical, Ambulance and Rescue Units locations, emergency routes to designated hospital for ambulances, and details of the communication network etc.

The Safety Questionnaire must be signed off by the MI Safety Delegate **in consultation with the MI office. The Safety Delegate will submit the safety questionnaire** when he / she considers the Safety Plan to be complete. The Safety Plan **including maps, stage diagrams etc.** must be received by Motorsport Ireland a minimum of 6 weeks prior to the event. All safety plans must be approved by Motorsport Ireland not later than 10 working days prior to the event. Failure to comply with these rules will mean that a permit WILL NOT be issued for the event. The plan and questionnaire will be carefully scrutinized and only if they appear to cover adequately all safety requirements for the event will a permit be issued. Clubs should note particularly that all the provisions set out in the Safety Plan and Questionnaire will be checked before the event commences and will be regarded as the basic safety standards necessary.

1.2. SAFETY DELEGATE & 00 SAFETY CARS.

1.2.1. The MI Safety Delegate will be appointed by the Safety Commission. He/She must be independent of the Club Organisation but must work with them to approve the Club's Safety Plan for the event. He/She must act in accordance with the duties of a Safety Delegate as set out below. He/She must be listed as an Official in the Supplementary Regulations. His/Her duties will primarily be concerned with Spectator Safety as well as safety of officials, marshals and competitors. He/She must be in contact with the Clerk of the Course and will have the personal responsibility to recommend to The Clerk of the Course the cancellation of any stage if he/she is not satisfied with safety arrangements. The Clerk of the Course or Deputy C.O.C. and MI Safety Delegate will travel through each stage, with clearance for competing cars to start each stage being given by the Clerk of the Course in consultation with the MI Safety Delegate. Clubs must appoint a Club Safety Delegate who will have responsibility to fully implement the agreed Safety Plan and will be directly responsible to the Clerk of the Course.

The MI Safety Delegate will inspect the stage after the organisers have declared it ready to run. If the MI Safety Delegate is not satisfied that the stage is both safe and set up in accordance with the Safety Plan he/she will not give approval for the stage to run. He/she will notify the Clerk of the Course and the Stewards of the event of his/her recommendation.

1.2.2. 00 Safety Cars (Previously Zero Cars)

1.2.2.1. Organising Club Guidelines and Responsibilities

The Role of the 00 Safety Cars crew is to drive the special stages to ensure that they are properly set up in accordance with the event Safety Plan. The 00 Safety Car check is the final check on the special stage before the first competitor starts each stage. The focus of 00 Safety crew is event safety, not speed. Ample time allowance is provided in the event schedule for 00 Safety crews to perform their duties. Radios for direct communication with Rally Control will be provided to 00 Safety crews.

Organising clubs must include 00 Safety Car Crews in Safety Plans as named officials. Safety Car Crew members must hold a Safety Car Crew licence and a Competition Licence.

Clubs must provide a Senior Official to carry out the 00 Safety Crew briefing in collaboration with the MI Safety Delegate and the stewards. This should draw attention to general hazards and safety of marshal and spectator locations.

The MI Safety Delegate must be confident that 00 Safety crews are able to deal with any item which he/she requires them to address.

The schedule for the 00 Safety Cars will depend on the length and nature of the stage and will be included in the Safety Plan. The gap between the MI Safety Delegate and the First Competing Car will, typically, range from 18 to 26 minutes depending on the length and nature of the stage.

Crewmembers of 00 Safety cars shall not be charged an Entry fee or be asked to make a financial contribution to the organisers.

00 Safety Car drivers must be included in the Irish Rally Drivers Scheme (IRDS) as per Appendix 28.

The decals of 00 Safety cars must include the word "Safety" as per sample, with the word "Safety" appearing above the number.

Rally Radio Control may refer to 00 Safety Cars as 001, 002 etc without the use of the word "Safety".

All four 00 safety cars are required to enter in front of the first competing car in a Forestry stages rally and competing cars to enter as per appendix 32 article 4.10. The only exception is a requirement as per Appendix 29 article 8.13

1.2.2.2. 00 Safety Car Requirements

- All 00 Safety Rally Cars should be rally prepared and must pass pre-event scrutiny.

The following applies to forestry events only:
The use of Road Legal 4X4's and SUV's are



REQUIREMENTS FOR ALL STAGE RALLIES

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permissible to fill the role of Safety 004, 003 & 002 where rally cars are unavailable. It is highly recommended that 002 be a rally car and 001 must be a rally car. All other vehicles being used will not be required to present for scrutiny. A full or partial roll cage is not mandatory, however if present then the driver and co-driver must use helmets. The crew must fulfil all other requirements set out in this appendix to act as a Safety 00 Crew.

- The crew must have the relevant competition licences and be signed-on as event officials.
- WRC cars may only act as 00 Safety cars on events which permit WRC cars to compete.

- 4WD Rally cars, but not WRC / R5 cars, may act as 00 Safety cars on Mini Stage events

1.2.2.3. Crew Briefing and Responsibilities

- Crews will be briefed before the event by a Senior Official in collaboration with the MI Safety Delegate and the **stewards**.

- A specific time and place for the briefing should be notified to the crew.

- The crew is to be provided with a summary Safety Plan, covering stage information only.

- The crew is to be made aware of any particular areas on stages that may cause problems, such as areas where spectators gather or residences may congregate.

- The crew should have a working understanding of the Safety Plan, particularly the importance of 200m run-off areas, box junctions and chicane layout.

- Should the 00 Safety crew be unhappy with a particular matter on a stage they should have the competence to deal with or report the matter as necessary. If this requires them to exit from the car they must report that they are stopping to Rally Control, inform Rally Control of the circumstances and confirm when they are resuming progress.

- 00 Safety crews **MUST** stop at ALL radio points and only proceed once the GO Board is displayed following the instruction from the COC through radio control to release to the next radio point or the stage end.

- 00 Safety Crews must understand the importance of their role as officials of the event. In accepting the role they must behave responsibly and at no time bring the event into disrepute by any misbehaviour or bravado driving. Video or other evidence may be used to monitor crews and penalties may be applied where reckless or careless behaviour is found to have occurred.

1.2.2.4. Organisational Matters

- The running order for course cars will be included in all event schedules and the time intervals will be agreed with the MI Safety Delegate and included in the Safety Plan.

Clubs may use the following maximum number of 00 Safety cars per event running after MI Safety:

Main Field	4
Historics	2
Juniors	2

Only those named in the Safety Plan and having attended the 00 Safety car briefing may act as 00 Safety crew.

- The interval between the last 00 Safety car and first competing car is a maximum of 10 minutes.

- Retired cars from the main field may only be used as 00 Safety in the event of a shortage / retirement of appointed 00 Safety cars.

This must be agreed between COC and stewards and in consultation with MI Safety Delegate, subject to a Safety briefing being carried out. The last course cars into the stage to be Spectator Safety, COC, MI Safety, 004, 003, 002, 001. The order of Spectator Safety and COC may be switched by agreement between the COC and the MI Safety Delegate.

- The final 00 Safety car must only stop in case of emergency (other than being held at mid-point radio) and must notify Rally Control immediately.

- All 00 Safety cars must carry a Stage Stop board / flag to halt the stage if necessary.

- 00 Safety Cars must not be given a countdown at stage starts. A finish time may be recorded on the time card for schedule purposes only.

Crews of 00 Safety cars must have the facility to connect their intercom to the 2-way radio system for the event **using an earpiece**, so that they are able to converse with the event radio controller during the traversing of a stage. This must be operable at all times while they traverse a stage.

Sample of Safety 001 decal





The time intervals will be agreed with the MI Safety Delegate and included in the Safety Plan. Clubs may use the following maximum number of 00 Safety cars per event running after MI Safety: Main Field, Historics, Juniors, 4, 2, 2, respectively.

1.2.2.5. There must always be a minimum of two zero cars starting each stage.

1.3. TRAINING.

Clubs must carry out advance training of Officials and Marshals. Training aids in the form of booklets will be provided for Clubs and Marshals and films are available.

No Marshal under eighteen years of age shall be appointed. Inexperienced Marshals should always work with experienced marshals.

1.4. CHIEF MARSHAL.

The Chief Marshal will be responsible for the following:

- a) Ensuring there are sufficient marshals for the event.
- b) Ensuring the marshals are trained.
- c) The deployment of marshals at the event.
- d) Appointment of Sector Marshals.

So as to fulfil this role he/she will need to work closely with and consult with the COC, the various Stage Commanders, the event Safety Delegate and be fully familiar with the marshal requirements in the Safety Plan.

1.5. SECTOR MARSHAL.

Sector marshals to be identified by distinctive tabard, and supplied with location set-up diagram, yellow flag, whistle and SOS board, Super rally Information Sheet, Course Car Schedule, Overall Map and Road Closing Order (where applicable).

1.6 SAFETY TRACKING SYSTEM (STS)

1.6.1. The Safety Tracking System as supplied by the MI appointed service provider must be operated on all special stages rallies.

1.6.2. Organisers must provide a suitable location **for a Rally Control Room** with controlled / restricted access capable of accommodating 5 people, for the monitoring of the Safety Tracker System. It must have tables for 5 people and have suitable Internet Connection, good Phone and Radio Signals.

1.6.3. A Licenced **Clerk of the Course (COC) or Licenced Deputy Clerk of the Course (DCOC) appointed by the organisers and named on the event regulations, must remain in the rally control room to work with the safety tracker**

provider to monitor and action reports from the Safety Tracker System.

If during the running of the rally the COC/ DCOC is absent from the control room and uncontactable the authority for dealing with urgent matters arising to the running of the event in the rally control room will be delegated to the ACOC for tracking.

The ACOC for tracking will be the liaison between the STS provider and the organisers.

1.6.4. Pre Event Requirements:

In order to configure the system for use on events, the organising club must furnish to the system provider, four weeks in advance of the first reconnaissance date, the following information:

- Map or maps, clearly showing details of the complete route – special stages and road sections showing locations of rally HQ and service area.
- Copy of regulations and safety plan.
- Detail of event website and access to any apps being used e.g. Sportity.
- GPS references (preferably in standard FIA recommended format, i.e. degrees and decimal minutes) for all stage locations, controls etc., but at a minimum; stage entry, stage start, radio points, flying finish, stop control, stage exit and service area.
- Detail of the location of medical services i.e. stage start and if relevant, any mid stage services.
- Entry list to be provided to tracker provider as soon as the entry is seeded preferably on a spreadsheet.
- Provide a suitable location at Scrutineering venue for distribution of STS units.

1.6.5. On Event Requirements.

Following to be provided to the STS Controller:

- Competitors contact information i.e. phone numbers for both driver and co-driver, in spreadsheet form, to enable **Rally** Control contact a competitor when an incident occurs.
- Full list of sector marshals phone numbers and their location numbers on a spreadsheet.
- Copy of safety plan, road book and set of time cards.
- List of official cars carrying trackers. The following crews must carry a tracker; COC (or deputy if COC not on the road), MI Safety Delegate, **MI Observer**, Spectator Safety, All 00 cars including Historic or Junior rally (or Demonstration Run) if run separately, Car Accountability and all rescue crews.
- Service passes and a letter signed by the COC giving access to Parc Ferme to tracker provider to inspect, maintain and collect tracking units when necessary.

2. ROUTE.

2.1. PUBLIC RELATIONS.

Residents and other interested parties on and adjacent to the route who are likely to be disturbed or inconvenienced must be notified in



advance about the event. Where at all possible this note must be in writing and should enable residents and the Gardai to contact the organisers if necessary. Organisers should route events around towns and villages where possible, unless petrol or meal stops are planned.

For Stage Rallies clubs must seek every opportunity to inform the public of the need for their full co-operation to achieve safety and enjoyable spectating by means of advance publicity, press coverage and by informative use of loud-speaker cars used for crowd control purposes.

2.2. GARDA LIAISON.

The Garda officer in charge of the area affected by the rally route, including the Rally HQ and the service area should be contacted in writing at least three months in advance and a meeting requested to discuss the event. This meeting will be useful in agreeing a plan for traffic management and any other issues, which may arise during the event. A senior member of the organising committee, preferably someone other than the Clerk of the Course should be nominated as the liaison between the organisers and the Gardai.

2.3. ROAD CLOSING / ROAD OPENING.

2.3.1. Road Closing.

Road Closing orders should be planned to allow for the first car due at 1 hour (minimum) after the commencement of the order. This should allow the stage to be set up and checked properly and not delay the 1st car due time. The schedule for the event should be finalised in advance of the road closing application being submitted. A copy of the road closing order must be made available to the stewards and Safety Delegate.

2.3.2. Road Opening.

The stage services (Doctor / Rescue Unit / Ambulance) must sweep the stage after the last run through the stage is completed, lead by the Stage Commander or his / her Deputy. A 'Road Open' car must immediately follow this convoy to the stage exit. Stage Commanders must be supplied with 'Road Open' doorplates to enable them or a deputy or nominated official to run immediately behind the stage services and to perform this function in the event of the 'Road Open' car being delayed or unavailable. The road open car must not be asked to perform any other duties whilst traversing the stage. Each stage should have its own dedicated road open car.

2.4. STAGES.

In multi-stage rallies no stage may exceed 20 kilometres in length but this may be extended in exceptional circumstances for existing classic stages located in remote unpopulated areas. Not more than six separate stage locations may be included in any one day. For forestry events on unsurfaced roads total stage length must not

exceed 115 kilometres per day, utilising more than 6 stages if necessary. No stage to be used more than twice. Single stage rallies will be limited to 20 kilometres with three timed-runs and one reconnaissance run. The maximum distance for forest stages should be 25 kilometres. If a forestry stage exceeds 13 kilometres, a full set of services, (Doctor, Rescue, and Ambulance) must be located approximately midway in the stage. This location must be a Radio Point and must have a separate vehicle to the radio car with an Assistant Stage Commander located there for the purpose of managing the services present.

The maximum stage distance for any day of a rally is as follows:

Mini Stage 2X2 format: 60km

Mini Stage 3X2 format: 90km

National Multistage (1 day) format: 90-110km

International Multi Day (Each day): 120km

National Multistage format will consist of 3X2 format, 3X3 format. and 2X4 format.

An increase of up to 10% is allowed in the case of any one day of a multi day format (120km per day), provided that a corresponding decrease, of at least the amount of the increase, is implemented on an alternate day.

e.g 2 day event = 240 kms

Day 1 = 132

Day 2 = 108

e.g 3 day event = 360kms

Day 1 = 132

Day 2 = 108

Day 3 = 120

No other variations are permitted

2.4.1. Stage Types.

Special Stages (SS) are the competitive sections of a rally event where the goal is to cover a stretch of closed road or track against a defined time.

A Spectator or Town Stage is a timed stage, like standard special stages, but is designed to be easily accessible to the general public and to provide spectacular viewing in order to promote the event and motorsport in general.

All Spectator or Town Stages are subject to regular review by the Safety commission.

2.5. STAGE SELECTION.

All Rally routes should avoid towns and villages as far as possible. Special Stage selection should include, as one factor, access for spectators and suitability of viewing points. The use of built up areas in towns and villages is not permitted, other than as defined under 2.5.5 below. MI Safety Delegate have been asked to become involved in the planning of events as soon as possible after their appointment. In particular the route of each



event should be vetted by the Safety Delegate. Clubs should pay particular attention to the location of any Pubs in relation to a stage and each situation will be judged by the Safety Delegate on its merits as to its suitability. If a classic stage should include a short length of built up area application for its use must be made 3 months prior to the event and if granted will require special safety precautions as per 2.5.5.

2.5.1. Motorway or dual carriageway flyovers may not be used as part of a Special Stage.

2.5.2. All railway bridges must be marshalled.

2.5.3. Fire points should be established at all numbered locations. Where the distance between numbered locations substantially exceeds 2km additional Fire Points should be inserted at intervals of approx. 2km. Fire Points consist of two fire extinguishers and should be clearly identified by signage.

2.5.4. When selecting special stages or a "loop" of stages the following points should be considered:

- Availability of a suitable Service Area
- Sporting challenge offered by stages
- Density of housing and business activity on stages
- Workload and manpower requirements for Safety Plan compliance
- Ratio of stage to road distance and total event distance.
- Presence of churches and graveyards
- Hazards on the route
- Alternative routes in the event of an incident or stage blockage.

2.5.5. Spectator or Town Stage Selection.

Special stage selection should include, as one factor, access for spectators and suitability of viewing points.

The use of built up areas, defined as roads bound by kerbs, backed by either private houses or commercial buildings which have direct access to the footpath is allowed.

These areas may also include street furniture such as lampposts, telegraph poles, traffic signs etc.

These types of stages will require special safety precautions.

Each "Town / Spectator Stage" needs to be considered individually because of the wide variation in terrain – highly populated (residential / business), open spaces, hazards, controllability of spectator movements, spectator accommodation etc.

Clubs must consider the extra resources and personnel required to run such a stage, especially the extra marshals and the impact this may have on the other stages of the event.

If a spectator stage is being applied for application must be made to the Rallies commission (RC) at least 4 months in advance.

This new stage must be inspected separately by a nominated member of the Safety Commission with the appointed MI Safety Delegate.

Barriers are to be placed across the doorway to each house/business and also to gateways etc. Spectators should not be permitted to stand along the footpath or sides of the street used for the stage. Areas in the vicinity of public house require special attention and details of how they will be managed **MUST** be included in the event Safety Plan.

In general where concrete barriers or silage bales are used to protect spectators, the spectators should not be permitted to stand directly behind such barriers – they should be restrained behind crowd control barriers/ rope etc. 1 to 2 metres in the case of interlocked concrete barriers or 5 to 10 metres in the case of silage bales.

Crossing points for spectators must be identified. These must be signed and be manned at all times from road closing to road opening. Such points must on the spectator map in the event programme together with details of spectator areas. A time should be specified in the safety plan and event programme after which spectator movement on the stage is not allowed.

Spectator parking is to be identified in detail and included in the event programme, together with planned access routes if relevant. Marshals must manage spectator movements on the stage from road closing to road open. Marshal points and positioning to be clearly identified in the event Safety Plan and all sector marshals are to have radios.

Each application will be judged on its merits by the RC pending a review by the Safety Commission & the MI Safety Delegate as to its suitability. Final approval for its use will rest with the RC.

2.5.6. Safety Criteria for Running Special Stages in the hours of Darkness.

If a "Night Stage" (run in hours of darkness either early morning or late evening) is planned by a Club, an application for consideration must be made to RC at least 4 months in advance.

Day light stages are defined as the following:

No competing car to have started the stage prior to 30 minutes of the published sunrise time on the undernoted website. All competing cars to have finished the stage no later than 30 minutes after the published sunset time on the undernoted website: timeanddate.com/sun/ireland

If it does not comply with the above criteria then it is classed as a night stage.

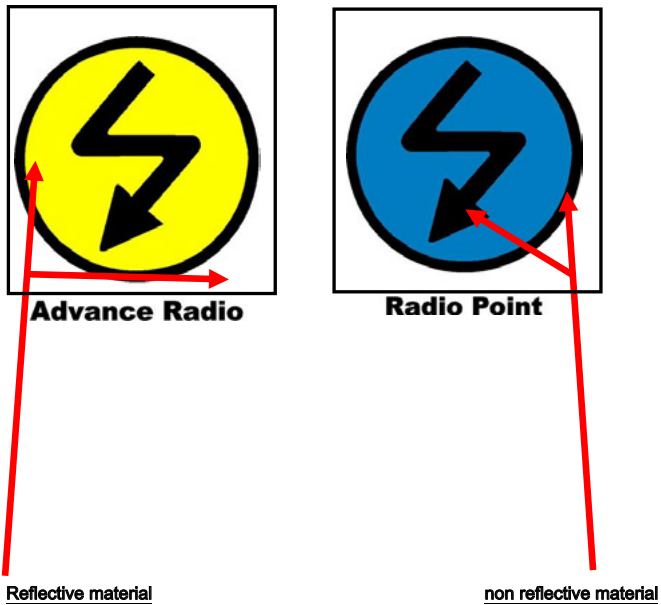


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Example of layout of sign with reflective material used

Dia: - 1



Dia: - 2

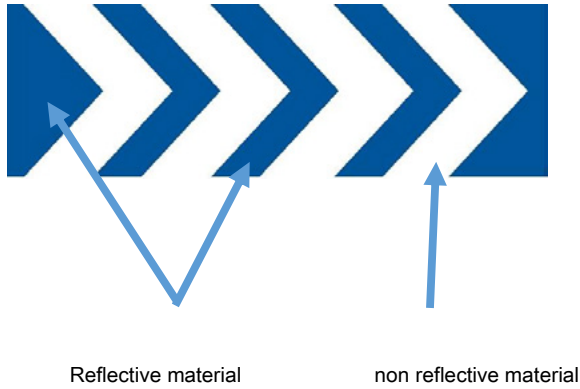




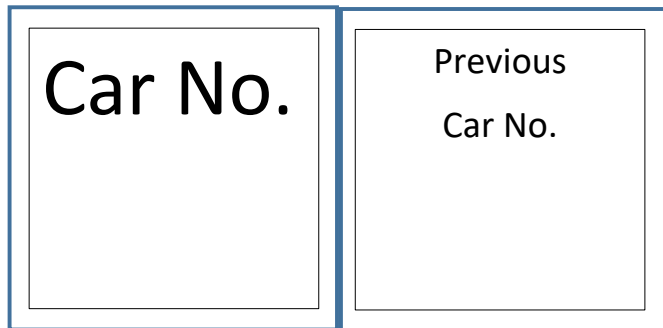
REQUIREMENTS FOR ALL STAGE RALLIES

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Dia:-3



Dia:-4





2.5.6.1. If permission is granted the criteria as set out below must be complied with:

- All stage signage to be of reflective material Specification:

R3400 engineering style reflective to the national standard BS EN 12899-1 class REF1
Signage to be made as per appendix 26 and the detail supplied in picture below

[Diagram: 1] showing areas on the board to be reflective. Yellow flags for night stages to be replaced with the torch attachment as per design as shown in Diagram: 2

- All stages to have generator powered lights for Start area, Radio Points, Flying Finish and Stop control area. 12v powered lights can be used at arrival control and passage controls.

- All marshals to wear reflective tabards

- Marshal locations to be provided with torches. These can be used as yellow flag as well with above mentioned attachment.

- Rally Rescue crews to carry portable lighting

- All competing crews to be briefed on use/function of safety equipment such as reflective tabards, torches and SOS/OK boards at drivers briefing. This briefing document available on request from the Safety Commission.

- Car accountability to carry Portable Hand floodlight to check cars off road where necessary.

- Organising club to erect reflective "Danger Wrong Way, Turn Back" signage located midway between each stage location with the wording facing against the rally route.

Size of these boards in landscape position 300mm high 800mm long with 2 lines of

text. Location and distance in stage to be included in the safety plan.

- All Bales, other than tyre bales, to be wrapped in either white or green plastic.

Chevrons on bales at chicanes must be to the above mentioned specification and

printed as per Diagram: 3 below.

Tyre bales to be painted in white paint in a stripped line up and down along the bale standing on end.

- All square, hairpin and acute corners and all junctions must have reflective chevrons on the outside middle of the corner or in view as the competitor enters that part of the stage. These to be agreed and put into the safety plan at the safety inspection by MI safety delegate and CoC to include location and distance in stage.

- All Rally Officials must wear high visibility tabards while traversing stages.

- Each competing car must carry a numbered tag from the Start, which must be handed in at the Finish, in order to identify any missing cars immediately. These are to be colour coded for each stage and size A6 layout similar to the two layouts in Diagram: 4. Out of sequence numbers must be reported immediately to Rally Control.

- CAR NUMBERS IN DAY GLO RED TO BE NO LESS THAN 290 mm x 190 mm TO BE PLACED ON EACH REAR QUARTER GLASS and one on rear facing window.

2.5.6.2. Scrutiny.

At Scrutiny the following equipment is mandatory for each competing car

- Two high visibility vests

- Torch

- SOS/OK board made of a reflective material, provided by the organizing club in the same specification as described in Rule 2.5.6.1 above.

2.5.7. Criteria for Running Shakedown Stages.

2.5.7.1. Purpose.

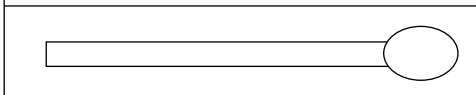
The Shake down stage should be representative of the event stages and allow crews to get used to underlying local conditions.

It is to be used as a systems and set up check and an opportunity for competitors to ensure that the

Sample Gate Tag

**Gate Tag must be made of water
and tear resistant paper and be highly visible.**

**THIS ENTRANCE HAS BEEN
SEALED FOR SAFETY
REASONS AS THERE IS
A MOTOR RALLY TAKING
PLACE ON THIS ROAD**



GATE TAG FRONT



Sample Gate Tag

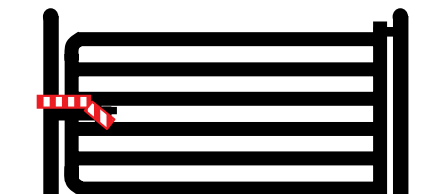
<p>STAGE NAME</p> <p>THIS RALLY TAKES PLACE</p> <p>ON: DATE</p> <p>BETWEEN: TIMES</p> <p>PLEASE <u>DO NOT</u> USE THE</p> <p>ROAD DURING THESE TIMES</p>	<div><div></div><div></div></div> <p>GATE TAG BACK</p>
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Special Stage Taping Requirements

Note – Gates must be tied at the locking mechanism, a ‘bow’ tied on the gate does not constitute taping the gate.

If it is not possible to tie the gate at the locking mechanism, the gate should be taped from corner to corner (resulting in an ‘x’ across the gate).

Single Gate:



NB - NOT AS ABOVE

Tie tape around gate and post, below top bar, and around bolt in closed position



REQUIREMENTS FOR ALL STAGE RALLIES

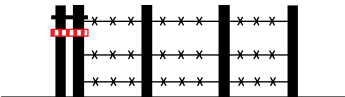
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Double Gates - Manual:



Tie tape around gates below top bar and around bars of the closed the bolt in the closed position not tie the gates closed, (alternatively tie tape between / around the piers)

Wire Gate - (Slap):



Tie tape around fixed post and opening side - below wire

Gaps - In Open Ground:



Drive two stakes and tie tape from stake to stake

Gates - Automated:



Tie tape between the outermost closed gates - do

Gaps - In Hedges



Tie tape from bush to bush

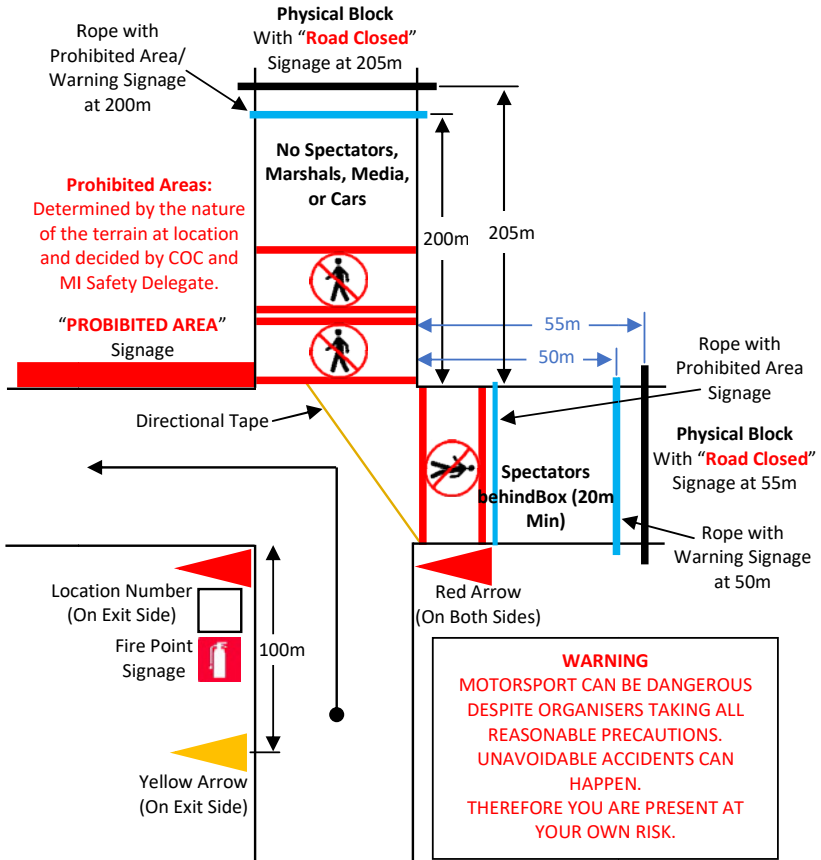
Gaps - Between Piers:



Tie tape between two piers

LOCATION SET-UP - MINIMUM REQUIREMENTS

1. CROSSROADS

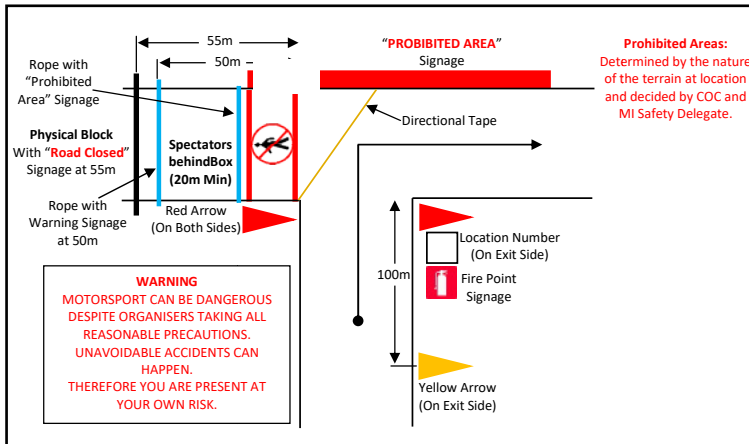




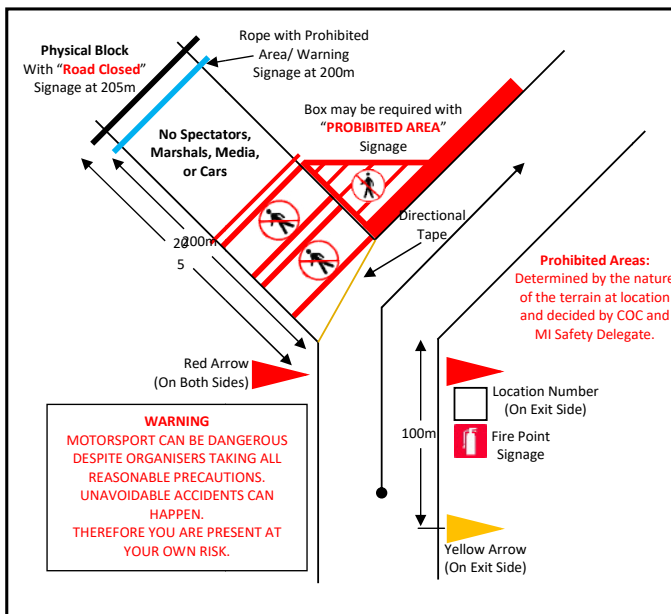
REQUIREMENTS FOR ALL STAGE RALLIES

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2. T-JUNCTION

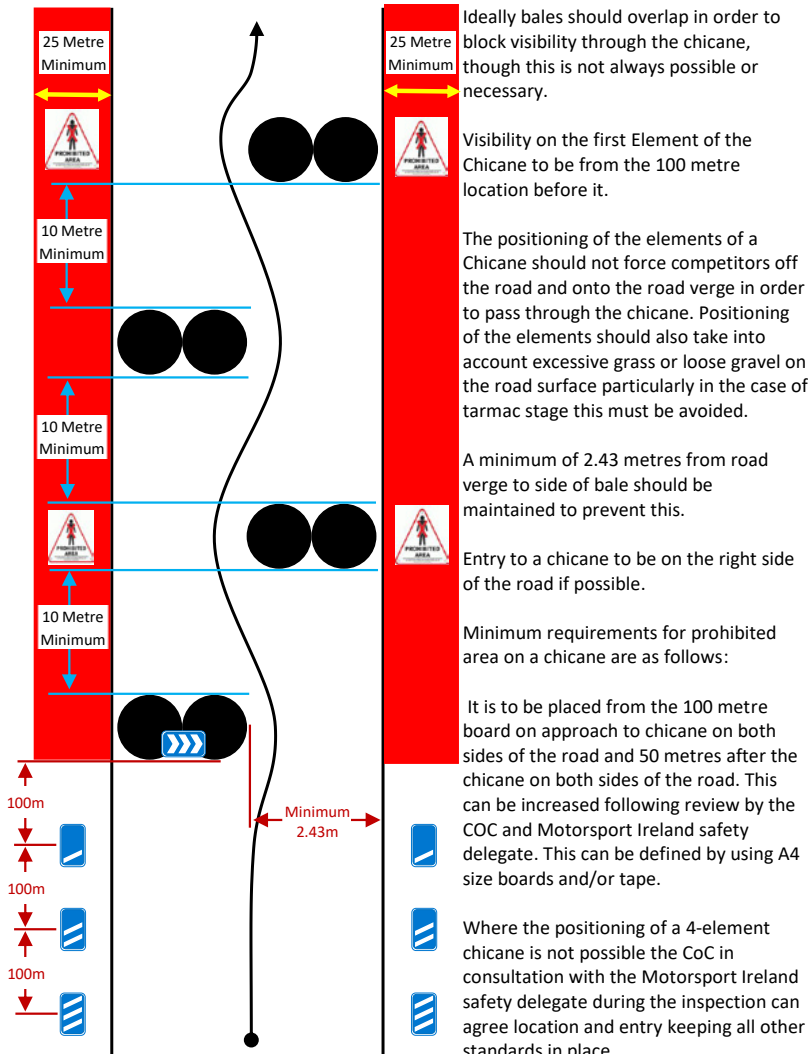


3. Y-JUNCTION





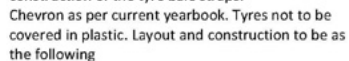
4. STANDARD 4-ELEMENT CHICANE



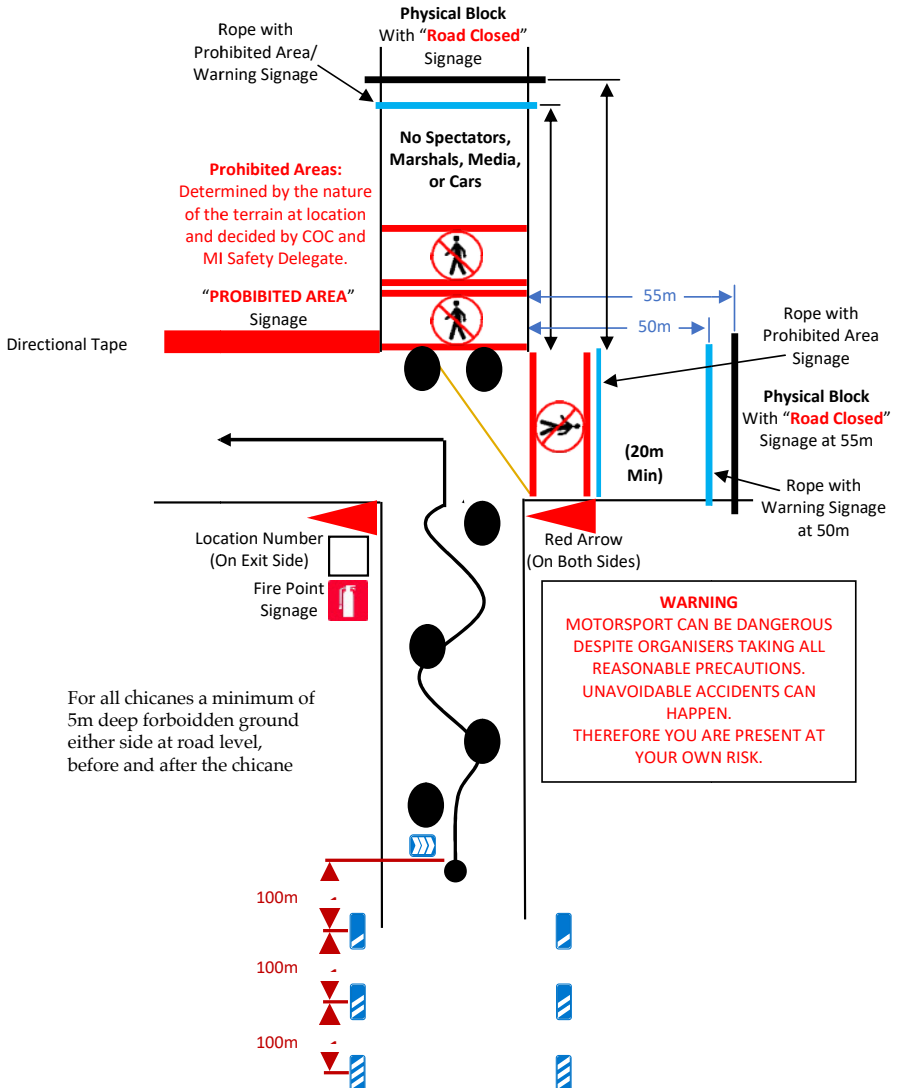
5. BUS-STOP CHICANE

A minimum of 2.43 metres from road verge to side of bale should be maintained to prevent this.

Minimum requirements for prohibited area on a chicanes are as follows:

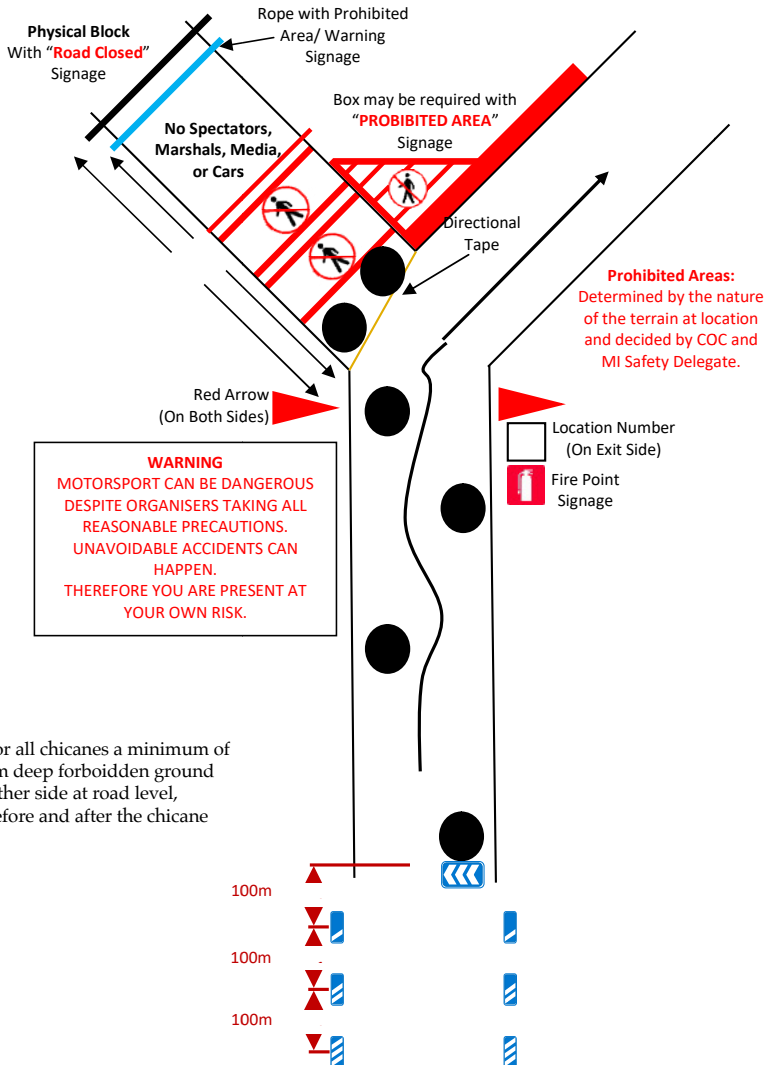


6. FORESTRY T-JUNCTION WITH REDUCED RUN-OFF



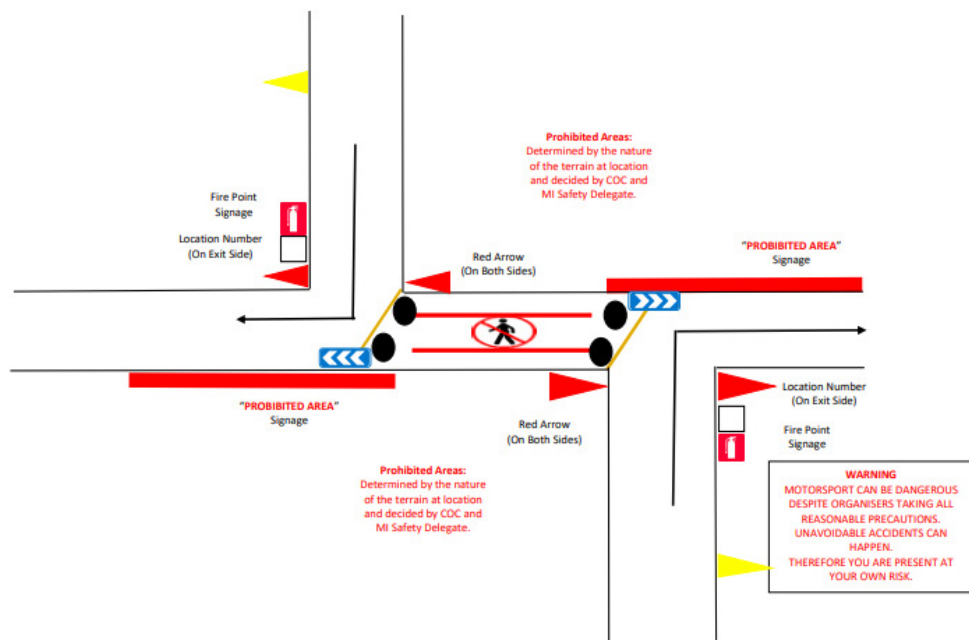


7. FORESTRY Y-JUNCTION WITH REDUCED RUN-OFF





8. REDUCED FORESTRY RUN-OFF JUNCTION



Where the required distance of 110m cannot be reached on the blocked in road, the above layout must be used on all forestry events.

Bales to be heavy fodder bales to physically block the road and they should both be visible in the approach to the junction so that competitors can see them in position.



**Copies of diagrams available upon request:
safety@motorsportireland.com**



vehicle is working correctly.

It should be optional for crews

2.5.7.1. Distance/Timing –Operation of Stage

The Stage to be no longer than 4 Km

Timing (other than control of the start gap between cars) of Competitors by Organisers is prohibited.

A time control between Scrutiny and Shakedown must be operated.

A specific time schedule for cars to arrive and be ready to start Shakedown must be operated.

Crews must indicate that they wish to take part in Shakedown on their entry form to facilitate organisers in arranging suitable road closing times.

A specific "start crew" must be assigned to record crews on a run sheet and to operate the stage start procedure.

2.5.7.2. Competitor Cost.

No additional cost to be charged to competitors if a club decides to introduce a Shakedown stage

2.5.7.3. Service.

Service area must be the main area used for the event.

2.5.7.4. Documentation etc.

Crews must have satisfactorily completed documentary procedures and mechanical scrutiny.

Only the nominated Driver and Navigator can partake in Shakedown. Substitutes are not allowed.

Cars may not be brought to Shakedown by service crews or on trailers.

Clubs must have a procedure and staff to verify the identity of those taking part.

Door numbers to be issued at scrutiny

2.5.7.5. Insurance.

IRDS must be in force and included in the Permit application

2.5.7.6. Parc Ferme.

Cars must be controlled on leaving scrutiny, going to and from Shakedown, to service and into Parc Ferme in accordance with time schedule in the regulations.

2.5.7.7. Emergency Services.

A full complement of Emergency Services including 2 ambulances to be provided in accordance with Appendix 109.

A Doctor is mandatory

A Chief Medical Officer/ Communications Officer is mandatory

Full Radio network cover must be in place. Back to back radios or handheld units are not sufficient.

A Start and Stop Radio crew must be in place.

2.5.7.8. Personnel.

Stewards MI Safety Delegate

Chief Scrutineer (at minimum)

CoC

Club Safety

Spectator Safety

Safety Cars (001, 002) All other Safety cars are prohibited

Accountability Car – or can be covered by a separate Start and Finish radio crew.

Scrutineer to check for HANS Device, Gloves, Extinguisher system armed.

2.5.7.9. Stage Equipment.

Full stage equipment to be provided: Marshals in hi-viz tabards. In case of potential darkness requirements as per 2.5.6 are to be met. Fire extinguishers in accordance with standard stage set up.

2.5.7.10. Recce.

No additional recce time to be provided, or out of recce period, to be granted above normal time allowed on an event to accommodate a Shakedown. Strict control of overall route speed as this may rise in order to complete standard recce plus the Shakedown recce and time for documentation and scrutiny and time to Shakedown.

2.5.7.11. Competitor Safety Briefing.

A Competitor Safety briefing should take place for those taking part in Shakedown.

2.5.7.12. Roadbook.

Clearly defined roadbook must incorporate the routes relating to Shakedown, to include Scrutiny, Service Out, Service In and Parc Ferme.

Helmets must not be worn on the route to or from Shakedown.

2.5.7.13. Number of Shakedown runs.

A minimum of two runs must be provided.

A maximum of three runs to be provided.

No competitor to be allowed exceed the maximum number of runs allowed.

2.5.7.14. Safety Plan.

Shakedown stages must be included in the original Safety Plan submitted to MI and must be inspected by the MI Safety Delegate.

No application will be considered close to the event.

2.6. ACCESS ROADS.

All straight-on access roads to a Stage should be closed by Road Closing Order for a minimum of 200 metres (or to the next junction provided the next junction is not within the 200 meter minimum requirement) before the Stage. All escape roads to be physically blocked at a minimum of 205 metres from the location with a vehicle, barrier or bales. The block point to be marked on the road and rope used to define where the 200 metre mark is with forbidden ground and warning notice signs to be placed on it. Escape roads must be kept clear of spectators and vehicles at all times for a distance of 200 metres. (Diagram 1 & 3)

In a forestry stage only where the above minimum requirement cannot be reached the junction layout as per Appendix 25 Diagram 4 & 5 (with explanation) must be used.

All other access roads to be physically blocked a minimum of 55 metres from the location with a vehicle, barrier or bales. The block point to be marked on the road and rope should be used to define where the 50 metre mark is with forbidden



ground and warning notice signs to be placed on it. (Diagram 2).

All approach roads to have a warning notice sign of road closed ahead placed a minimum of 90 meters from the location of the physical block. This sign has to be visible for 90 meters prior to its location or another sign has to be positioned in a location where the 90 meters visibility can be achieved. In addition all entrances to dwellings and lands along the route must be sealed. Gates should be tied such that they cannot be opened without breaking/undoing the tape. The tape should be tied in such a manner so as to be easily visible when being checked by the officials as they proceed through the stage.

The use of: "Gate Tags" is optional to seal off entrances to dwelling and lands along the route.

2.7. FORBIDDEN GROUND.

It is obligatory to display FORBIDDEN GROUND notices where necessary at all junctions and at corners etc. on all special stages where spectators are likely to congregate in a dangerous place. These notices must be, wherever possible, mounted on stakes and driven firmly into the ground. They must be properly printed but may carry advertising provided this does not dominate the message FORBIDDEN GROUND. Spectators are not permitted to stand on the road verge.

2.7.1. Junction set-up diagrams MUST have FORBIDDEN GROUND areas and box junctions defined with reference to landmarks such as poles, gates, house entrances etc. Box junctions may consist of strands of tape but no requirement for cross strands. Prohibited area signs to be erected. If landmarks are not readily identifiable specified distances e.g. 50 metres or 100 metres, may be used to describe such areas. FORBIDDEN GROUND areas to be decided in consultation with the MI Safety Delegate.

2.8. SPEED LIMITATIONS.

2.8.1. No competitor may be required to average more than 50 kph except during Special Stages. The maximum required average speed for loose surface stages shall not be more than **120kph** and for tarmac stages 130kph, as per GCR Chapter 2, Rule 22.2.1. The length of each Special Stage and the target times ('Bogey Time') shall be published in the Safety Plan, Road Book and on the Time Card.

Time Allowances must be based on the following:

2.8.1.1. Stages.

Organisers must allow a minimum of 3 minutes from all Arrival Controls to all Stage Starts when compiling Time and Distance schedules to allow the crew to prepare for the stage start and come to the start line.

Stage Maximum.

Distance in kilometres X1.35 (round down to nearest minute).

For all stages up to 11 kilometres in length, a 15 minute stage maximum will apply. (This may have to be amended for short forestry stages. However, care should be taken to provide sufficient time to check the stage in safety).

Course Car Schedule Timing (Time Allowed).

Distance in kilometres **X1.35** (round **down** to nearest minute)

2.8.1.2. Road Sections (Competitors and Course Cars).

Up to 2 kms	6 mins
2 kms to 5 kms	9 mins
5 kms and upwards	(Distance X 1.20) + 3 mins.
(eg) 6 km Section	6 X 1.20 + 3 = 10 mins.
12 km Section	12 X 1.20 + 3 = 17 mins.

Where secondary roads are concerned distance in Kilometres X 1.5.

(Round up to next minute).

2.8.1.3. Road Sections for use on forestry rallies only (Competitors and Course Cars)

Up to 2 kms	12 mins
2 kms to 5 kms	15 mins
5 kms and upwards	(Distance X 1.20) + 9 mins.
(e.g.) 6 km Section	6 X 1.20 + 11 = 17 mins.
12 km Section	12 X 1.20 + 11 = 24mins.

Where secondary roads are concerned distance in Kilometres X 1.5.

(Round up to next minute).

2.8.2. Unless designated a 'Night Stage', all events must be scheduled to ensure that the last competing car will have completed the final stage in daylight, as defined in Appendix 25 Art. 2.5.6. The last competing car will be entitled to the stage maximum time and 15 minutes maximum lateness.

Stages must not start earlier than the published time in the event programme.

2.8.3

Stage bogey times are calculated as follows:

(Stage distance x 60) / Max average speed applicable

Example of how to calculate a stage bogey for tarmac stage 15.65km.

$(15.65 \times 60) / 130 = 7.223 \text{ min}$
{NOT 07min 22.3 sec}

The 223min is converted to seconds by multiplying by 60

$0.223 \times 60 = 13.38 \text{ sec}$



Bogey time = 07min 13.38 secs

Where a bogey has to be applied for a loose surface rally the 130kph is replaced by **120kph**.

2.9. STAGE START, STAGE FINISH - DISTANCES

Stage Start areas should provide sufficient space to avoid congestion and should NOT be on a Public Road. Where a large number of officials are required they should meet at some place other than the stage start and convoys of official cars should be kept to a minimum.

The Stage Arrival Control [SAC] should be at least 500 metres along the closed road from the public road. Stage start is recommended to be at least 300 metres from the SAC. For very short Forestry stages with a "Gate to Gate" length of 7 kilometres or less the SAC could be on a public road but the stage start must be a minimum of 300 metres into the forest.

A Portaloo toilet must be located within a 100-metre radius of the arrival control on all stages. N.B All Portaloo's must be serviced daily.

The Stage Stop Control on these stages must be a minimum of 100 metres from the exit gate. The use of a red flag between Flying Finish & Stage Stop Control is recommended in such cases.

At the end of a Stage, the distance between the Flying Finish board and the Stage Stop Control should be at least 300 metres and suitably marked with 3.2.1 boards. No spectators will be allowed on the road or roadside in this area and for a distance of 50 metres after the Stop car. The position of the stage finish must be chosen with care to ensure maximum safety for the Flying Finish, Stop and Radio Personnel / Cars. It is recommended that the Stage Stop Control be positioned a minimum 650 metres from the public road. There should be no change of direction between the Flying Finish and Stop. The location for the Stage Arrival Control, Start Control, Flying Finish, Stop Car and Radio Car will be agreed and included in the Safety Plan.

On exiting a Special Stage onto the public road, the area to the right and left should be deemed Forbidden Ground and marked for a distance of 100m in both directions and on both sides with NO PARKING signs. This is to ensure clear visibility for cars exiting the stage.

2.10. SERVICE AREA.

Every effort should be made when planning the route to ensure that a suitable off-road area is available for servicing. The use of Public Roads should be as a last resort. If a suitable stretch of Public Road should be selected a road closing order should be applied for and this can then be used as a service area. In Service Areas on public

roads, only one side of the road is to be used. Clubs must use a Time-in and Time-out control system. Marshals must be provided to control Competitors and Spectators, prevent double parking and keep traffic flowing. A minimum service time of 30 minutes is recommended. Service time may not be reduced by more than 20% of time published.

2.10.1. It is highly recommended that Emergency Services are located at Service Areas on all stage rallies. Refer to Appendix 109 Article 3.1 for detail.

2.10.2. In the Service Park/Area all competitors are required to have 2 fire extinguishers visible with displayed signage. The minimum requirement for the extinguishers is:

1 X 6kg ABC Dry Powder Fire Extinguisher (for each car serviced)

1 X 6 Litre AFFFF(Foam) Fire Extinguisher (for each car serviced)

Smoking by competitors or service crews is prohibited in the service area/park

2.10.3. In the absence of permanent toilet facilities, a minimum of 6 Portaloo's comprising 3 standard, 2 female only and 1 Accessible, must be located in any area listed as a service area on a stage rally event. N.B All Portaloo's must be serviced daily.

2.10.4. The Service Area or another suitable location must be open a minimum of 2 hours before the start of Mechanical Scrutiny.

2.11. CONTROLS & CHECKS.

All official cars at controls and checks must be clearly identifiable as laid down by the Supplementary Regulations for the event. Route checks should not be incorporated unless necessary for safety. A control, time point or check shall be deemed to extend for 25 metres around the actual point at which the official is sited (which must be on the specified approach or departure road), unless clearly visible signs are displayed to define a different area. If officials are not present at a scheduled manned control or check during the whole period when competitors may report all performances at such a point will be ignored in compiling the results. Performances at a control or check not sited at the point specified will also be ignored.

2.12. DIRECTION OF TRAVEL.

At no time during an event should competing cars be required to travel in opposite directions over the same piece of road unless the time schedule precludes any possibility of overlap, and unless the piece of road is of a broad two lane type adequate for two-way traffic.



2.13. FLAG SIGNALS.

2.13.1. Yellow Flag.

Yellow Flags to be a minimum of 300mm x 420mm (approximately A3 Size).

The marshal in charge of each location should be provided with a YELLOW FLAG to be used as a means of warning competitors of a hazard ahead should an incident occur or spectators encroach into prohibited areas. These flags will NOT involve stopping the stage.

Use of Yellow Flag:

Yellow Flag – Waved / Stationary: Danger, Reduce speed substantially and maintain reduced speed until you have passed the incident, be prepared to suddenly change from the projected racing line or take other evasive action, be prepared to stop if necessary (no overtaking).

2.13.2. Stage Stopped Board / Flag.

The Clerk of the Course and Safety Delegate will decide in advance where this board/flag may be deployed and it must be under the control of the COC (in radio contact). A stage stopped board/flag must be issued to each in stage Radio-Point and should be demonstrated to competitors at the Competitor Safety Briefing.

When the stage stopped board is displayed it will have the immediate effect of indicating to the drivers that the Stage Timing is being stopped and they must then slow to 50 kilometres per hour or less while driving through the remainder of the stage. The board/flag measuring 600 x 600 or larger will comprise a white background with a red Clock Face crossed by a black diagonal bar.

When the Emergency services are despatched into a special stage to attend an incident, the Stage Stopped Board, on the instruction of the COC, should be displayed at all Radio Points prior to the location of the incident, in order to indicate to competitors that stage timing has ceased.

Where a Stage Stopped board/flag is shown competitors will be given a time as for an interruption of a timed Special Stage.

2.13.3. Safety Tracking System (STS) Red Flag.

When the STS Red Flag is issued by **Rally** Control it will have the same effect as the issue of the Stage Stopped Board/Flag as in Article 2.13.2 above. When the STS Red Flag signal is received on the STS display in the competing car it will have the immediate effect of indicating to the drivers that the Stage Timing is being stopped. They must immediately slow down to a safe speed and proceed, without delay and in a safe manner, to the Stage Finish.

2.14. ALTERNATIVE ROUTE.

Clubs are required to provide an alternative route in the Competitors Roadbook for use in the event of cancellation of a stage or other cases of force

majeure rendering the passage over a Special Stage impossible.

2.15. COMMUNICATIONS.

As a minimum requirement radio communication must be provided linking the Clerk of the Course, the start and finish of each stage, and intermediate points on any stage over 13 Kilometres in length, the MI Safety Delegate, Event Safety Delegate, the stewards, **MI Observer**, the Chief Scrutineer and Ambulance locations and **Rally** control room.. Any stage over 13 kilometres in length must have at least two in stage Radio Points in addition to stage start and stage finish. All stage radio operators must have communications as their SOLE function. In stage Radio Points and stage finish radios must be manned by at least two people.

Radios are provided for the safe and efficient running of a Rally and all messages should relate to this. With this in mind all messages should be transmitted through Base Control or the C.O.C. Where the radio operators are not familiar with radio procedure their name or title within the rally should be used. All mobile radios should report to Base Control any problems they encounter on a stage and report when they have completed the stage, stating they are happy with the stage. Clubs COCs are reminded of the need for sensitivity with regard to data transferred over the radio system on events. In particular, the controller should be reminded to instruct radio operators that competitor names and/or competition numbers must not be transmitted.

2.16. Emergency Services.

2.16.1. Emergency Services must be (as laid down in Appendix 109) positioned at the start of each stage. In the event of an incident the required Services, on the instruction of the Stage Commander (in consultation with the CoC) should proceed to the required location.

A spare Ambulance and Crew (as Per Appendix 109) must be located at a central location and be contactable via the rally control radio network.

2.16.2. The MI Safety Delegate or competing Cars may not enter a Special Stage unless all Medical and Emergency Services, as specified in Appendix 25 Article 2.16 and Appendix 109 are in place at the stage start location.

If the Emergency Services are not in place, the CoC must decide either to wait for their arrival or cancel the stage, with a view to a full complement of Services being in place for the next scheduled run of that stage.

2.17. GROUPING OF STAGES.

Grouping of Stages to cover 2/3 runs can confer benefits to the Club by way of concentration of Marshals and reducing movement of spectators from stage to stage.



2.18 SCRUTINEERING

Event organisers must provide suitable covered facilities in order that pre and post event eligibility checks may be carried out by scrutineers.

3. OPERATIONAL.

3.1. STARTERS.

3.1.1. The number of competition cars, which may pass through any control, including the Start Control, [prior to the introduction of any specified classes listed at Art 3.1.2 below] is as follows:

3.1.1.1. **150 plus an optional 10% extra starters** if any stage location, **or part of a stage location**, is used on more than two (2) occasions for the duration of the event except in the case of a Mini Stage format where this number will be reduced to **140 plus an optional 10% extra starters. Clubs may only avail of the optional 10% extra entries if there is sufficient time allocated in the event schedule.**

3.1.1.2. **160 plus an optional 10% extra starters** if any stage location, **or part of a stage location**, is used on more than two (2) occasions for the duration of the event. This applies to international events only. **Clubs may only avail of the optional 10% extra entries if there is sufficient time allocated in the event schedule.**

This applies equally to International, National or Closed events.

3.1.2. Certain classes e.g. Historic Cars or a Junior Rally, or a 'one-make championship' participating using the same permit or a separate permit, may be permitted to join national multi stage rallies (not Single Stage or Mini Stages) at a point other than the start. These classes may be seeded into the main field provided they are scheduled to compete on the first competitive stage. Organisers must specify, in the Supplementary Regulations, or Final Instructions the time control and stage number at which these competitors will join the event. If not starting at the first control, start cannot be earlier than the Arrival Control of SS4 and 25 additional competitors are allowed to start at this control. These competitors cannot be included in the overall results classification for the main event. The above additional competitors must be run at the back of the main event and must be numbered in a different number sequence e.g. H1, H2 etc. or J1, J2 etc. In the interests of safety, organisers should consider whether the additional entries are likely to be considerably faster than the later competitors in the main field. If so an additional Zero Car must be used in advance of the additional competitors. In all other cases a maximum gap of 3 minutes may be given.

3.1.2.1. For International events [i.e. Galway, West Cork, Rally of the Lakes, Donegal & Cork '20']

the additional competitors outlined above is in addition to any Historic Rally forming part of the main event.

3.1.2.2. In the case of a 2 or 3 day event, where a class, as permitted above, is included, the following will apply:

Additional starters for the last 4 stages only:

40 are permitted.

Additional starters for complete final day if a

Super rally is being run:

25 are permitted.

Additional starters for the complete final day if a

Super rally is not being run:

40 are permitted.

3.1.2.3. Historic/Junior competitors within a National or International permitted closed road event cannot run at the head of the main field.

3.1.3. Deleted 2015.

3.1.4. Organisers availing of the procedure at Art. 3.1.2. above may do so on the strict understanding that no more than **165 competition cars for national events or 176 competition cars for international events and 154 competition cars for mini stage events**, as applicable, may start the main event. All competition cars must have a time recorded at all controls. The penalty for non-compliance is exclusion. [Appendix 29, Art. 9.2.2]

3.1.5. The promoters cannot give approval to competitors to miss controls, unless turned around, on alternative roadbook, in the event of a stage cancellation.

3.1.6. Where it is obvious that all Competitors will not be able to traverse a stage (allowing for the stage maximum time as published plus 15 minutes maximum lateness) before the expiry time of the Road Closing Order the Stage should not be started and the Stage Interruption Rule cannot be applied.

3.1.7. No cars that were homologated under Group B regulations (except those specified in Appendix 29) may take part in competitive events run under MI permits. The regulations allowing such vehicles to take part in non-competitive demonstration runs are set out in Appendix 25 Article 5. Note: Organisers may not permit competitors to travel to the start of a stage in the hope that the number of starters would not reach the maximum allowed.

3.2. COMPETITOR SAFETY BRIEFING

A Competitors Safety Briefing is compulsory for all events. The briefing must highlight safety requirements particularly the procedure dealing with SOS & OK boards and the operation of the Safety Tracking System. Timecards to be issued to all competitors at entrance to drivers briefing. Attendance is mandatory for both crew members. The penalty for non-attendance is exclusion and non-return of entry fee.



3.3. 00 SAFETY CARS/S.O.S. BOARDS.

3.3.1. The present use of 00 Cars must continue and all 00 Cars must be in radio contact with Base Control. There should be minimum delay between last 00 Car and first competitor.

3.3.1.1. All 00 Safety Car Crews must hold a current Safety Car licence issued by MI. Only licenced Safety Car Crews can be used by organising clubs for stage rally 00 Safety Car duties.

3.3.1.2. The use of S.O.S. Boards / Button on STS System must be enforced for crews in competing cars who need to summon assistance. Clubs **must** also provide **all** stage marshals at selected **locations** with S.O.S. Boards which must **ONLY** be used to summon assistance in case of an emergency with spectators, competitors or residents. No 00 Car should be allowed to start the stage until instructed by the Stage Commander on receiving clearance from the COC.

3.3.2 After the passage of the last competitor a car (Car Accountability) must travel the stage and account for cars who failed to appear at the finish. This procedure to be followed whether the road is to be opened between runs or not and applies to both Tarmac and Forestry Stages. After the last running of a stage the Emergency Services must follow Car Accountability through the stage. The occupants of this vehicle must fully understand their role and duties, the responsibility for this is under the remit of the Clerk of the Course.

3.3.3. A sweeper car (NOT a rally car – Except when “Demonstration Cars” are included in Event Schedule – See Appendix 25 5.4) must traverse the stage between the last competitor and Car Accountability. The function of this car is to act as a link between Rally Control and the Emergency Services, in the event of the last competing car requiring assistance. This car can have no other function. The occupants of this vehicle must fully understand their role and duties, the responsibility for this is under the remit of the Clerk of the Course.

3.3.4. Certain Officials whose name and valid licence number is listed on IRDS-BRDS database on MI website. See Appendix 28.

3.3.5. All vehicles used by Officials other than 00 Safety Cars must be a standard road vehicle.

3.4. SPECTATOR SAFETY.

A loud speaker car must traverse each Stage after the road has been closed to provide information to Spectators and to assist in crowd control. At least one of the crew in this vehicle must hold a Senior Officials licence and have the ability to read correctly and implement the Safety Plan. The vehicle must be equipped with a working and clearly audible Public Address (PA) and Siren.

The crew must have the ability and confidence to address spectators in a clear, proper, polite and concise manner when speaking over the PA system. The crew must be competent in issuing instructions to marshals and spectators. The Siren on the vehicle must only be used on the approach to junctions and also to alert spectators who are walking on the stage. The vehicle must be equipped with a flashing amber beacon. No blue flashing beacon should be used. The Spectator Safety car should travel in tandem with The Clerk of the Course.

3.5. STAGE MARKING.

Advance arrow, yellow 100 metres before junction. Double red arrow's at junction.

Hazards should be marked with a yellow advance warning board 100 metres prior to the hazard and red warning board at hazard.

Secondary hazards (i.e. not warranting a full caution), may be highlighted by use of a 'Think' board, positioned 100m before the hazard, (no advance 'Think' board).

Count down boards on both sides of the road must precede a chicane. A fire extinguisher is also required at a chicane.

All road junctions and cautions etc. to be numbered locations.

Stage entry, start, finish etc. to be named not numbered.

Numbering to commence at the first location after the stage start.

All numbered locations to be marshalled.

Minor "straight ons" should not be numbered. Numbers should be kept to a minimum compatible with safety.

Location numbers, size to be - A4 size card, Font -Arial, Font size/style - 500 Bold. The number should appear on the red arrow post on the exit side of the junction. Radio Boards, indicating the location of Radio Points on stages must be used - yellow for the advance board and blue for the actual Radio Point.

3.5.1. Chicanes should in general be right hand entry, but if the location is best suited to a left hand entry then this is permitted – in any case, right or left hand entry should be clearly stated in the event road book and the layout of the chicane should be clearly marked on the road for pace note making. The elements of the chicane should be a minimum of 10 metres apart and consideration should be given to the ability of an ambulance to negotiate all chicanes. Only the first element of a chicane should have a directional chevron. The positioning of the elements of a



Chicane should not force competitors off the road and onto the road verge in order to pass through the Chicane.

3.6. OFFICIALS.

3.6.1. Press Sign On

Only MI accredited press may sign-on.

3.6.2. Official Sign-On

3.6.2.1. Organisers must ensure that all Officials, Marshals etc. have signed on at the start of the event, and that all entrants, drivers and navigators have signed an indemnity.

3.6.2.2. The following Officials must have a current Officials licence (GCR 123), details of which must be contained in the event Safety Plan: C.O.C, D.C.O.C., **MI Steward, MI Observer, Club Appointed Steward**, MI Safety Delegate, Scrutineers, Stage Commanders, Spectator Control Safety, Club Safety Delegate and Radio Controller.

3.6.2.3. Children up to the age of sixteen must not be carried in Official cars.

3.6.2.4. The Chief Medical Officer must be a doctor. It is essential that the Chief Medical Officer is aware that he/she is fulfilling a specified role concerning the overall safety of the event.

3.6.2.5. The Chief Medical Officer is responsible for the supervision of all medical resources, including doctors and ambulance personnel at an event. This supervisory role is exercised where appropriate in consultation with the COC and ESLO.

3.6.2.6. Marshals must be identified by tabards and supplied with whistles.

3.6.2.7. Officials in charge of Special Stages must not leave until they are certain that all competitors who start have been accounted for at the finish of the stage. Competitors who retire should report the fact to the organisers at the earliest opportunity.

3.6.3

3.6.3.1. Course Car Formats for a national event

- Road Closed
- Chief Marshal
- Tape Crews x 2
- Stage Setup Crew x 2
- Chief Timekeeper
- Official Car
- Assistant C O C
- CMO
- ESLO officer
- Equipment Officer
- Club Safety Delegate
- Deputy C O C (**Can only traverse course if COC is in Rally Control Room**)

- Spectator Safety 2 (Optionally)
- Motorsport Ireland Steward
- Club Steward
- Motorsport Ireland Steward
- Spectator Safety
- Clerk Of the Course (**Can only traverse course if DCOC is in Rally Control Room**)
- Motorsport Ireland Safety Delegate
- 004
- 003
- 002
- 001
- FCD
- Sweeper
- Car Accountability
- Recovery vehicle x 2

****Both COC & DCOC can traverse the course at the same time in exceptional circumstance in the event of a serious incident in the opinion of the COC & Stewards.***

For ALL National Events no sponsor cars will be permitted to enter the Closed Road sections. Access to Road Closed sections is only permitted for listed course cars.

3.6.3.2. Course Car Formats for International Events

- Road Closed
- Taping Crew x 2
- Chief Marshal
- Stage Setup Crew x 2
- Equipment officer
- CMO
- ELSO officer
- Chief Timekeeper
- Club Safety Delegate
- Official
- Spectator Safety 2 (Optionally)
- Assistant C O C
- FIA **Observer (If applicable)**
- Deputy C O C (**Can only traverse course if COC is in Rally Control Room**)
- Motorsport Ireland Steward
- Spectator Safety 1
- Clerk of the Course (**Can only traverse course if DCOC is in Rally Control Room**)
- Motorsport Ireland Safety Delegate
- 004
- 003
- 002
- 001
- FCD
- Sweeper
- Car Accountability
- Recovery Vehicle x 2

For All international events no sponsor cars or R Cars will be permitted to enter the Closed Road sections. Access to Road Closed sections is only permitted for listed course cars.



****Both COC & DCOC can traverse the course at the same time in exceptional circumstance in the event of a serious incident in the opinion of the COC & Stewards.***

3.7 HELICOPTERS

Helicopters are banned at all events except for emergency rescue use, and must then be under the control of the Clerk of the Course. It is accepted that it is difficult for organisers to prevent individual members of the public from using helicopters at an event. However if the organisers are satisfied that the users of the helicopter are closely associated with a competitor in the event then the organisers can insist that the helicopter leave the area.

3.8 STEWARDS.

The organiser shall provide the stewards of the Meeting with a copy of the route card and marked maps (same scale as for event) showing all time points, for attachment to his report for submission to MI.

The organiser shall provide a Stewards Room. The MI Steward and the Club Appointed Steward shall remain in this room during the running of the event. It is recommended that the Stewards Room be located adjacent to the Rally Control Room. Additionally, the Stewards Room must have a suitable internet connection, as well as good phone and radio signals.

Organisers must permit **the MI Observer** to drive through any stage from its start, departing no later than 15 minutes before the MI Safety Delegate. The Organisers must provide radios on the Organisers frequency for stewards and MI Safety Delegate(s).

The Clerk of the Course and/or Stewards of the Meeting are requested to notify the Motor Sport Dept., MI of any complaint or inconvenience made by members of the public and of any significant accidents, particularly those involving third parties. Such reports should be submitted within 48 hours of the complaint, and should include the time and place and any other relevant details. Marshals at all Special Stages should be instructed to watch for acts of vandalism by spectators on landowners property and wherever possible to prevent it.

3.9.PARC FERMÉ.

After the final control all cars will enter a secure Parc Fermé. Competing cars must remain in Parc Fermé at the conclusion of the event for a period of 30 minutes after their recorded time at Parc Fermé In Control. Where competing cars have earlier been diverted to a Ceremonial Finish Control, the 30 minute period may run from the recorded time at that control. The area between the finish of the last stage and the entrance to Parc Fermé is also regarded as Parc Fermé and as

such it must be treated in the same manner FIA General Prescriptions, Article 42.

3.10. RESULTS.

Results must be posted on the Official Notice Board. The time and location will have been specified in the Supplementary Regulations. The results will remain provisional for a period of 30 minutes. After the expiration of that period the results become final. After re-posting results, following Protests or Queries, Appeals, Protests or Queries will only be accepted regarding original Protests or Queries. No Protests or no new, matters can be entertained.

3.11. RETIREMENTS.

Any car that retires from the Rally must advise the next course car that passes of their retirement and must surrender their time cards. The onus rests on the competitors to make sure that the organisers are aware of their retirement.

3.12. SPECTATORS.

3.12.1. No spectators will be permitted to stand on the road verge in any area of significant risk during a stage. They must all be positioned behind the road boundaries such as banks, walls, fences etc. or behind ropes or barriers erected by the club.

3.12.2. No spectators will be permitted to stand in the hazard areas defined in the Safety Plan, or similar positions which have FORBIDDEN GROUND notices displayed.

3.12.3. No Spectators can be permitted to enter a Stage from the START or FINISH after the Safety Delegates' car has passed. Spectators should not be allowed to congest Start or Finish Areas.

3.12.4. Spectator management by Clubs may benefit by not publicising advance details of the location of some stages, excluding those with poor access or which are hard to marshal but emphasising others which they can more easily control. All stages must be adequately marshalled, with additional emphasis on those at which most spectators are expected.

3.13. REGULATIONS FOR RECONNAISSANCE AND THE MAKING OF PACE NOTES.

3.13.1. The use of "pace notes" will be permitted on all Special Stage events except Forestry and Single Stage events, subject to the following regulations.

3.13.2. A club may decide to forbid the use of pace notes at any of its events.

3.13.3. Pace notes may be made only at these times.

3.13.3.1. Sunday 1 day events - on the day before (i.e. Saturday)



3.13.3.2. Saturday 1 day events - on 1 day of the previous weekend, the club to specify which day.

3.13.3.3. 2/3 day events - the 2 days prior to the event or the previous weekend only.

3.13.3.4. International Rallies: By prior arrangement with MI Rallies commission. The times and dates must be agreed prior to the publication of the Supplementary Regulation for the event. The decision of the Rallies commission is final and is binding on the organisers.

3.13.3.5. Organisers may request permission from the Rallies commission in writing to vary this arrangement at (3.13.3.1.), (3.13.3.2.) and (3.13.3.3.) above. Such permission must be prior to the publication of Supplementary Regulations. The decision of the Rallies commission is final and is binding on the organiser.

3.13.3.6. ALTERNATIVE RECONNAISSANCE

The Organisers may permit a competitor to carry out reconnaissance on different day(s) to those specified in the Supplementary Regulations or Final Instructions provided they have complied with Article 3 of this Appendix.

This alternative reconnaissance may only take place if the club are willing/able to put in place the normal level of policing of the exercise – i.e monitor competitor behaviour etc. and provide sign in / out on all stages.

3.13.3.6.1. The supervision and conduct of such reconnaissance, by the Organisers and by the competitor(s) respectively, shall be in strict compliance with the event regulations.

3.13.3.6.2. Any competitor(s), to be eligible for such reconnaissance, must first submit a signed written request to the Organisers setting out in detail the precise reason(s) for the request. This provision will apply to both crew members.

3.13.3.6.3. The proposed participation by a competitor in an MI permitted rally that takes place on the nominated recce days for an International Rally is specifically excluded as a valid reason for alternative reconnaissance. A competitor granted permission to, and who does, recce on alternative day(s), and who also takes part in such an event, shall be deemed to have conducted illegal reconnaissance.

3.13.3.6.4. Alternative reconnaissance shall be in substitution only for that specified in the event regulations. Any extra reconnaissance by a competitor on the nominated recce days shall be deemed to be illegal reconnaissance.

3.13.3.6.5. The identity of any competitor(s) authorised to recce on alternative day(s), and the reasons for granting permission to recce, must be notified in writing to the stewards appointed to the event. It shall be the joint responsibility of

the Organisers and the competitor(s) involved to ensure that this occurs. Failure to do so will render such reconnaissance illegal.

3.13.3.6.6. The identity of the competitor(s) authorised to recce on alternative day(s), and the date(s) for which they were so authorised, shall be posted on the official notice board at Rally HQ no later than the opening time of Documentation Scrutiny.

3.13.3.6.7. The stewards shall record all such information, including copies of the correspondence requesting and granting / refusing permission, in their report to MI.

3.13.3.7. Reconnaissance is limited to a maximum of three passes per stage or any part thereof.

3.13.4. Pace notes may only be made in daylight hours, with a maximum of 9 hours allowed, finishing at least 1 hour before sunset. The hours are to be specified by the organisers in their regulations. If a Special Stage is to be used in opposite directions, the Organisers will specify the times at which the stage may be reconnoitred in each direction.

3.13.5. On Single Stage events the use of "Safety Notes" is permitted. The "Safety Notes" cannot be made available to the competitors until 7am on the day of the event. The organisers must ensure that sufficient checks for illegal "Pace Notes" are carried out during the event. Competitors will be allowed one reconnaissance run only prior to event to check safety notes.

3.13.6. Competition licence holders who use the roads which are to be used as special stages for social, domestic or business use must contact the Clerk of the Course for official permission to use such roads.

3.13.7. Clubs must appoint sufficient Judges of Fact on each special stage, and sufficient personnel at scrutiny and registration to ensure compliance with all the above regulations. The names of the Judges of Fact must be advised to competitors. Clerks of the Course are reminded that in accordance with GCR 131.8 they must convey to the Stewards of the Meeting any report which deals with misbehaviour of, or breach of rule by an entrant or driver or any person acting on his behalf.

3.13.8. Clubs must not, under any circumstances, provide, supply or be seen to endorse pace notes prepared by a third party. Clubs must obtain a letter of indemnity from any person supplying pace notes for use in the event, indemnifying the club and MI from any claim arising out of the use of said notes.

3.13.9. Clubs must inform all residents of the special stages in detail about the reconnaissance period.



3.13.10. The use or carrying of 'Pace Notes' when specifically forbidden or any other information concerning Special Stages, except official information, will be reported to MI. to consider imposition of penalties. Pace Notes are defined as anything in writing or material on video or audio tapes or discs which could be considered as giving the crew knowledge of the course. Annotations to the Road Book will be considered as 'Pace Notes'.

3.13.11. For all tarmac multi-stages, or mini-stage rallies pace/safety notes and DVD/Digital link (or video in any format) may be made available no earlier than 5 days before the scheduled race day of the event.

In the case of Forestry events Pace/Safety notes & DVD (or video in any format) may be made available no earlier than 7 days before the event.

Competitors wishing to avail of alternative race days should arrange to collect their notes from an event official during sign on and collection of their roadbook.

Edits to event safety notes may be made. Clubs must not, under any circumstances, provide, supply or be seen to endorse DVDs prepared by a third party.

Clubs must obtain a Letter of Indemnity from any person supplying DVD's and Pace/Safety notes for use in the event, indemnifying the club and MI from any claim arising out of the use of the said DVD's and Pace/Safety notes.

3.13.12. A pace note or DVD supplier or those employed by same and/or their agents or servants, who have traversed the stages before the event cannot compete in that event.

3.14. RESCUE VEHICLES.

Use must be made of Motorsport Ireland approved rescue vehicles currently in operation.

The Motorsport Ireland Approved Rescue Units are listed in Appendix 10 of the Yearbook.

A List of Equipment for a rally rescue unit is set out in Appendix 108.

3.15. MEDICAL KITS.

Medical Kits are carried on the MI approved rescue vehicles. The cost for use of the medical kits per event are as follows:

- a) For Hillclimb and Single stage events €100
- b) For International, Multi-stage and Forestry events €300
- c) Mini Stage Rallies €200.

3.16. DEFINITIONS.

3.16.1. Single Stage Rally: an event held on closed public roads for rally type cars only. Cars may start at 30 second intervals and both driver and co-driver must be carried. The course must

not exceed 20 Kilometres in length but all other requirements of a multi-stage rally must be adhered to.

3.16.2. Mini-Stages Rally: is an event held on closed public roads for rally type cars. It consists of two stage locations run twice for Mini-Stage 2 and two stage locations run three times for Mini-Stage 3.

3.16.3. Rally Sprint: as defined in GCR 25.1 and Standard Regulations in Appendix 30, is an event held in private grounds or in a forest for rally type cars only. Starting intervals are subject to approval by MI. Only a driver and co-driver can be carried in the competing car.

3.16.4. Average Speed: the average speed calculated from the time allowed to competitors to cover a certain distance. In the case of roads open to the public this distance shall be determined from 1:50,000 Ordnance Survey maps along the route specified by the organisers, or if no route is specified, by the shortest route, and except in the case of Special Stage Rallies (GCR 22) shall not exceed 50 KPH.

3.16.5. Control or Check: any point that competitors must visit during an event. Officials will man a Control. A Check may or may not be manned. If the term "Time Control" or "Time Check" is used this will imply that the competitor's time of arrival at or departure from this point will be recorded.

3.16.6. Road Book or Route Card: a document supplied to competitors containing appropriate instructions in order to complete the information it is necessary for competitors to have; such information as to the Controls and Checks which they are to visit during the event, how they will establish that they have visited unmanned Checks, details of Tests, Stages etc. The term Route Card or Road Book is reserved for documents which also instruct competitors in detail as to how to proceed from one point to another and may or may not contain other information appropriate to a road book.

3.16.7. Time Card: a document upon which the time of a competitor's arrival at, or departure from, a Control or Check is recorded.

3.16.8. Bus Stop Chicane.

3.16.8.1. Definition.

A single element chicane, sometimes referred to as a Bus Stop Chicane, is often positioned adjacent to an access road, track or clearing as illustrated in Appendix 26



3.16.8.2. Criteria for Construction and Placement

When this type of chicane is employed, consideration should be given to the following.

- The speed at which the chicane can be negotiated. If it can be negotiated at too high a speed, there is a danger that a driver could lose control after the chicane. In this case the Chicane may introduce a hazard.
- The use of an extra bale on the exit of the Chicane if there is a hazard present e.g. drain, wall, pier, pole, etc. Vehicles must not be directed into possible contact with solid objects.
- If the introduction of a Bus Stop Chicane creates a hazard, then a standard 3 or 4 element chicane should be considered.

3.16.9 Passage Control

At these controls, identified by the signage shown in Appendix 26, the marshals must only stamp, sign and / or collect the Time Card as it is handed in by the crew. It is the responsibility of the competitor to transfer the time recorded at the last control on the Time Card being collected, to the following Time Card.

The time of passage of the crew through the control is not recorded.

4. NAVIGATION AND RETROSPECTIVE TRIALS

See Appendix 33

5. STAGE RALLY DEMONSTRATIONS RUNS

5.1. Definition.

A stage rally demonstration run is a display of car performance. It is not a competition, and timing is not permitted. The participating cars shall be confined to Historic Rally Cars and/or "Group B" rally cars, or replicas thereof. (Cars must be manufactured pre 31.12.1986)

5.2. Format

Organizers of MI permitted Stage Rally event may, at their discretion, incorporate a Demonstration. over closed roads. The maximum number of cars to be included shall be 10. The stages being traversed will be agreed in advance and no other stages may be traversed.

NB Demonstration Runs cannot be organised without prior authorisation from Motorsport Ireland.

5.3. Application.

Full details, including route, scheduled timing, nominated officials, etc. of the proposed Demonstration Run must be submitted to Motorsport Ireland for approval no later than 12 weeks prior to the date for the holding of the Demonstration Run. The Rallies commission will consider each application on its merits and may

impose conditions, or may refuse the application in its entirety on the grounds of safety, or other issues.

5.4. Organisation.

When approved, the details of the route and timing of the Demonstration Run must be stated in the Event Safety Plan and also the Supplementary Regulations for the event and must also be included in the official programme for the event.

The Demonstration Cars will run between the last competing car and car accountability and must be preceded by two '00' cars (D002 and D001). Car D002 must perform the duties of the sweeper car. Car D002 in this situation should be a rally car. D002 must be carefully chosen by event CoC and be familiar with the responsibilities of the sweeper car.

D002 will be followed by:
D001, D1, D2 etc. as below.

Timeline proposed:

Last Competing Car,

+2 Min D002,

+1 Min D001,

+2 Min D1 and remaining "D" cars.

They will be followed by car accountability.

A member of one of the official cars must conduct a briefing with the participants prior to each event.

Timing is forbidden and the cars must not be given a start count down.

Cars must not bear any competition numbers except for cars that are historically associated with a particular number. Other means of identification of the cars may be used by the organisers eg. 'D1' on side panels. Such identification must be removed when the car leaves the location of the event.

5.5. Scrutiny.

All cars must pass a safety check at Mechanical Scrutiny per the following guideline "Demonstration vehicles traversing closed road sections of rallies will be subject to safety checking prior to each individual event. Checks will be of a general safety nature and will take into account the age and period of the vehicle and the requirements of that time. Checking can take place at main scrutiny or at an alternate venue to the main scrutiny. An event scrutiny sheet will be completed in respect of each vehicle and a record maintained.

Safety clothing and helmets of an FIA standard must be worn by both occupants and **FHR devices are compulsory.**

**5.6. Documentation.**

Both occupants must possess a current competition licence of the following grade. Drivers must hold a minimum of National B (or ASN equivalent). Co Drivers must hold a Navigators licence.

Participants must complete an event registration form and sign the indemnity (as per sign-on form attached), and must appear on the IRDS/BRDS database on the Motorsport Ireland website and pay the full premium and any additional loading as outlined on letter.

Evidence of any driver who is observed driving in a dangerous manner, or is involved in an accident, will be reported to the Stewards of the event. Penalties may be imposed as per GCRs.

Only those cars that are passed at pre event scrutiny as those involved in the Demonstration Run may take part in it. Cars that retire from any part of the main rally are not permitted to join demonstration run.

The number of cars participating in the demonstration run along with their names must be made available to the Stewards of the event at Pre Event Stewards meeting.



EVENT NAME AND DATE

RALLY CAR DEMONSTRATION RUN SIGN ON

(a) I have read the supplementary regulations issued for this event and agree to be bound by them and by the General Competition Rules and Regulations of MI including the guidelines and regulations contained in Motorsport Ireland's Code of Conduct for Children's Sport. In consideration of the acceptance of this entry or of my being permitted to take part in this event I agree to save harmless and keep indemnified the (Organising Club), Irish Automobile Club Ltd. t/a Royal Irish Automobile Club, Irish Motorsport Federation Ltd. t/a Motorsport Ireland and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s) (as the case may be) howsoever caused arising out of or in connection with this entry or my taking part in this event and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants representatives or agents. Furthermore, in respect of any parts of this event on ground where Third Party Insurance is not required by law, this Agreement shall in addition to the parties named above extend to all and any other competitor(s) and their servants and agents and to all actions, claims, costs, expenses and demands in respect of loss of or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s).

My age (driver) is (If applicable, state "over 18 years").

My age (co-driver) is (If applicable, state "over 18 years").

(b) I declare that to the best of my belief the driver(s), passenger(s) possess the standard of competence necessary for an event of the type to which this entry relates and that the car entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.

I declare that the use of the car hereby entered is covered by insurance as required by the Road Traffic Act, which is valid for such part of this event as shall take place on roads as defined in the Act.

(c) I understand that should I at the time of this event be suffering from any disability whether permanent, temporary or otherwise which is likely to affect prejudicially my normal control of my automobile, I may not take part unless I have declared such disability to MI, who have, following such declaration issued licence which permits me to do so.

(d) Any indemnity and/or declaration as prescribed by sub-paragraphs (a) and (b) above which is signed by a person under the age of 18 years shall be countersigned by that person's parent or guardian, whose full names and address shall be given.

First Driver:

Address:

Telephone No.:

Second Driver:

Address:

Telephone No.:

Details of Car:

Make: Model:

Registration Number: Colour:

Please Sign:

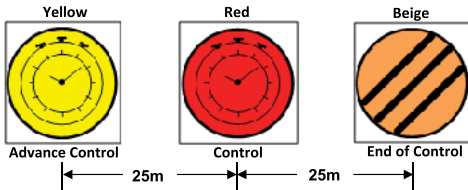
First Driver

Second Driver

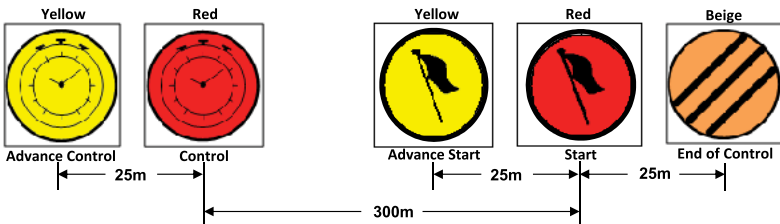
Parent / Guardian (if applicable):

WARNING SIGNS - Boards and Distances

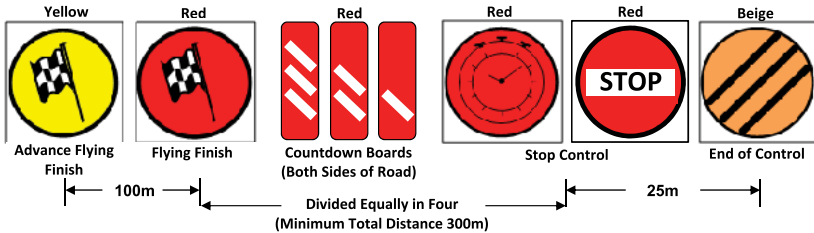
Time Control –
Boards & Distances (Symbol Approx. 700mm Diameter)



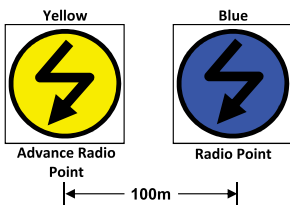
Special Stage Start –
Boards & Distances (Symbol Approx. 700mm Diameter)



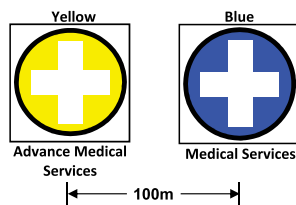
Special Stage Finish –
Boards & Distances (Symbol Approx. 700mm Diameter)



Radio Points –
Boards & Distances (Approx. 700mm ϕ)



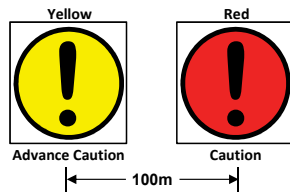
Medical Services –
Boards & Distances (Approx. 700mm ϕ)



WARNING SIGNS - Boards and Distances

Hazards -
Boards & Distances (Symbol Approx. 700mm Diameter)

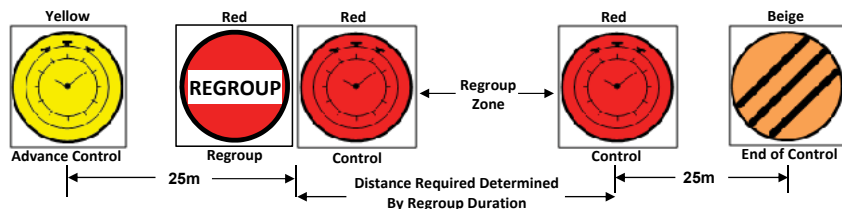
Caution Boards (Approx. 700mm)



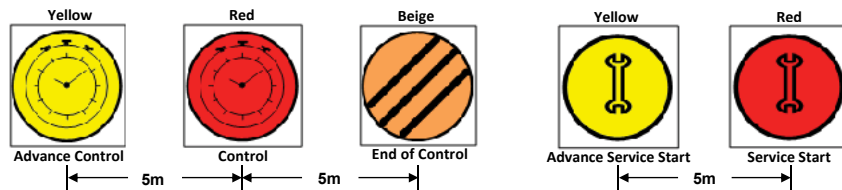
Think Board



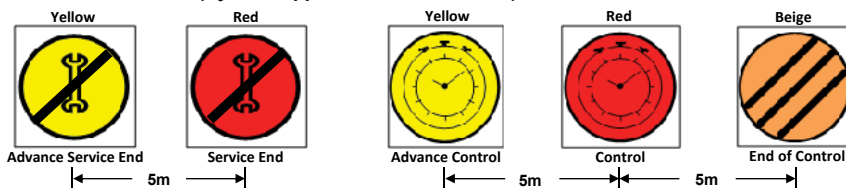
Regroup -
Boards & Distances (Symbol Approx. 700mm Diameter)



Service In -
Boards & Distances (Symbol Approx. 700mm Diameter)

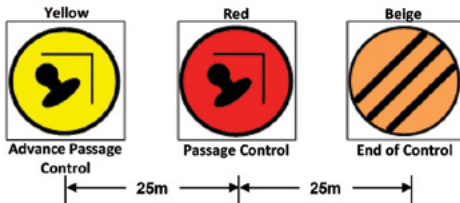


Service Out -
Boards & Distances (Symbol Approx. 700mm Diameter)

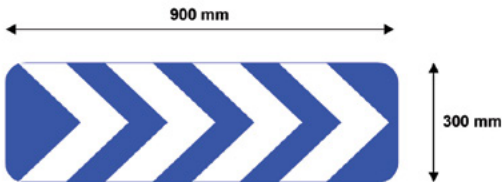


WARNING SIGNS - Boards and Distances

Passage Control -
Boards & Distances (Symbol Approx. 700mm Diameter)



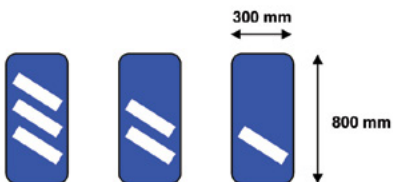
Chevrons –
Boards, Dimensions & Colour



Countdown Boards –
Boards, Dimensions & Colour

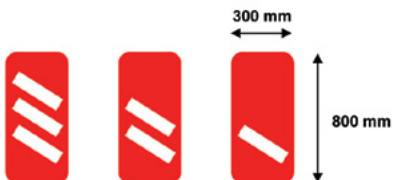
Colour – Blue
(Pantone 300)

Chicanes (Both Sides of the Road)



Colour – Blue
(Pantone 300)

Special Stage Finish (Both Sides of the Road)

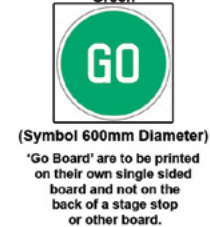


Colour – Red
(Pantone 186)

Stage Stopped Board



Stage GO Board
Green



Specification for the construction of tyre bales
Articulated tyres to be used (R22.5 rim size)
Tyre bale to be no less that 1mtr high



2 straps to be placed between the top tyre and tyre
2 (as per pictures) Straps can be of 10mm rope or
heavier doubled to make the loop



at a minimum M12 (8.8 tensile strength)
Galvanised bolts and lock nuts to be used to
clamp together with a Galvanised washer of no
less than 50mm diameter x 4mm thick top and
bottom.



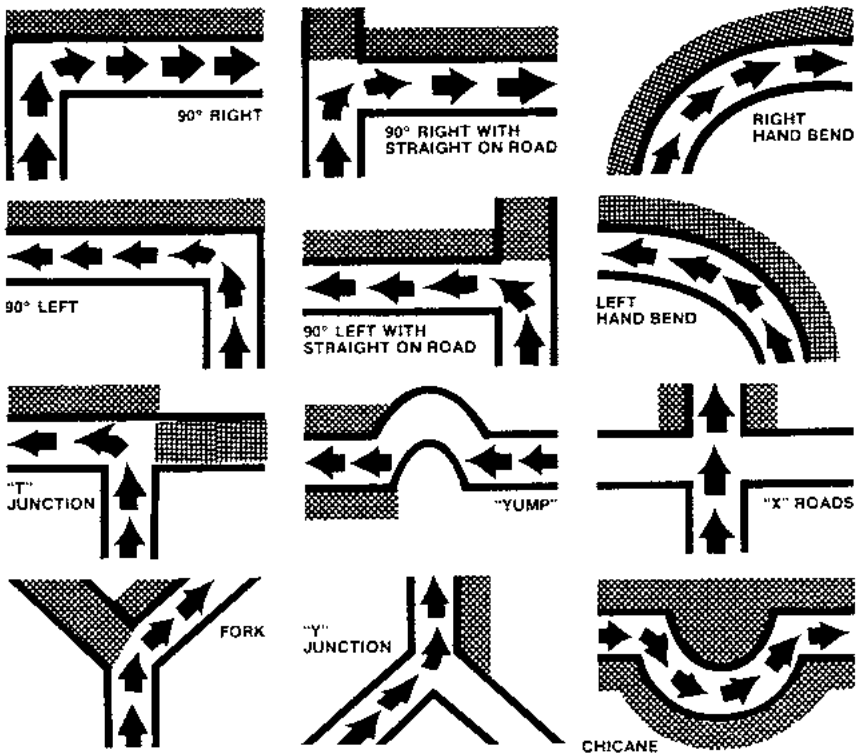
At a minimum the tyre bale to be bolted in 3
places at 120 degrees apart as per the red marks in
picture below.



GUIDE TO SAFER SPECTATING

DO NOT- BLOCK ESCAPE ROAD
STAND ON THE OUTSIDE OF BENDS
OBSCURE STAGE ARROWS OR SIGNS

WHEN SPECTATING THERE IS NOWHERE THAT IS
TOTALLY SAFE BUT THE DIAGRAMS BELOW SHOW THE MOST
DANGEROUS AREAS SHADED



REMEMBER - MOTORSPORT CAN BE DANGEROUS
AND YOU SPECTATE AT YOUR OWN RISK
PLEASE OBEY THE MARSHALS AT ALL TIMES -
IF THEY ASK YOU TO MOVE IT IS FOR YOUR SAFETY

SAFER SPECTATING SIGNAGE

1. Road Closed

Signage as per the sample below must be displayed at the physical block on all access roads to special stages.

WARNING

YOU ARE APPROACHING A MOTOR RALLY SPECIAL STAGE.

These roads are closed to the public and you are
warned that Motor Sport can be dangerous and that you are present in the vicinity of the course
entirely at your own risk.

2. Spectator Warning

Signage as per the sample below must be displayed on special stages in areas where spectators are likely to congregate. The notice must also be contained in the event programme.

WARNING

**MOTORSPORT CAN BE DANGEROUS
DESPITE THE ORGANISERS TAKING
ALL REASONABLE PRECAUTIONS
UNAVOIDABLE ACCIDENTS CAN HAPPEN
THEREFORE YOU ARE PRESENT
AT YOUR OWN RISK.**



IRISH RALLY DRIVERS' SCHEME (IRDS/BRDS) MOTOR INSURANCE FOR RALLY, NAVIGATION/RETROSPECTIVE/ENDURANCE TRIAL AND MULTI-VENUE AUTOTEST DRIVERS

Validity of Cover:

The cover will apply to any Driver, who must hold a valid Competition Licence, and whose name and competition licence number is listed on IRDS-BRDS database on MI website and who has signed the declaration form and paid the required premium to the Organising Club before the starting time of the event.

Cover will commence as the Competitor leaves the "Start" control, and will cease on arrival at "Finish" control, or at the point where he/she retires from the Event.

In this context the Scrutineering Site will constitute the "Start" Control, given that in circumstances where scrutineering takes place on the evening previous to an Event, competing cars will be retained in Parc Ferme until the Event commences.

In other words, cover only exists for drivers who have signed on while travelling the official route (i.e. the Road Book) during the course of the competition and while under the control of the event organisers.

Scope of Cover:

Third Party Only, including Legal Liability to Passengers.

Premiums:

(Competitor premiums are included in entry fees. Officials and 00 Drivers will be charged at €26.50 per event.

METHOD OF OPERATION:

1. PROPOSAL FORMS.

Are available to Competitors from Motorsport Ireland or on the MI website www.motorsportireland.com and these should be returned to MI, completed in ALL respects. Alternatively, if you are an MI licence holder, you may complete this as part of your online application.

Motorsport Ireland will forward these to the Brokers. Under no circumstances can the Brokers issue Proposal Forms direct to applicants, nor receive these direct. Proposal forms must be received by the Brokers a minimum of 14 days

before cover is required, in order that application can be processed by the Brokers and the names added to the database to be published weekly on motorsportireland.com

Motorsport Ireland check all proposal forms before passing to the Broker. Please answer all questions, Blanks and Dashes are NOT acceptable and will result in your proposal being rejected thus delaying your insurance cover.

1.1. MOTORSPORT UK AND OTHER NON MI LICENCE HOLDERS

Motorsport UK and other non MI Licence Holders must avail of this scheme if competing in MI permitted events. They must complete the IRDS/BRDS proposal form and provide MI with a copy of their Motorsport UK or other non-MI licence front and back. When processed their name and licence number will be published on IRDS-BRDS database on MI website.

There is an annual charge of €115 (online) / €125 (paper application) for BRDS applicants to cover administration costs and this should be paid by debit or credit card, along with the proposal form each year. Application forms are available from Motorsport Ireland or on the MI website www.motorsportireland.com

For late applications, a priority processing fee of €125 may be paid. Priority processing is defined as inside the same week as competition, or five business days.

2. ORGANISING CLUBS.

Must apply to Motorsport Ireland, on the prescribed Form for the issue of a Blanket Certificate. This form is printed on the reverse of the Permit application, and must have with it a post-dated cheque, made payable to Motorsport Ireland.

The Certificate Application Form MUST be forwarded to the Brokers by Motorsport Ireland, to arrive a minimum of 14 days before the Event date. The Blanket Certificate will be sent to the Club by email from Motorsport Ireland.

3. DOCUMENTATION.

3.1. At Documentation the organising Club will collect from the Competitor the appropriate premium, as indicated above. Any variation from



these standard rates will be detailed on the MI database which is emailed to the Club.

3.2. The Declaration Form will be completed by the Club in respect of the details of, and signed by, each Driver at the time of payment of premium. It must then be forwarded by the organising club within 7 days, to Motorsport Ireland.

Motorsport Ireland will then immediately forward a copy of the Declaration Form to the Brokers.

3.3. While the organising Club may accept premium from any Driver, who is listed on the database at any time up to the Start of the Event, it should be especially noted that the Club should in no circumstances confirm cover or accept premium from a Driver unless:

3.3.1.
The Club holds a valid R.T.A. Certificate.

3.3.2.
The Driver is listed on the database.

3.4.
Any Navigator, or co-driver, who wishes to share the driving during an Event must hold the appropriate licence and be listed on IRDS-BRDS database and in such cases, the Navigator/Co-driver must also pay 50% of the appropriate premium.

3.5.
Zero cars **MUST** be included in the Irish Rally Drivers Scheme. Insurance and premiums will be charged per Appendix 130.

3.6.
Third party Motor Insurance within this scheme is available, on a voluntary basis, to those officials on Special Stage Rallies who, as part of their duties, are listed on the event time schedule and drive the same route as competitors. Premiums will be charged per Appendix 130.

3.7.
The organising Club must appoint a responsible Official, to take sole control of the handling of the Scheme. This official should take particular care in examining the database.

IMPORTANT **4. PLEASE NOTE THE FOLLOWING** **ESSENTIAL REQUIREMENTS:**

4.1. The Club **MUST** hold a valid RTA Certificate for the Event.

4.2. The Club must not allow a crew to start the event unless the road-section driver is listed on the IRDS database.

4.3. Should a Club wrongly accept a premium from a Driver who is not listed on the database, **NO COVER IS OPERATIVE**, and the Driver will face possible prosecution by the Gardai. It should also be noted that this applies to any Club Official who amends, alters or retrospectively accepts cover.

4.4. All new Proposals will be checked by Motorsport Ireland for missing details, since incomplete Forms **CANNOT** be accepted.

4.5. The Brokers cannot correspond, nor deal, directly with drivers.

All correspondence should be directed through Motorsport Ireland.

REGULATIONS FOR ALL STAGE RALLIES

The information in SECTION 1 of this Appendix 29 is the minimum that must be included in the Supplementary Regulations which are provided by the Promoters to all entrants in the competition. The Standard Regulations in SECTION 2 of Appendix 29 may be reproduced in part or in their entirety.

Amendments to the Standard Regulations including the proposed Classes of Cars permitted in the competition are allowed. Motorsport Ireland (MI) must approve such amendments prior to the publication of the Regulations. Any proposed amendments must be highlighted when the draft regulations are submitted for approval. Amendments that are not approved in this manner will result in the amendment not having effect for the competition and cannot be relied upon by the Promoters. All amendments to the Standard Regulations must be published and made available to all entrants prior to the promoters accepting any entries.

SECTION 1 Supplementary Regulations

RALLY HEADQUARTERS.

Rally Headquarters will be at:

ORGANISATION.

1. The Rally is promoted and organised by the MOTORCLUB LTD., hereinafter called the Promoters.

2. The Rally is a qualifying round of the following Championships:

- a)
- b)
- c)

and will take place over a route of approximately kilometres.

3. These Regulations have been submitted to and approved by MI, and the necessary Permit for holding of the Competition has been granted.

MI PERMIT NO.

The Competition will be held under the International Sporting Code of the FIA, the General Competition Rules of MI and these Supplementary Regulations including Appendix 25 (Rally Code) and Appendix 29 (Standard Regulations for all Stage Rallies) of the current Motorsport Ireland Yearbook. All Competitors who forward completed Entry Forms agree to be bound by the rules.

EVENT and/or ENTRIES SECRETARY.

Include Name, Address and contact numbers.

OFFICIALS

Motorsport Ireland Stewards, Motorsport Ireland Safety Delegate, Motorsport Ireland Chief Scrutineer, Club Appointed Steward, Clerk of the Course, Deputy and/or Assistant Clerks of the Course.

Club Safety Delegate, Secretary of the Event, Press Officer, Chief Marshal, Chief Medical Officer, Chief Rescue Officer, Radio Controller, Competitors' Relations Officer, Emergency Services Liaison Officer (ESLO), Super rally Co-Ordinator (SRC).

CLASSES.

See Appendix 29.1.

TIMETABLE

(Here list dates and times as appropriate, opposite each entry)

Publication of Regulations:

Entries open:

Entries close for N.I. & U.K. competitors.:

Entries close at reduced rate.:

Entries close:

Final Instructions posted not later than:

Pace Notes (if allowed) may be made during the following period(s):

Scrutiny:

Competitor Safety Briefing (Time and Location):

First Car Away:

First Car Finishes:

Full Provisional Results posted:

Prize giving.:

ENTRIES

Closing date:

Amount: €

Entries should be sent to:

Telephone entries WILL NOT be accepted, nor will entries received after

The number of Starters is restricted to numbers as per Appendix 25 Article 3.1. If the number of entries received exceeds this, the following procedure will be used to determine the starters: (state the procedure to be used). The remaining entries will be placed on a reserve list.

AWARDS - suggested

Overall Awards

1st Overall 2 trophies & Perpetual Trophy

2nd Overall 2 trophies

3rd Overall 2 trophies

Class Awards

1st in Class 2 trophies

2nd in Class 2 trophies

3rd in Class 2 trophies



Crews who finish, but do not qualify for the above awards, may receive special finishers awards. If less than 5 entries are received in any Class, the number of awards may be reduced. No monetary awards will be presented. In order to promote its use, organisers are requested to present a Biofuel award.

SUNDAY RUN

A Sunday Run is not allowed.

SECTION 2 Standard Regulations

The promoters of a Competition may reproduce all or parts of this Section.

1. JURISDICTION

1.1. The Promoters reserve the right to introduce in these Regulations any modifications directed by major or safety reasons and to postpone the event in case of unforeseen circumstances.

1.2. The Promoters decline liability in any accident caused to or by a Competitor or Competitors. The Promoters also decline any liability for Breach of Laws, Regulations, Ordinances or Codes in Force, the consequences of which are the entire responsibility of the Competitors.

1.3. The Promoters reserve the right to issue mandatory written instructions, Road Books and time cards for the conduct of the competition. The interpretation of these Regulations and of any other such written notifications to Competitors shall rest entirely with the Stewards of the Meeting subject to the General Competition Rules of MI.

1.4. The event **must** have an Official Notice Board. The event Official notice can be a stationary notice board or on a digital platform e.g. Sportity App. If the event is using a stationary notice board, it will be located in Rally Headquarters or if not located at Rally Headquarters then the location will be specified in the Supplementary Regulations or the Final Instructions which will be sent to each entrant or driver.

1.5. Official Instructions, including amendments to previous instructions must be displayed on the Official Notice Board (Stationary or digital format e.g. Sportity App) or at some other place which shall be designated in the final instructions. Every competitor shall be deemed to have read all such instructions, and if applicable such instructions shall have the force of these Regulations and shall be binding on all Competitors.

1.6. The onus is on a Competitor to keep informed of any additional Instructions.

2. ENTRIES & STARTERS

2.1. Entries may be submitted by all persons holding a valid F.I.A. Competition Licence or Commercial Entrants Licence but will be valid for acceptance only if made on the Official Entry Form, properly completed, signed by the entrant or driver and navigator, and accompanied by the appropriate fee.

2.2. The Licence No. for Entrants, Drivers and Navigators must be included on the entry form.

2.3. The Promoters reserve the right to cancel the event if insufficient entries are received.

2.4. False statements made on the Official Entry Form relating to the Entrant, Driver or Navigator or in respect of the vehicle's characteristics imply the immediate exclusion of the participants, independently of any additional penalties that may be applied in accordance with the GCR 69.

2.5. Entries open on the publication of the Supplementary Regulations or on a date specified in the regulations and should be forwarded, to the Secretary of the Event or to another person as included in the Supplementary Regulations.

2.6. Single Stage and Mini Stage Rallies.

Thirty (30) places will be reserved on Single Stage and Mini Stage events in for "first time" National B driver licence holder with licences issued in the previous or in the current year.

A further fifty (50) places will be reserved on Single Stage and Mini Stage events for National B driver licence holders not catered for above.

Currently homologated WRC, RRC, S2000 Rally 1.6T, R5/Rally2 cars and modified versions of these car types are not permitted on any Single Stage or Mini-Stage Rally. Currently homologated S2000 atmospheric cars may take part. WRC cars which are out of homologation may compete on Non-Restricted Mini-Stage Rallies, in Class 15.

2.6.1. Supplementary Regulations.

Entry Fees may only be refunded if:

2.6.1.1. The Entry is not accepted.

2.6.1.2. The Competition is cancelled or postponed for more than 24 hours.

2.7. The Promoters may refuse an Entry without having to disclose a reason for this refusal, in accordance with the GCR 70.

2.8. Drivers must have in force a Road Traffic Insurance, i.e. IRDS/BRDS, which is available through MI covering them against third party liability on the road sections, whilst taking part in the event.

2.9. Entry Fees (less a deduction of amount to be specified) will be refunded to drivers/entrants,



who withdraw their entry, in writing, before a stipulated date.

2.10. The Stewards of the Meeting may permit a change of nominated driver on written application being made by the entrant who is the holder of a Commercial Entrants Licence in writing, a minimum of two (2) hrs prior to the scheduled starting time for competitors safety briefing.

2.11. A change of driver cannot be requested by anyone other than an 'entrant', provided the entrant is the holder of a current Entrants Licence and the application to take part in the meeting was by the entrant.

2.12. The number of starters is limited to the numbers as defined in appendix 25, section 3.

3. COMPETITORS AND DRIVERS

3.1. Two Competitors shall be nominated for and travel in each competing car. If the entrant is not the driver, the driver nominated on the Entry Form shall be deemed to be his agent. The driver shall hold a valid Competition Licence of the appropriate grade and these must be produced at Documentation Scrutiny. The nominated driver must drive all special stages of the event. Navigators must have either a current Competition Licence or a special Navigator's Licence, as per MI Rules of Entry.

3.2. A car may only carry the nominated competitors, whose names are stated on the Entry Form, under pain of Exclusion from the Finishers List, and such persons shall be carried throughout the event. Competitors are required to display their names, national flags and blood groups on the front wing or door of the car.

3.3. During the period allowed for the making of Pace Notes and throughout the rally, competitors, their service crews and others assisting them must strictly observe the traffic laws of the Republic of Ireland. They shall always drive and conduct themselves in a manner, which shall not discredit the event or arouse adverse public opinion. Failure to do so, or any instance of a competitor or others associated with the competitor driving at an excessive speed, or in a negligent manner, or failure to comply with local or national traffic regulations and laws, or being accused of any driving offence will result in the competitor being penalised as follows:

First Offence	2 mins
Second Offence	Exclusion

Judges of the Fact will report to the Clerk of Course all competitors, which are noted as having failed to stop at "Yield Right of Way" and/or "Stop" signs on all road sections. Penalties will be imposed as follows:

First Offence	2 mins
Second Offence	Exclusion

3.4. Competitors are required to inform the Organisers each day of any alleged offence or contravention, which is to be the subject of a Garda report. Failing to do this will be penalised as follows:

First Occasion	2 mins
Second Occasion	Exclusion

3.4.1. In the case of a breach of the traffic laws, officials, having noted the infringement, will inform the offending competitor.

3.4.2. The Organisers will also apply penalties as in 3.4 above if asked to do so by the Gardai.

This will be done subject to the following:

3.4.2.1. That the notification of the infringement reaches the Organisers through official channels, and in writing, before the posting of the official final results.

3.4.2.2. That the information in the notification will establish beyond any doubt the identity of the offending competitor, the location and time of the infringement. That the facts are not liable to various interpretations.

3.4.2.3. In such circumstances the written report will be sufficient to allow both the Organisers in the first instance to decide on the penalty to impose if any and subsequently to allow the Stewards of the Meeting to hear an Appeal. The appellant may, if he/she so wishes, call the reporting Garda as a witness. The responsibility for the attendance of the witnesses is a matter for the appellant. The non-attendance of the Garda witness will not prevent the Stewards from hearing the appeal.

3.5.1. In the event of:

3.5.1.1. A competitor who crashes on a Familiarisation Run.

3.5.1.2. A competitor failing to activate the Safety Tracker System User Console OK switch / to carry or to display the OK sign / board in a clearly visible manner on the car and who fails to ensure that the sign / board remains in position until the car is removed from the stage (At least one member of the crew must remain with the car for the remainder of the stage to ensure that the OK sign / board continues to be displayed).

3.5.1.3. A competitor who fails to stop and investigate when encountering, on a Special Stage, another competing car, on which an ok sign/board is NOT displayed.

3.5.1.4. A competitor who is reported by an Official/Judge of Fact or a written report being submitted by a Garda for bad driving standards on the public road – Penalties as per GCR 139.

The COC or stewards may impose a penalty of exclusion. In addition, the stewards may report



the incident to MI and recommend a start be refused on MI Permitted events for a period of 30 days.

3.5.2. Competitors who stop or are slowed as a result of the displaying of an SOS board, or the non displaying of an OK board, or the activation of the Safety Tracker System Red Flag signal, may have the stage interruption rule applied as per Appendix 29, Article 8.13 /8.14.

COC's are encouraged to fully investigate such incidents, and having established the facts, to act accordingly.

3.6. Prior to start of stages clubs should appoint an authorised official to inspect the readiness of competitors safety equipment (helmet fastening, balaclava, belts and HANS device, gloves, suits, fire extinguisher etc.). This official should not attempt to adjust or interfere in any way with the equipment but should request that the crew do so in his/her presence. These checks must be carried out at random and at a reasonable distance (6 to 7 cars) back from the stage start line to ensure that stage start procedures are not compromised. CoC's must make competitors aware of this procedure at competitors safety briefing and should emphasise strongly to competitors the need for safety equipment to be used / adjusted correctly.

3.6.1. The Stage Commander, in consultation with the CoC, may refuse entry to the stage to competitors not in compliance with all safety requirements.

3.7. As per Appendix 2, Article 29, Competitors must carry an SOS/OK board. The SOS board to be displayed when it is necessary to summon medical help in the shortest possible time. In the event of an incident where someone requires urgent medical help, display SOS board to next 8/10 competitors – who must stop and establish what are the circumstances of the crew in question and they will carry the message to the next Radio Point where the medical services can be alerted.

The OK board is to be displayed by competitors stopped on a stage for any reason (off, broken down, puncture, etc.) and is used to indicate that medical help is not needed.

If no OK board is displayed, the following competitors must act as if an SOS board were being displayed. They must stop and establish what are the circumstances of the crew in question and act accordingly (i.e. report to the next radio point if medical assistance is required, or simply continue if not).

Failure to stop and establish what the circumstances are if no OK board is displayed will carry a penalty as per article 9.2.19. Failing to stop when an SOS board is displayed will carry a penalty as per article 9.2.19

Failure to display ok board or have it displayed on the car will carry a penalty as per article 9.1.22

3.8 Competitors must carry a Safety Tracking System (STS) as supplied by the appointed STS provider. The STS units must be correctly installed in the competing cars prior to scrutineering. The OK Button on the STS control panel must be activated by competitors immediately upon stopping on a special stage for any reason (off the road, broken down, puncture etc) and is used to indicate that medical help is not required.

4. RECONNAISSANCE REGULATIONS FOR RECONNAISSANCE AND THE MAKING OF PACE NOTES

4.1. Pace notes can only be made at the times and days specified in the Supplementary Regulations.

4.2. Before commencing reconnaissance competitors must register with the organisers.

4.2.1. Competitors must sign on at the start of (each) day.

4.2.2. Competitors must declare the make, model and registration number of the car that they will be using for reconnaissance.

4.2.3. Competitors must carry identification at all times, including an "entrant" decal on the windscreen.

4.2.4. Any competitor found on a Special Stage without having registered as above, or in breach of these registrations, may not be permitted to start the event.

4.3. Only standard cars may be used for reconnaissance. Rally cars will not be allowed to be used for reconnaissance. Modified suspensions and altered seats and wheels are permitted. No advertising may be carried on the cars used for reconnaissance. Cars may be scrutinised before the start of reconnaissance to see that they are in compliance with these regulations. The organisers have the power not to allow the use of any particular car.

4.4. The Organisers will issue a Road Book to entrants with lists of Special Stages and speed limits, with supplementary regulations which will apply during the reconnaissance period and which will have the same force as Regulations of the Rally.

4.5. The maximum speed allowed on special stages is 60 Kph, during reconnaissance unless a lower limit is indicated by a traffic sign or a written instruction issued by the Organisers.

4.6. During the reconnaissance period the Gardai and the Organisers will arrange speed checks and general patrols of special stages, and:

4.6.1. Competitors found in cars exceeding speed limits during reconnaissance will be penalised as follows:

1st Offence	2 minutes penalty
2nd Offence	Start refused

4.6.2. Competitors driving or being driven at an excessive speed or in a manner which in the opinion of the organisers causes or could cause danger or inconvenience to other road users or local residents or could bring the sport into disrepute will be penalised as follows:

1st Offence	2 minutes penalty
2nd Offence	Start refused

4.6.3. Reconnaissance is limited to a maximum of three passes per stage or any part thereof. Competitors who exceed this limit will be penalised by exclusion from the event.

4.7. The Event Organisers shall appoint Judges of Fact, whose decision will be final. In addition, on all special stage rallies, the tracking personnel will provide the Clerk of the Course and Motorsport Ireland with a full report of the event in relation to top speed after the event.

4.8. Any competition licence holder with the exception of Appendix 25 1.1 who practices, reconnoitres or otherwise examines a Special Stage outside the specified reconnaissance period, or causes any person to do so on his behalf except where "gravel note or weather crews" enter the stage in the hour preceding road closing, will incur the following penalties:

4.8.1. A fine of €380 which will apply to each competition licence holder and payable to the club organising the event at which the breach of regulation was committed, and

4.8.2. Start refused, and

4.8.3. Entry Fee forfeit, and

4.8.4. Start refused for all MI permitted events until any or all monies or fines are paid in full.

4.9. In addition to 4.8 above, if a competition licence holder is observed either by a Judge of Fact or any other person in close proximity to the location of a Special Stage and no reasonable explanation is given to the promoters for his/her presence there then the promoters may refuse to accept an entry or if an entry has already been received, such an entry may be returned. In such circumstances as defined in 4.8 and 4.9 the observations made by the Judge of Fact, or the decision of the promoters cannot be the subject of a Protest or Appeal.

4.10. Reports of Competitors found to be in breach of these regulations will also be submitted to Motorsport Ireland for consideration by a **Court** of Inquiry (Chapter 16).

4.11. Competition licence holders who use the roads, which may be used as special stages, for

social, domestic or business use must contact the Organisers for Official Permission to use such roads.

4.12. The use or carrying of Pace Notes when specifically forbidden or any other information concerning Special Stages, except official information, will be reported to MI to consider imposition of penalties. Pace Notes are defined as anything in writing or material on video or audio tape which could be considered as giving the crew knowledge of the course. Annotations to the Road Book will be considered as 'Pace Notes'.

4.13. Safety Notes.

4.13.1. Safety notes are allowed on Forestry rallies and Single stage rallies. During the reconnaissance run over Single Stage rallies Competitors are allowed to make amendments to the original safety notes.

4.14. In this regard, crews who enter the event will agree, to the following Search Procedures, if they are approached by Officials acting on behalf of the organisers during the event.

5. SEARCH PROCEDURES

5.1. On approaching the car the Officials will identify themselves to the crew and both members may be asked to vacate the car. Failure to do so immediately. - Penalty 100 minutes.

5.2. Both crew members may then be requested to allow a frisk search. Failure to give permission for such a search - Penalty of 100 minutes.

5.3. Should the Officials believe that documents or other items are being concealed in pockets or underclothing, crew members will be asked to produce the documents or items. Failure to do so - Penalty of 100 minutes. (The onus is on the competitor to satisfy the Officials that he is not carrying Pace Notes).

5.4. Permission to search the car, crew members bags, and co-drivers documents may be requested. Failure to give permission - Penalty of 100 minutes.

5.5. Should anything resembling Pace Notes be found the crew members will be requested to surrender these to the Officials, who will retain any documents they feel might be classified as Pace Notes, for subsequent examination and adjudication. Any such documents may be subsequently returned to the competitor.

5.6. Crew Members will be held responsible for documents found on themselves or in the car.

5.7. An Official will be entitled to hold a car for as long as necessary to carry out a search. "Permitted time" will be given for any such delays incurred.



5.8. In the event of any of the above offences occurring a report will be made to the Stewards of the meeting who will report the matter to MI to consider the imposition of further penalties. The imposition of any of the above mentioned Penalties is subject to the Competitor's right of appeal to MI.

6. CARS

6.1. The Event will be open to any type of Motor Vehicle (except Commercial Vehicles), including station wagons (taxed as 'Private') provided the vehicle complies with the requirements of MI. Competitors are reminded that their cars must comply with the Road Traffic Act at all times and that they must make all reasonable efforts to ensure this. Cars deemed not to be roadworthy may be excluded from the event. All vehicles must have a valid competition logbook.

6.2. An entrant shall be deemed to have full knowledge of his/her car and to vouch for its eligibility by the act of his/her car being presented for Scrutiny at the Start. Any car found to be ineligible for the class entered during the event or at post event scrutiny will be excluded from the finishers list. The onus is on the entrant to ensure that their car is entered for the correct class and that the class entered is the same as that shown on the starters list. The promoters may subsequently make corrections to the starters list.

6.3. Before the Start, and elsewhere at the discretion of the Promoters, cars will be scrutinised in order to identify them as being in accordance with the details of entry, eligibility and compliance with the Road Traffic Act, (see Art 6.1 above) and the Regulations of MI.

6.4. Cars presented without a valid logbook will not be permitted to start. Log books may be obtained by writing to The Secretary, MI Technical Commission, 34 Dawson Street, Dublin 2. Log books issued by Motorsport UK in accordance with Appendix 2 Article 27.8.1. are acceptable.

6.5. Any Competitor who fails to present or have their car presented at Scrutiny will be deemed a non-starter.

6.6. Failure to pass Scrutiny will entail a non-start.

6.7. When vehicles are submitted at Scrutiny, the details on the top of the Scrutiny Card must be filled in by the Competitors, and the Competition Numbers affixed to the car.

6.8. All cars will be held in Parc Ferme at the conclusion of the event. Competing cars must remain in Parc Ferme at the conclusion of the event for a period of 30 minutes after their recorded time at Parc Ferme In Control. Where competing cars have earlier been diverted to a Ceremonial Finish Control, the 30 minute period may run from the

recorded time at that control. A protest (See GCR's Chapter 11) regarding eligibility must be lodged, at the latest, at the time of check in at the Final Service "Out" Control. It may be lodged with the CRO or the timekeeper at Final Service "Out" Control.

6.9. In the case of 2/3 day events cars must remain in Parc Ferme during overnight halts.

6.10. Homologation Papers for all Group A, N and R cars will be required and presented at both mechanical and documentation Scrutiny. Failure to present them will result in a non-start.

6.11. Rally numbers supplied must be displayed in four locations, at the front and rear of the car and on both sides of the car.

The top visor, Navigators side of the car front and rear window. They shall be yellow on a black square 100mm x 100mm and the letters 78mm high.

2 x numbers for each rear side window which shall be minimum 15cm high with a stroke width of at least 15mm, colour bright yellow and may be fluorescent
(Metamark M4-230 lemon, Oracal 025 yellow, Avery 504 primrose).

Door rally plates as follows: Front door panels must measure 67cm long by 17cm high. This panel does not require a door number. Advertising and championship displays will be advised by all MI approved championships.

6.12. Additional markings, incorporating, publicity for the Promoter and/or Sponsor of the Event, may be supplied and these must be carried on all competing cars.

6.13. Official markings must NOT be obscured or altered in any way, and must be maintained in a legible condition throughout the competition.

6.14. Official markings must be removed immediately after the event, or on retiring from the competition.

6.15. Cars may be impounded at the conclusion of the event to check eligibility. The Organisers may require any car to be dismantled in order to check eligibility. The Entrant shall be responsible and liable for any work involved and shall do this as and when directed, making available to the Organisers any components or samples required to determine the eligibility of the car. There shall be no claim against the Promoters for any cost involved in this work.

6.16. The entire event shall be completed by each car under its own power, or by gravity, under penalty of exclusion from the Finishers List, except the manual assistance by the occupants of



the car will not incur penalty. A car which has left the road may receive assistance to regain it.

6.17. Competing cars will be permitted to carry advertising as per MI Regulations, but no additions are permitted after passing Scrutiny without the permission of the organisers.

6.18. Any vehicle competing in a Motorsport Ireland event which is a counting round of a championship, permitted by an ASN other than MI, may run in accordance with the rules of that championship provided they are registered for the championship and have competed in at least one previous round of the championship. If a car is running to a lower minimum weight than specified in Appendix 29.1 Article 16.2, then the class must be subdivided. (e.g. Class 20 A & 20 B).

7. RALLY ROUTE AND TIMING

7.1. Road Books are issued prior to the event. These will include a list of Route Checks, Controls and Starts of Special Stages, in the sequence in which they shall be visited, and the distances between them. All distances shown in the Road Book shall be deemed to be correct. The alternative Road Book will also form part of the official route and competitors will be instructed when to make use of the alternative route. If circumstances require, the Promoters may issue amendments to the Road Book. These Amendments shall form part of the Official Route. Details of the amendments will be posted on the Official Notice Board or may be handed or notified to the competitors at a location along the route. There is no requirement that the notification of an amendment be in writing.

7.2. Competitors shall at all times follow the Official Route, except that having left it involuntarily, must regain it as soon as possible.

7.3. The position of all Controls and the entire Route will be indicated in the Road Book by Tulip Diagrams.

7.4. The entire Route will be contained on the O.S. Maps 1 to 50 000 on - sheet Numbers.....

7.5. Controls extend 25 metres in all directions from the point indicated on the Road Book. Once inside these boundaries a Competitor is deemed to be at a Control., providing both the Driver, Navigator and the car are within the Control area. This area will be deemed as Parc Ferme and will carry the same restrictions. If access to the control area is blocked and the competing cars are unable to enter the control area the Official at the Control may make a record of the time on the time card.

7.6. Controls open 5 minutes before the due time of the first car, and close 15 minutes after the scheduled time of the last car, extended if necessary in the

case of official delays. Official time will be based on R.T.E. time (National Broadcasting Service).

7.7. If a Competitor is held for any reason by an authorised Official, then a "Permitted Time" may be entered on the Time Card.

7.8. Any Competitor who passes through a Control at any time, in a direction other than that defined, in the Road Book, will be penalised as in Article 9.1 (j). - 1 min. time penalty.

7.9. Competitors must visit all controls and have a time recorded on their Control or Time card. Penalty as per Article 9.2(b) - Exclusion.

7.10. Time cards will be available for collection on entrance to drivers briefing. Competitors will be responsible for handing in each Time Card and recording their times at the last Control shown on that Card, collecting a new card at the same place or otherwise as directed, if necessary.

7.11. The Organisers may establish observation points anywhere without giving notice, to observe any of the following:

7.11.1. Driving manners, and/or compliance with the Highway Code.

7.11.2. Vehicle noise, condition or eligibility.

7.11.3. Average speed in accordance with Article 9.1.11.

7.11.4. Breach of servicing regulations.

7.12. Passage Control.

At these controls, identified by the signage shown in Appendix 26, the marshals must stamp/sign and/or collect the Time Card as it is handed in by the competitor.

It is the responsibility of the competitor to transfer the time recorded at the last control on the Time Card being collected to the following Time Card.

The time of the passage of the competitor through the control is not recorded.

8. SPECIAL STAGES

8.1. Special Stages will be held during the course of the Competition on roads closed to the public. The Route for these Stages will be defined by arrows. A standing start and a flying finish will apply.

8.2. Competitors must be fully equipped (crash helmets, safety belts, etc) and be ready to start following the Marshal's instructions, at 30/60 second intervals.

8.3. The Starting Marshal shall have the sole right to specify a Competitor's starting time for a Special Stage and rule as to whether or not a Competitor has jumped the Start.

8.4. The Stage Finish Timekeepers will be situated some distance from the finish sign. All Competitors



must have the appropriate Time Card completed by this Timekeeper.

8.5. A Stage Time (set at not more than 130kph (80.78 mph) average speed) will be given for each special stage, in minutes and seconds.

8.6. A stage maximum will be given for each special stage, in whole minutes.

8.7. The method of assessing time taken on a Special Stage will be as follows:

8.7.1. A competitor recording less than the Stage Time will be debited with that Stage Time.

8.7.2. A competitor exceeding the Stage Time will be debited with his recorded time.

8.7.3. Additionally, each whole minute in excess of the Stage Maximum will also attract penalties as per Article 9.1.4, - lateness at a Control, and count as lateness towards exclusion as per Article 9.2.3, - maximum lateness. A special Stage Finish is considered a Time Control, with the Stage Maximum being the Target Time from the Stage Start.

8.8. No Case of Force Majeure or baulking will be taken into consideration after a Competitor's scheduled time from the Start Control. Nevertheless, the Promoters have the right to penalise any Competitor deemed to have unreasonably delayed another Competitor.

8.9. Each Special Stage will be open to a Competitor from his due time, until 15 minutes after his due time, extended if necessary in the case of Official delay.

8.10. Any Competitor whose car blocks the passage of other competitors, will be assumed to be acting against the interests of the sport, unless the contrary can be proven to the satisfaction of the promoters. Such Competitors, if any, may be excluded from the event.

8.11. Where it can be established that a competitor has incurred accumulated penalties in excess of the 15 minutes lateness permitted and the organisers are satisfied that their continued participation in the event poses a safety risk then the competitor may be excluded from the competition by the Clerk of the Course. The competitor should be informed of the decision of the Clerk of the Course upon his/her arrival at the next control. i.e. stage arrival, stage start, stage finish or other control.

In these circumstances the decision of the Clerk of the Course will be that of a Judge of Fact and as such cannot be the subject of a Protest or Appeal.

8.12. It is absolutely forbidden for Competitors, or their Service Crews, to double park, to park on the right hand side of the road, to form a queue other than in single file, to park on double yellow lines, or otherwise to block or congest an open road - Reference Article 9.1.15. -1 min. penalty.

8.13. Interruption of a timed stage. When a Special Stage has to be stopped for any reason whatsoever before the last crew has covered it, a classification for the Stage may however be established by allocating to each crew, which has been unable to complete the stage because of the interruption, the time of the last competitor to complete the stage before the interruption. This classification may be drawn up by the Clerk of the Course even if only one crew has been able to cover the stage in normal competitive conditions. Should the Clerk of the Course consider the time set by the last competitor to complete the stage as abnormal, he/she may choose as the scratch time the one among the four previous competitors to complete the stage which seems to be the most suitable. In the case of Forest rallies running reverse seeding, the stage time of the first 4 cars after the interruption may also be considered to allow for a suitable scratch time to be derived. However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure. It will be given the time which it might have eventually set if this is greater than the scratch time awarded to the other crews. Following consultation with the Safety Delegate a stage may be re-started and the stage interrupted time will only be applied to those crews affected by the stoppage. Crews completing the stage after it has been re-started will be credited with their actual time. If 12 minutes has elapsed since the start time of the last competing car that started the stage, then the stage may only be restarted in the following specific circumstances:

A stage may be restarted up to 18 minutes after the start time of the last competing car, provided that a 00 car is available at the stage start and has entered the stage no more than 13 minutes after the start time of the last competing car and the 00 car has passed the second radio point before the next competing car starts the stage. This re start procedure will be under the control of the CoC and the Radio Controller. A report (to include start and finish times together with times 00 reached the **last mid-point** radio point) for all re starts involving 00's must be submitted to the appointed MI Stewards of the event.

8.14. If the promoters became aware that a number of competitors were delayed on a Special Stage due to a blockage and the nature of the blockage can be verified, or that they had stopped to comply with Appendix 29, Article 3.5.1.3., then, the Clerk of the Course may apply the stage interrupted rule to the competitors affected. Alternatively the promoters may apply the Force Majeure rule.

8.15. Where no car has completed the stage competitively because of a blockage, the offending competitor will receive their actual time.

The balance of the competitors affected by the blockage will receive the time of the fastest car to subsequently complete the stage competitively, where it has been possible to restart the stage. Where it has not been possible to restart the stage, the balance of the competitors affected will receive the stage bogey time except for the offending car. The offending car will receive its actual time for the stage plus a penalty as per article 9.1.19.

8.16. The point of interruption will be defined as the time at which an incident takes place. The stage interruption time will apply to ALL competitors who start the stage after the competitor who causes the interruption and prior to the stage restart. The interruption time may also be applied to any competitor who in the opinion of the COC has been adversely affected by the interruption.

8.17. Yellow Flag. The marshal in charge or areas of particular risk will be provided with a YELLOW FLAG to be used as an additional hazard warning of potential danger, if an incident occurs or spectators encroach in this area. The use of these flags will NOT involve stopping the stage.

Use of Yellow Flag:

Yellow Flag – Waved / Stationary :

Danger, slow down considerably, reduce speed substantially and maintain reduced speed until you have passed the incident, be prepared to suddenly change from the projected racing line or take other evasive action, be prepared to stop if necessary (no overtaking).

Where it is found a breach of this rule has taken place a penalty will be imposed as per article 9.1.20.

8.18. Stage Stopped Board Flag. The Clerk of the Course and Safety Delegate will have decided in advance where this board/flag will be deployed and it will be under the control of the Senior Marshal, on the junction or at a hazard point. A stage stopped board/flag will be issued to each mid-point and it will be demonstrated to competitors at competitors safety briefing.

8.19. If spectators refuse to move from what the Organisers have agreed is to be a prohibited area the marshal has the authority to walk a hundred metres back into the stage and display the stage stopped board/flag to the drivers. This will have the immediate effect of telling the drivers that the Stage Timing is being stopped and they must then slow to fifty kilometres per hour or less while driving through the remainder of the stage. The board/flag measuring 600 x 600 or larger will comprise a White background with a Red clock face crossed by a black diagonal bar.

Where a Stage Stop board/flag is shown each competitor will be given a time as for an interruption of a Timed Stage.

9. PENALTIES

9.1. Penalties will be applied as follows:

9.1.1. Stage Time See Article 8.7

9.1.2. Actual Stage Time See Article 8.7

9.1.3. Jumping the Start of a Special Stage

1st offence: **10 seconds (60 seconds for Forestry Events)**

2nd offence: **1 minute**

3rd offence: **3 minutes**

Further offences: at the Stewards' discretion.

9.1.4. Each minute late at Control: **10 seconds**

9.1.5. Each minute recorded before scheduled time at any Control: **1 minute**

9.1.6. Each minute recorded over 3 minutes between the "Stage Arrival Control" and the "Stage Start" except in the case of an official delay. **1 minute**

9.1.7. Delay at checking in or leaving any timed point, when instructed to do so by an Official: **1 minute**

9.1.8. Obscuring or altering the Official identification markings (on either Rally or Service Car) or failure to maintain these in a legible or correct condition: **1 minute**

9.1.9. Creating excessive noise: **1 minute**

9.1.10. Non-compliance at any time with each specified direction of travel through any Control: **1 minute**

9.1.11. Each occasion on which a Competitor's average speed on a road exceeds an average of 60 kph : **1 minute**

9.1.12. Non-compliance with a reasonable instruction of an Official: **1 minute**

9.1.13. Each breach of a provision of the Road Traffic Act by a Competitor or by his Service Crew: **See Article 3.3**

9.1.14. Competitor or Service Crew entering a forbidden area defined in the Road Book: **1 minute**

9.1.15. Infringement of Article 8.12 or Article 15.1: **1 minute**

9.1.16. Non-compliance with any official requirement for which a penalty is not specified: **2 minutes**

9.1.17. Breach of Article 4.8 or 4.9: Please refer to penalties stated in 4.8 or 4.9

9.1.18. Breach of Article 15.4
1st offence : **2 minutes**

2nd offence : **addit. 5 minutes**

3rd offence : **Exclusion**

9.1.19. Breach of article 8.15: **3 minutes**

9.1.20. Breach of Article 8.17 (Yellow Flag)
Where the offending competitor completes the event:

1st offence : **2 minutes**

2nd offence : **additional 5 minutes**

3rd offence : **Exclusion**

In addition the Clerk of the Course may apply a fine in accordance with GCR Chapter 17 article 6
Where the offending competitor fails to complete the event, the incident will be reported to the



Clerk of the Course who may impose a fine in accordance with GCR Chapter 17 article 6.

9.1.21. For non display of the OK board as per Article 3.7

Where the offending competitor completes the event:

1st offence : 10 seconds

2nd offence : 30 seconds

3rd offence : 1 minute

9.2. The following will all carry the Penalty of EXCLUSION from the Finishers List:

9.2.1. Loss of Control or Time Card.

9.2.2. Absence of a recorded Time on a Control or Time Card.

9.2.3. Over 15 minutes late over a scheduled time at a Control (with adjustment in the case of an Official delay).

9.2.4. Failure to produce or surrender any Time Card on request.

9.2.5. Altering a Time Card.

9.2.6. Failure to complete any special stage.

9.2.7. Failure to wear an MI approved helmet, clothing, or seatbelt, properly fastened, on a special stage.

9.2.8. Smoking on a special stage.

9.2.9. Servicing outside specified areas. As per Art 11.1.

9.2.10. Failure to attend or pass Scrutiny or re-Scrutiny.

9.2.11. Infringement of Articles 2.4 - false statements, 3.3 - driving standards, 6.16 - outside help, and 11.10 - service crews entering Special Stages.

9.2.12. Any Competitor who introduces to his vehicle during the Competition any modification that will change the characteristics shown on the entry form and on the respective forms of recognition or who makes a wrong declaration as to the class entered. (see 9.2.17. below).

9.2.13. Any Competitor who does not produce their competition licence when requested during competition.

9.2.14. Any Competitor who does not follow the official itinerary.

9.2.15. Carrying or using Pace Note or Stage Information in competing cars or Service vehicles when prohibited.

9.2.16. Competitors or Service Crews entering Results Caravans/Rooms without invitation.

9.2.17. Making a wrong declaration as to the Class for which the vehicle is eligible. (see 9.2.12. above).

9.2.18. Breach of article 15.4 - 3rd offence

9.2.19. Breach of article 3.7 (SOS/OK Board).

9.2.20. BREACH OF TOP SPEED RULE

For all special stages rally events. Competitors suspected of being over the set maximum speed limit of 201.6kph monitored by the event tracking system.

1.

Any Competitor suspected of being over the top

speed of 201.6kph on an event will be notified by Motorsport Ireland during or after said event and may be asked to present their car at a designated facility chosen by motorsport Ireland to complete further examination in the way of a Fixed Hub Dyno Test at the cost of the competitor.

2.

If a competitor is notified during an event of a suspected breach, then certain components of the car will be sealed at post event and will remain sealed till the completion of the Fixed Hub Dyno Test. Cars must be presented with the same diameter drive wheels, tyre make & size as that used at the time of the alleged breach, with minimum tyre pressure of 2 bar.

10. TIES

10.1. In the event of any tie in the Finishers List, or for any Award, precedence will be given to the Competitor having least Penalty points in the last Special Stage of the Competition. If this fails to resolve the tie, the Penalty points for the penultimate Special Stage will be taken into consideration, and so on until the tie is resolved.

11. SERVICING

11.1. Servicing of a competition car may only be carried out in specific areas designated by the organisers (Service Areas) and from vehicles bearing an official plate supplied by the organisers of the event. The official plate will include the competitor's competition number and must be affixed to the front of the service vehicle throughout the event.

11.2. Service Areas where servicing is permitted will be identified in the event Road Book.

11.3. A competitor shall be responsible for ensuring that any officially plated vehicle associated with his entry complies with all appropriate regulations and official instructions. A penalty of €200 may be applied if the users of such plates are observed acting in a manner contrary to the interests of the rally or contravening any specific instructions from any official.

11.4. Crew members, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where specifically prohibited.

11.5. In any area where servicing is not permitted, the parking of an associated vehicle containing (or setting up) any service equipment to include replacement/exchange parts, wheels/tyres, fuel and or any fuel delivery system, may be deemed to be servicing.

11.6. Tyre monitoring.

11.6.1. Tyre changes may only be carried out in service areas or any other area specified in event regulations for that purpose.

11.6.2. Tyre marking zones and/or bar code reading zones may be established at the exit of above. Penalties as per 9.2.11.

11.7. Event organisers will appoint at least one named Judge of Fact to observe compliance with Service Regulations.

11.8. Penalties. The parking of an associated vehicle **containing** and/or the setting up of equipment **to include; replacement parts/wheels/tyres/fuel and or any fuel delivery systems on the rally route or within 1km thereof, other than designated service areas, is not permitted and may be deemed to be servicing.**

1st Offence: **5 minutes**

2nd Offence: **Exclusion**

Servicing (other than as permitted by crew Members) outside of designated Service Area

1st Offence: **Exclusion**

Competitors will be supplied with one service number, which must be carried in the service vehicle, and affixed in a forward facing position.

11.9. Service Crews must at all times, drive and conduct themselves in a quiet and reasonable manner. Penalties may be incurred if a Service Crew is observed:

11.9.1. Speeding.

11.9.2. Driving in an inconsiderate manner.

11.9.3. Contravening specific official instruction.

11.9.4. Leaving litter.

11.10. Under no circumstances may service vehicles enter Special Stages during the road closing time of that stage. This will be penalised as per Article 9.2.11.

12. RESULTS AND PROTESTS

12.1. A competitor wishing to raise a query concerning any matter connected with the event should do so by means of a Query Form, obtainable from the Competitor Relations Officer or the Rally Office.

12.3. Protests or Appeals must be made in accordance with the General Competition rules of MI. Protests and Appeals must be accompanied by the appropriate Protest Fee, or Appeal Fee, as per the Schedule of Fees contained in the General Competition Rules. All protests must be lodged with the Clerk of the Course.

12.4. If the Protest requires the dismantling and reassembling of a competing car, the claimant must make an additional deposit as decided by the C.O.C. (GCR 163.2). This deposit will only be refunded if the Protest is upheld.

12.5. Any expenses incurred by work on a car shall be borne by the claimant if the Protest is unfounded, or by the competitor, against whom the Protest is made, if the protest is upheld.

12.6. Any Protests must be submitted within the following time limits:

12.6.1. Against a decision of a Scrutineer - must be

lodged immediately following its notification to the Competitor concerned. (GCR 163)

12.6.2. Against the results of classification - within 30 minutes of their posting on the Official Notice Board, or other place as specified in Final Instructions.

12.6.3. If a Competitor considers during the Event, that an irregularity has occurred justifying a Protest, he must submit, in writing, at the first Time Control after the incident in question, a statement of his intention to lodge such a protest.

12.6.4. Against Special Stage times - must be lodged within 30 minutes of their posting on the Official Notice Board, or other place as specified in Final Instructions, or at any Rest halt or Overnight halt as 'Provisional'. Failure to comply with these directions means forfeiture of the right to protest.

12.6.5. Vehicle eligibility - Post event See GCR 163.

12.7. Only the entrant of a competing car has the right to protest.

12.8. After re-posting results, following Protests or Queries, Appeals or Queries will only be accepted regarding original Protests or Queries. No Protests or Queries on new matters will be entertained.

12.9. All competitors, as appropriate, have the right of appeal against the decision of the C.O.C.

13. SUPER RALLY (RESTART AFTER RETIREMENT)

13.1.1. Super rally will permit a crew retiring from a rally the facility to restart, subject to compliance with these regulations. Super rally will be available to all competitors, including Junior and Historic competitors, who have passed through the start control of the event. A crew is defined as the two competitors signed on as per the starters list at the start control.

13.1.2. Clubs wishing to incorporate Super rally into their event must clearly state on the Supplementary Regulations and the event notice board that the event is providing this option for competitors.

13.1.3. Super rally must be managed by a named official, the Super rally Co-ordinator (SRC.), who must work closely with the CoC and the CRO. A Scrutineer will be available at a designated re scrutiny area located close to the Service Out Control/Parc Ferme Out Control.

13.1.4. A restart will not be permitted where a crew has been excluded for non compliance with eligibility requirements, traffic violations or a decision of the COC/SRC. Super Rally will not be permitted for crews retiring after the last 'Service' on an event.

13.1.5. A time penalty will apply for every stage not completed, and strict rules will be enforced in relation to the recovery of competing cars from special stages/closed roads.

The Crew will only be allowed to restart after passing re-scrutiny, and with the approval of the COC/SRC.

13.1.6. Cars retiring on the stage/road section



immediately before service cannot restart immediately following that particular service but may restart from the service Out Control following the next loop or from the next Parc Ferme out.

13.2. Operation.

13.2.1. Super rally may only be possible following retirement on Special Stages or road section subject to the restrictions specified in the event Supplementary Regulations.

On retirement the crew must hand in their Time Cards to Car Accountability or the marshal / timekeeper at the next available location/Time Control. Crews must retain the Duplicate copy of the timecard, to present to SRC as proof of stages completed

13.2.2. A crew can only restart from a Service Out or Parc Ferme Out control.

If it is their intention to avail of Super rally and re-start the rally, the crew must contact the SRC immediately upon retirement. This can be by way of a phone call/text message or in person.

13.3 Recovery.

13.3.1. Recovery of a car from a Special Stage/ closed road will be the responsibility of the Crew. Service vehicles will not be permitted access to any closed road between runs. The organisers will, where possible, endeavour to move any car to the nearest location from which it can exit the stage/closed road.

13.3.2. The transport of the car from that location is the responsibility of the Crew. The car must return by the most direct route to the Service Area.

13.4. Restart.

13.4.1. Crews availing of Super rally must present themselves, together with their car, at the designated re scrutiny area. This should be located close to the Service out Control/Parc Ferme Out Control. Due time is 10 minutes before their original due time at Service Out Control or Parc Ferme Out Control and 15 Minutes maximum lateness will apply.

13.4.2. At the re-scrutiny a new scrutiny sheet will be issued, if the Competing car continues to comply with relevant Appendices of the current MI yearbook. The new re-scrutiny sheet should be presented to the SRC.

13.4.3. The SRC, once satisfied that the crew meet the conditions for a restart, will issue new timecards which will have a re-start time and re-start Control Number. The restart position within the field shall be at the discretion of the COC/ SRC.

13.4.4. The organisers reserve the right to disallow a restart on safety grounds or if the restart would interfere with the safe running of the rally.

13.5. Penalties.

13.5.1. For all crews that avail of Super rally, a time penalty will be applied.

13.5.2. For the first special stage a crew fails to

finish, a penalty of 10 minutes, plus the time, in that stage, of the fastest car in the class of the crew, will be applied.

For each subsequent special stage the crew fails to finish /complete, a time penalty of 5 minutes, plus the time, in that stage, of the fastest car in the class of the crew, will be applied.

The minimum time penalty is 10 minutes (road section retirement).

The 10 minute penalty will only be applied once.

13.5.3. If there is only one starter in a class, the time penalty will be added to the time of that crew on the next run through the stage where retirement took place.

Should no time be set in the same class for any stage missed, the COC may select such comparative stage time as he in his absolute discretion deems fit.

13.5.4. In order to be classified as a finisher the crew must complete a minimum of 50% of the total number of special stages (rounded up), which must include the stages between final service out and the finish/final control within the allowed time. Super rally finishers must be identified on the results, e.g. R beside the car number. Super rally crews are eligible for overall and class awards. Super rally finishers may qualify for Championship points.

13.6. Briefing of Officials.

13.6.1. Stage Commanders must be fully briefed on the operation of Super rally and advised to report any breaches of procedure or misbehaviour by crews. Extra vehicles, capable of towing, should be provided to assist in the removal of retired cars.

13.6.2. A briefing document on Super rally must be issued to all Sector Marshals in their packs. A sample briefing document is available on MI Website.

13.6.3. A briefing on operation Super rally must be given at drivers briefing and the requirement to observe good behaviour on the public road and in dealing with officials must be stressed.

The phone number for the SRC should be included in competitor information.

13.6.4. The operation of Super rally needs to be discussed with the results provider and a system of communicating resulting penalties agreed.

The operation of Super rally must be discussed with the Chief Scrutineer and necessary arrangements agreed.

13.6.5. Car Accountability must be briefed and a system of communication established between Car Accountability and the SRC to ensure all cars are accounted for.

14. PRIZE GIVING

14.1. It is a condition of receiving a Perpetual Trophy, that it cannot be won outright, and that it be returned (in similar condition as when received), and that the recipient signs, at prize-giving, for its receipt, safe-keeping and return.

14.2. The overall winning Crew will be ineligible



for all other awards other than Nationality, Manufacturers and Team Awards. Crews placed second and third overall will be ineligible for Class Awards.

14.3. The Promoters shall decide on the eligibility of Crews for the Novice Award.

14.4. Additional Awards may be presented, details of which will appear in the Final Instructions.

14.5. A Novice is one who has never won an Award on a Special Stage Rally.

14.6. Prize-winners must be present at Prize-giving Ceremony, otherwise they will forfeit their Awards. However, if a Prize-winner cannot attend the Prize-giving, he must nominate a person to collect the Award, and the Promoters must be informed of the Nominee, in writing, one hour before the scheduled Prize-giving time.

15. GENERAL

15.1. The Spirit of Rallying must be seen to be observed at all times. The Promoters shall be the sole judges of this.

15.2. Judges of Fact will be appointed to patrol the route, to determine breaches of the Regulations and their decisions shall be final.

15.3. The Promoters/Organisers will be the sole Judges of Fact (see 15.5).

15.4. Judges of Fact will report to the Clerk of the Course all competing vehicles which are noted as having failed to stop at 'Yield Right of Way' and/or 'Stop' signs on all road sections.

15.5. All named officials of the event plus additional persons as nominated by the C.O.C. shall be Judges of Fact. They will be deemed to be Judges of Fact of the following:

15.5.1. Any matter which is the subject of a penalty under Article 9.1.1. to 9.1.8. including 9.1.10., 9.1.14., 9.1.17. and 9.1.18.. or 9.2.4., 9.2.8., 9.2.9., 9.2.15., 9.2.16., 9.2.17.

15.5.2. Any other matter which the C.O.C. shall specify in the supplementary regulations or final instructions.

15.6. The Promoters may impose penalties on any competitor upon the receipt of a complaint from a member of the Public or any other person, including a competitor, provided that the complaint is in writing and the person making the complaint is willing to make themselves available at any subsequent hearing of a Protest or Appeal against the decision of the Clerk of the Course. The Clerk of the Course must first satisfy himself/herself that the motives for the complainant are not malicious or vexatious. The procedure outlined above does not refer to a member of An Garda Síochána whose

report in writing is acceptable.

16. COMPETITOR RELATIONS OFFICER (CRO)

16.1. The function of a CRO is to liaise with competitors and play the role of mediator at all times.

This post is entrusted to an official who has a knowledge of the regulations and the GCR's, and the CRO may be invited to attend meetings of the panel of the Steward's in order to keep informed of all decisions taken. He/she must be easily identifiable to the competitors. To this end it is advisable that he/she be introduced to the competitors at competitors safety briefing.

The Competitor Relations Officer shall refrain from saying anything or taking any action which may give rise to a protest.



STAGE RALLIES
APPENDIX 29

29



RALLY CAR CLASSES AND SPECIFICATIONS

CLASSES.

Class 1.

Group N up to 1600cc (Previously N1 & N2),
R1 (atmo up to 1600cc - VR1A/VR1B and turbo
up to 1067cc - VR1A/VR1B),
Rally5 (FIA Appendix J 260).

Class 2.

Rally4 (FIA Appendix J 260)
Ford Fiesta R2T2019 (FIA Homologation No. A5775)

Class 2A.

Group A up to 1600cc (Previously A5 & A6)
R2 (atmo over 1390cc to 1600cc - VR2B and turbo
over 927cc and up to 1067cc - VR2B)
Kit cars up to 1600cc
Group N 1601cc to 2000cc (Previously N3)

Class 3.

Group A 1601cc to 2000cc (Previously A7),
R2 (atmo over 1600cc and up to 2000cc - VR2C
and turbo over 1067cc and up to 1333cc - VR2C),
R3 (atmo over 1600cc and up to 2000 cc - VR3C)
and turbo over 1067cc and up to 1333cc - VR3C),
R3 (Turbo up to 1620cc / nominal VR3T),
R3 (Diesel up to 2000cc / nominal - VR3D),
Super 1600 cars.

Class 4.

Group N over 2000 cc (N4 FIA Appendix J 254),
Rally3 (FIA Appendix J 260).

Class 5.

Group R4 (Appendix J 260),
Group R5/Rally2 (S2000 - Rally - 2.0
Atmospheric).

R5/Rally2 cars whose FIA homologation is expired shall continue to run in this class and be in conformity with their relevant homologation papers.

Included are such cars that have been converted from Left Hand Drive (LHD) to Right Hand Drive (RHD) for use on events run under a MI National permit. All other components must comply with the car's homologation.

Class 6.

All cars homologated in FIA R-GT.

Class 7.

Group A over 2000cc
(Previously A8), WRC Cars (1.6T & 2.0T)
Cars who meet these requirements whose FIA homologation is expired shall continue to run in this class and be in conformity with their relevant homologation papers.

Included are cars that have been converted from LHD to RHD (All other components must comply

with the cars Homologation) for use on events run on a MI National permit, S2000 Rally 1.6T 28mm Restrictor (also known as Regional Rally Car - RRC)

Class 8.

TBN.

Class 9.

Modified cars up to 1450cc - 2 wheel drive.

Class 10.

Modified cars 1451cc to 1650cc not more than 2 valves per cylinder, 2 wheel drive.

Class 11F.

Modified FWD cars 1451cc to 1650cc more than 2 valves per cylinder.

Class 11R.

Modified RWD cars 1451cc to 1650cc more than 2 valves per cylinder.

Class 12.

Modified cars 1651cc to 2100cc not more than 2 valves per cylinder, 2 wheel drive.

Class 13.

Modified cars 1651cc to 2100cc more than 2 valves per cylinder, 2 wheel drive.

Class 14.

Modified cars 2101cc to 3500cc, 2 wheel drive. (Max 2 valves per cylinder over 3000cc actual capacity).

Class 15.

Four-wheel drive cars whose homologation has expired. See notes 3 & 5.

Class 16. Juniors.

See Appendix 29.1, Article 21.

As per the technical regulations published on the MI website

Class 17.

Historics up to 1600cc. See Appendix 29.1, Article 18.2.

Class 18.

Historics over 1600cc. See Appendix 29.1, Article 18.2.

Class 19. Historics.

FIA Appendix K.

Class 20.

Modified 4 Wheel Drive Cars (4WD). See note 16 on classes.

Class 21. Junior 1000 class

(Forestry events only)

See Appendix 29.1 Article 22

Class 22.

For cars whose homologation expired on or after Dec 31st 2004 and do not meet the criteria laid out in Art. 2.7.1.c of the FIA International Sporting Code. WRC cars are not eligible for this class. See Article 13 App 29.1

Class 23. Novice Class

See Appendix 29.1, Article 23

As per the technical regulations published on the MI website.

For further details on requirements for cars in classes 1 – 7 refer to fia.com Appendix J articles 252 to 261. (Article 260 refers to cars in Group R).

Class 24.

R5/Rally2 cars converted from left hand drive to right hand drive for use on international events. All other components must comply with the car's homologation. Cars in this class must meet the criteria laid out in Art. 2.7.1.c of the FIA International Sporting Code.

See Appendix 29.1 Article 24

Class 25.

WRC Cars (1.6T & 2.0T) including those converted from left hand drive to right hand drive for use on international events. All other components must comply with the cars homologation.

See Appendix 29.1 Article 24

NOTES ON CLASSES

1.

It should be clearly understood that if the following text does not clearly specify that you can do it, you should work on the principle that you cannot. The interpretation of any matters concerning the above classes or these notes on classes is a matter for MI. Queries should be submitted in writing to MI.

Cars competing in Homologated classes and Category 1 (as defined in Appendix 29.1 notes on classes 6) require a standard Motorsport Ireland logbook.

Category 2 cars (as defined in Appendix 29.1 note 15 on classes) require a Category 2 ID (Identification) Form and Standard MI logbook. Details on how to obtain a category 2 ID Form can be found on the MI website.

Appropriate Motorsport UK log books (and Category 2 ID Forms where necessary) accompanying vehicles held by Motorsport UK competitors will be accepted.

The maximum octane rating in fuel permitted for all competing cars is 102.

2.

Cars may retro fit/remove forced induction and will run in their appropriate "cc" class. (See Article 8 Appendix 29.1)

Cars which are retro fitted with forced induction or forced induction engines may NOT exceed 1650cc actual capacity. See App 29.1 notes on classes 6 / Engine.

3. CLASS 15

Cars in must comply with their last published homologation papers, FIA appendix J.

Further modifications may be granted by application to the Technical Commission via MI/Rallies Commission and such permitted modifications will be published in the MI Bulletin. The modifications set out below in articles 3.1 to 3.4 are also permitted.

3.1. Metro 6R4s as per Group B-2777 homologation papers and the following: Maximum 2800cc, with 65mm plenum restrictor or 2500cc with trumpeted induction and must run with Motorsport UK certified engine only. The engine certificate must be presented to each event scrutineer.

3.2. Ford Escort RS Cosworth, homologation No. A5466 and Ford Sierra Cosworth 4x4 homologation number A5414, Subaru Legacy A/N 5399 and Subaru Impreza A/N 5480 may enter class 15 if fitted with non-homologated gearbox. No other modifications are permitted and the car must comply with the homologation papers.

3.3. Subaru Legacy Homologation Nos. A5399 and N5399 may enter for Class 15 if fitted with a Turbo charger fitted normally to Subaru Impreza and complying with Homologation No. A5480 or N5480.

3.4. Cars may replace Safety cells (Bag Tanks) with an Alloy/Steel replica in the same location. They must be baffled and have fuel tank foam or similar fitted.

3.5. Group A over 2000cc (previously A8), WRC Cars (1.6T and 2.0T) and R5/Rally2 cars whose homologation is expired are not permitted to enter this class.

4.

Category 1 cars must retain the original number of, and location of, driven wheels. Front Wheel Drive (FWD) Rear Wheel Drive (RWD) or Four-wheel Drive (4WD), except where a 4Wd car is converted to a Two Wheel Drive (2WD) without structural alteration.



5. Homologation papers will be required for all cars in Groups A, N and R and Class 15. If these papers are not produced at scrutiny the car shall not be eligible for homologated classes. In addition Group A/N/R cars whose FIA homologation has expired on 31.12.04 or subsequent years will be eligible to run in their homologated classes until 31.12.25. (This will be reviewed by 31.12.23 and notification of changes will be posted).

These cars may take the start and be classified on an equal footing with the currently homologated cars. Such non-homologated cars as defined above may only be accepted for participation if the duly completed, though expired, homologation papers are produced at documentation and at scrutineering and the cars remain in total conformity with the original technical specifications and are in a sound condition to participate at the discretion of the scrutineers. The size of turbo restrictors used on these cars and the minimum weight must be those currently valid. This applies to National Permit Events and to National cars competing in classes 22, 24 and 25 in International rallies.

6. CLARIFICATIONS TO GUIDELINES FOR MODIFIED CARS (CATEGORY 1)

Cars in classes 9 - 14, 16 & 20 may be modified to an extent not permitted for cars homologated in groups A/N/R. Furthermore cars in these classes with logbooks issued from 31.12.10 and any existing logged cars applying for a change of engine size/type must comply with the following Notes.

NB: Cars with logbooks issued before 31.12.10 may reduce their engine capacity and still be outside the 25% limit.

ENGINE.

Engine to remain in original location. Engine cc may not exceed that of the vehicle model as supplied by the manufacturer as original equipment (or homologated by FIA for the vehicle) by more than 25%, (Rounded up to the nearest 10cc i.e. $1998\text{cc} + 25\% = 2497.5\text{cc}$ rounded up = 2500cc) to an absolute maximum of 3500 cc as follows (actual capacity limits). Forced induction and a 25% cc increase cannot be used together, it is one OR the other.

1. All cars (except those listed in 2 below or complying with the 25% rule) originally manufactured in Rear Wheel Drive (RWD) only format are permitted to increase the engine capacity to 2100cc (irrespective of the 25% rule) however they must comply with the upgrades under the 25% rule once over their original cc's.

2. The Cars listed below that were originally manufactured in Rear Wheel Drive (RWD) only format are permitted to increase the engine capacity to 2500cc, which can only be derived from a 4 Cylinder engine block (irrespective of the 25% rule) however they must comply with the current upgrades under the 25% rule once they exceed their original CC's listed in Appendix 29.1 Art 6.

- Ford Escort Mk11
- Toyota Starlet KP 60, KP 61, KP62, 1978-1984

Note: Cars that avail of this increase must apply for an updated logbook.

Cars which are retro fitted with forced induction or forced induction engine may not exceed 1650cc actual capacity.

Production car engines with a maximum of six cylinders.

Modified Cars (Classes 9-14, 16 & 20)

a) Petrol (or spark ignition) engines with forced induction up to 2050cc with a 34mm restrictor or 2051cc to 2500cc(max) with a 32mm restrictor.

Intake restrictor to be fitted as per Appendix 2 Article 28.10.

b) Diesel engines with forced induction up to 2500cc with a 37mm restrictor.

c) Naturally aspirated with more than 2 valves per cylinder – up to 3000cc.

d) Naturally aspirated with a maximum of 2 valves per cylinder – up to 3500cc.

Metro 6R4 as Appendix 29.1 Notes on classes 3.1.

Specialist Competition Engines are permitted subject to limits of:

- a) Naturally aspirated,
- b) No more than four cylinders,
- c) No more than four valves per cylinder,
- d) Maximum capacity of 2500cc.

Production car engines (Rotary a maximum of 2 rotors will apply a multiplication factor of 1.5) the 12a engine may run in the appropriate two valve per cylinder class and all others in the appropriate over two valve per cylinder class.

Engine block must be of a type fitted by any manufacturer as original equipment in a passenger car or an engine block derived there from.

Motorcycle derived engines are not permitted.

Cars availing of the "25% rule" or retro fitted forced induction must comply with following.

- 1.** Weld in cage which is fixed in the vicinity of the suspension pick-up points.
- 2.** All suspension points plated /reinforced.

3. Front suspension up-rated including stub axle/hub assembly
4. Four pot brakes front with a minimum front friction surface length of 125mm and rear disc.
5. Centre sprigged mounting to locate wheel or 5 studs. Four stud wheels need GP4 type wheel studs. Minimum of 10mm dowels and heavy duty studs.

DRIVETRAIN.

Cars must retain the original number of and location of driven wheels. Front Wheel Drive (FWD), Rear Wheel Drive (RWD), or Four Wheel Drive (4WD), except where a 4WD car, other than a Specialist Rally Car is converted to 2 Wheel Drive (2WD) without structural alteration. Transmission and Gear Selection Systems. The transmission system is free, including gear selection system and may be modified or replaced by an alternative system. The use of active front and rear differentials is forbidden except for cars originally homologated with them by the FIA.

Chain drive is not permitted.

Cars which are “professionally” converted from front wheel drive (FWD) to rear wheel drive (RWD) or four wheel drive (4WD), in accordance with the guidelines in notes on classes section 15 appendix 29.1 may apply (using the form available on the MI website) for a Category 2 ID Form and run in their appropriate capacity class. Once approved MI will issue Category 2 ID Form giving the car details which cannot be altered unless approved by MI and details entered in the ID Form.

BODYSHELL.

The bodyshell must be of a monocoque construction as per the manufacturers original specification (or homologated by FIA for the vehicle.) i.e. no space frames allowed. For the purposes of these regulations bodyshell comprises of chassis, floor pans, bulkheads, inner wings /valances, transmission tunnel, front and rear wings/ rear quarter panels, rolling shell/car frame complete, together with outer door panels and door frames.

All bodyshells, inclusive of removable panels and parts must be of the vehicle manufacturer's specified materials, specifications and minimum thickness, with the exception of bonnet, bootlid/tailgates, front wings and bumpers, which may be of alternative materials, but must have internals /bracing similar to original, bonnet /bootlid/tailgates which must be fastened by way of four bonnet pins (two front/top and two rear/bottom) or by original type hinges and two bonnet pins. See Appendix 2.18

AERODYNAMIC DEVICES.

The rear aerodynamic device must be entirely contained within the frontal projection of the car without its rear-view mirrors.

Seam welding and localized gussets / reinforcement are permitted.

With the exception of cars given “permission to run” or accepted under Appendix 29.1 notes on classes 15 (FWD/RWD/4WD conversions category 2) and cars with modifications conforming to their homologation papers, chassis floorpans, bulkhead and transmission tunnels may not be modified other than by localized alterations to accommodate the fitting of an alternative engine and/or gearbox and/or differential and/or axle, seats and exhaust. Front wings and rear quarter panels and inner wings/valances, may be modified solely for the purposes of fitting wheel arch extensions. Rear tubs may be altered solely to accommodate larger diameter wheels.

However such localized alteration must be strictly limited to those needed for the installation and must not exceed dimensions given in FIA Appendix J 279-1 and 279-2 drawings (available from fia.com).

ADDITIONAL INFORMATION.

A. Bulkheads.

Must remain in their original location. Reinforcing, reshaping, of existing panels or localised fabrication/alteration of panels can only be carried out using mild steel sheet. Minimum thickness as per manufacturer's specification or maximum thickness 2mm.

All joints to have an overlap of 12mm (min) and at least stitch welded on both sides. No butt welding. All welding and fabrication to be of a high standard. The fire wall to be maintained as per Appendix 2 Article 15. Should the steering column or any parts associated with the steering mechanism have to be rerouted or modified in any way only appropriate components may be used and all such modifications must be declared and presented for inspection.

B. Floor pans.

Floor pans and wheel wells may be modified or altered to accommodate nonstandard parts as stated. All fabrication must be carried out using mild steel sheet only. Minimum thickness as per manufacturer's specification or maximum thickness 2mm. Apart from members whose sole purpose is to mount the seats, no sectional steel may be used in any way. All joints to have an overlap of 12mm (min) and at least stitch welded on both sides. No butt welding. All welding and fabrication to be of a high standard.



C. Suspension Mounts.

Suspension mounts may be locally altered or reinforced. Members that form parts of the rollage may be fixed in the vicinity of the suspension mounts. These must not be used as load-bearing parts of the suspension.

At the rear a horizontal sectional member connecting both mounts on the Y axis (Lateral) of the shell is permitted. Other members that form the rollage may be connected to this.

At the front horizontal sectional members connecting both mounts on the Y axis of the shell are permitted. A strut brace may be fitted and braced to the bulkhead but cannot be connected to the rollage.

This must be carried out using mild steel sheets only (max 2mm) or tubing for the strut brace. No sectional members may be used.

All joints to have an overlap of 12mm (min) and at least stitch welded on both sides. No butt welding. All welding and fabrication to be of a high standard.

D. Exterior Panels.

Apart from wheel arch openings a car may not be modified to such an extent that it prevents the normal fitting of a standard manufacturers panel including glass.

E. Rollcages.

As per FIA Appendix J with no reinforcements forward of the front suspension pick-up points or rearward of the rear suspension pick-up points.

F. Engine / Flywheel.

To remain forward of the bulkhead/bottom of windscreen line, whichever is the most rearward. Provision of access holes purely to facilitate use of an alternative or modified gearbox, control systems and/or braking system is permitted.

G. Suspension.

The suspension must retain the operating principle and utilize the mounting points as provided by the vehicle manufacturer or homologated or supplied by a manufacturer. (See note 3 above).

Strengthening of suspension mounting is permitted provided the material used is the same material as the chassis/bodywork and follows the original shape.

Springs, shock absorbers, anti-roll bars, and control arms and links may be uprated. Only mechanically operated anti-roll bar systems are authorised. The anti-roll setting can only be adjusted directly by the driver, using an exclusively mechanical system without external power. Any connection between dampers is forbidden.

The ride height must be adjustable only with the use of tools and when the car is immobile. Any servo control or a power circuit acting directly or indirectly on the suspension parts is forbidden.

Any electronic control systems for the shock absorbers is forbidden.

H. Braking Systems.

Braking system may be modified including fitment of uprated components, conversion of drums to disc brakes and use of alternative friction materials. The use of non-metallic brake discs is not permitted.

Brake discs to use the same material as supplied by the manufacturer or homologated with the FIA by them for that vehicle. Further information can be found in Appendix 2.

7.

If door trims are removed they must be replaced with sheeting made from metal at least 0.5 mm thick, or from carbon fibre at least 1 mm thick or from another solid and non-combustible material at least 2 mm thick.

Bonnet vents/scoops are permitted provided they are homologated by any manufacturer or were/are fitted as standard by any volume motor vehicle manufacturer on type approved. The requirements shown above for bonnets and boot lids will also apply to cars which have logbooks already issued before 31.12.03.

8.

To determine the cubic capacity of forced induction cars for class purposes a multiplication factor of 1.7 will be used for Petrol and 1.5 for Diesel. Cars up to 2050cc running Forced Induction in modified classes will have their "cc" determined by a multiplication factor of 1.7 for Petrol and 1.5 for Diesel and will run in the appropriate cc 16v class, engines 2051cc to 2500cc (See notes on engines).

9.

All forced induction cars must be fitted with an FIA specification turbo intake restrictor as Appendix 2 Art. 28.10.

10.

A car may only be entered for one class.

11.

The responsibility rests with the competitor to ensure that the car is entered in the correct class.

12.

Deleted.

13.

International events may include drivers of class 22 for homologated cars (as per Appendix 29.1 Article 5) homologation expired on Dec 31st 2004 but do not meet the criteria laid out in Art. 2.7.1.c of the FIA International Sporting Code. These drivers must hold a stage rally licence, as appropriate to the engine size of the car. WRC cars are not eligible for this class.

29.1

14. A list of cars homologated by the FIA and cars with permission to run, granted by the FIA are available on MI website.

15. GUIDELINES FOR CATEGORY 2.

Any car not complying with Appendix 29.1 that may be authorized for use at the discretion of Motorsport Ireland under the following guidelines.

15.1. Such authorization will only be granted for cars which retain the original manufacturer's chassis/bodywork/unitary construction.

15.2. Substitution by a space frame chassis will not be accepted.

15.3. Original manufacturer's bodywork must be utilized.

15.4. Any modification homologated by the FIA (for rally type events) may be incorporated.

15.5. The conversion of front wheel drive cars to rear wheel drive (or four wheel drive) is permitted subject to the body construction alterations from the bulkhead rearwards being limited to those detailed in FIA Art 27.9.3.2.2 and shown in FIA appendix J Drawings 279-1 and 279-2.

15.6. All materials added must be ferrous and must also be welded to the chassis/bodywork / unitary construction. All joints to have an overlap of 12 mm (min) and at least stitch welded on both sides. All welding and fabrication to be of a high standard. (Minimum thickness as per manufacturer's / maximum thickness 2mm).

15.7. Doors must remain in the manufacturer's original material.
Windscreens - laminated or as homologated.

15.8. Engine capacity / type up to 2500cc Normally Aspirated or 2000cc Forced induction maximum (i.e. eligible for Class 9-14, 16 & 20). For FWD to RWD conversions engine capacity must not exceed that of the vehicle model supplied by the manufacturer as original equipment (or FIA homologated for the vehicle) by more than 25% (See Appendix 29.1 notes on classes 6 Engines). For 4WD conversions, the 25% rule does not apply BUT the max CC's do (ie 2500cc Normally Aspirated or 2000cc Forced Induction).

15.9. The vehicle may not be used in competition until the Competition Car Category 2 ID form has been validated by Motorsport Ireland and returned to the vehicle owner (or Motorsport UK equivalent). Category 2 ID forms have a life of 10 years from date of issue after which the vehicle must be re examined and a new Category 2 ID form issued.

15.10. Engine / Flywheel to remain forward of the bulkhead/bottom windscreen line, whichever is the most rearward.

15.11. Standard roof skin must be retained. A roof vent may be fitted.

15.12. No titanium, magnesium or alloy suspension parts, unless standard car or previously homologated on donor car.

15.13. Cars to run as per MI vehicle weight limits. In all other respects car to comply with MI Appendix 2 & 29.1.

Intending competitors are reminded that if they are undertaking a major alteration project to an existing car or a Proto Car build it is highly recommended that they contact Motorsport Ireland in writing (info@motorsportireland.com) and it is advisable to talk to an MI Technical Commission (TC) member before and during the build to avoid any misunderstandings. The bodysell should be inspected by an MI Scrutineer in consultation with TC when alterations are completed and before painting to avoid any problems which could prove costly to rectify in a completed car.

15.14. Proto Cars are also permitted with shells from a Motorsport Ireland approved supplier and running in accordance with the technical regulation for Proto Cars as published on the Motorsport Ireland website. These along with a list of approved suppliers can be found in the Competitors section under Rules and Regulations subsection Technical regulations.

16. CLASS 20 FOR FOUR WHEEL DRIVE (4WD) CARS

4WD (forced induction or normally aspirated) cars modified to an extent not permitted for homologated versions; non -homologated 4WD production cars; and cars authorized for use at the discretion of Motorsport Ireland under Appendix 29.1 Category 2.

In addition to "Guidelines for Modified Cars (Category 1)" (available from www.motorsportireland.com) the following applies:

16.1. Cars with forced induction engines must run restrictor sizes as given in "Note on Classes 6 – Engines" Appendix 29.1.

16.2. Cars must run to the following vehicle minimum vehicle weight limits:

Engines up to 2100cc - 1230kg
Engines over 2100cc - 1280kg

Forced induction engines will have their capacity determined as laid out in Appendix 29.1 note 8 (i.e actual cc x 1.7 = cc for class purposes).



16.3. Cars in Class 20 must maintain all original suspension mounting parts and bulkheads - NO local modifications allowed, unless homologated by the FIA for the vehicle.

16.4. For cars converted to 4WD (Category 2) ID Form regulations apply (note 15 appendix 29.1).

16.5. Other modifications must comply with MI guidelines as laid out in Appendix 29.1.

16.6 Currently homologated WRC, RRC, S2000 Rally 1.6T, R5/Rally2 cars, ***cars in this group whose homologation is expired***, and modified versions of these car types are not permitted to enter in class 20 on any event run under a Motorsport Ireland Permit.

17. HISTORIC CARS INTRODUCTION

17.1. Historic cars may be used for competition under a set of rules that preserve the integrity of the vehicle in period. To comply with this principle Motorsport Ireland has adopted the technical rules, regulations and guidelines of the Motorsport UK (British) Championship including the Historic Rally Car Register (HRCR).

17.2. Through the HRCR, the website www.hrcr.co.uk provides technical regulations and information for those wishing to participate in categories 1, 2, 3 and 4. We wish to acknowledge the assistance of Paul Loveridge without whose permission access to this information would not have been possible. Cars must also comply with R14 of the current Motorsport UK Yearbook.

17.3. In addition all cars must comply with the requirements of Appendix 2 of the current Motorsport Ireland Yearbook.

18. HISTORIC VEHICLE CATEGORIES AND CLASSES

18.1. For rally type events classes may be divided into the following Categories and Classes. Awards may be made to each Category. If a club wishes to declare an overall winner of the Historic section in a multi discipline sealed surface rally, they can do so from the fastest car overall on the rally from any of the categories 1,2,3,4 and FIA appendix K.

18.2. All rally type events may combine Classes from categories 1, 2, 3 and 4 as outlined below to make up two groups of historic cars, up to 1600cc and over 1600cc to run as Classes 17 & 18 with FIA Appendix K cars treated as separate category.

Class 17

B1, B2, B3, C1, C2, D1, D2 E1 & E2.

Class 18

B4, B5, C3, C4 C5, D3, D4, D5, E3 & E4.

18.3. CATEGORY 1: HISTORIC CARS - Vehicles first registered prior to 31.12.1967.

Class B1: Up to 1000cc,

Class B2: 1001cc up to 1300cc,

Class B3: 1301cc up to 1600cc,

Class B4: 1601cc up to 2000cc excluding all Porsche 911/2,

Class B5: Over 2000cc including all Porsche 911 and 912.

18.4. CATEGORY 2: POST HISTORIC CARS - Vehicles first registered from 1.1.1968 to 31.12.1974.

Class C1: Up to 1300cc,

Class C2: 1301cc up to 1600cc,

Class C3: 1601cc up to 2000cc,

Class C4: Over 2000cc,

Class C5: All cars having engines with both more than one camshaft and more than 2 valves per cylinder and all cars with rotary engines.

18.5. CATEGORY 3: CLASSIC RALLY CARS - Vehicles first registered from 1.1.1975 to 31.12.1981.

Class D1: Up to 1300cc,

Class D2: 1301cc up to 1600cc,

Class D3: 1601cc up to 2000cc,

Class D4: Over 2000cc,

Class D5: All cars having engines with more than one camshaft and more than 2 valves per cylinder and all cars with rotary engines.

18.6.

CATEGORY 4A - HISTORIC RALLY CARS - Vehicles first registered from 1.1.1982 to 31.12.1985.

Class E1: Up to 1300cc,

Class E2: 1301cc to 1600cc,

Class E3: 1601cc to 2000cc,

Class E4: Over 2001cc.

CATEGORY 4B HISTORIC RALLY CARS - Vehicles first registered from 1.1.1986 to 31.12.1990.

Class F1: Up to 1300cc

Class F2: 1301cc to 1600cc

Class F3: 1601cc to 2000cc

Class F4: Over 2001cc

Includes cars registered and homologated in Groups A,N and B between 1.1.1982 and 31.12.1990 excluding any cars that were regulated out from rallies by the FIA in period, for safety reasons. Cars in Category 4 must comply with their Homologation forms and appendix J of the 1990 FIA Yearbook. Cars homologated in Group B with an effective engine capacity exceeding 1600cc must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

Cars competing in categories 1, 2, 3, 4A and 4B must have a Historic Rally Vehicle Identity Form (HRVIF) or FIA Historic Technical Passport (HTP). In addition Category 3 and Category 4 vehicles must also present their Homologation forms in order to compete.

Only period modifications used in rallying on the particular make and model of car are permitted for Historic Category 1, 2, 3 and 4 Rally Cars.

Any modifications should be detailed on the Historic Rally Vehicle Identity Form and duly ratified by Motorsport Ireland.

Modifications are only allowed if they were available before: 1 January 1968 for Historic Category 1 Rally Cars. 1 January 1975 for Historic Category 2 Rally Cars. 1 January 1982 for Historic Category 3 Rally Cars. 1 January 1986 for Historic Category 4a Rally Cars. 1 January 1991 for Historic Category 4b Rally Cars.

In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence.

HRVIF forms may be obtained from a registered eligibility Scrutineer (MI Yearbook Appendix 2). HRVIF forms have a life of 10 years from date of issue after which the vehicle must be re examined and a new HRVIF form issued.

19. FIA APPENDIX K CARS

In addition to the above classes a separate category may be included in all events for vehicles that comply with the current FIA Appendix K regulations and which are in possession of a valid FIA Historic Technical Passport (HTP).

20. NOISE LIMITS

For MI permitted events only, the noise limits as specified in Appendix 2 Article 9 shall apply.

21. JUNIORS

A Junior Rally is defined as a rally catering for the undernoted cars, where the driver is under 26 years of age on the 1st January of the year in which the event takes place.

21.1. Class 16 - Cars complying with new technical regulations as posted on MI web site.

22. J1000

22.1. Vehicles as per current Motorsport Ireland J1000 technical regulations (published on MI website) including control tyre.

22.2. Drivers Refer to Appendix 1 for J1000 driver licence requirements and age limits.

22.2.1 Only Junior Rally licence holders may enter Class 21 (J1000)

22.3. Co-drivers Refer to Appendix 1 for J1000 Co-Driver requirements.

22.4. J1000 competitors will run ahead of the 2WD field as one separate group.

22.5. A nominated co-ordinator(s) will be in attendance at stage ends to oversee compliance with RTA requirements.

Penalties will be incurred by both driver and co-driver for failure to comply with RTA requirements as per Appendix 29, 3.5.1.4.

23. NOVICE CLASS

23.1 To be eligible to compete in the Novice class you have to be aged 18yrs and over.

Not have FINISHED as a driver in more than 12 special stages rally type events in MI or any other ASN permitted event

Entry Fees and IRDS shall be the same as the main field. Novice Class will compete on all stages.

23.2 Car specification:

23.2.1 The class is open to 2wd cars with an engine size up to 1450cc normally aspirated & up to 1000cc turbo diesel no forced induction spark ignition engines allowed.

Cars must comply with Appendix 2 & 29.1 of the current Motorsport Ireland Yearbook. All cars to remain standard other than the additional technical regulations as listed in the following paragraphs.

23.2.2 Bodysell/Panels.

The original position of all suspension mounting points on the body shell (including removable sub frames) must not be altered. The position of all suspension mounting points must remain standard as supplied by the original manufacturer of the car. The addition of alternative suspension mounting points is prohibited.

The fitting of Carbon Fibre or Kevlar panels is prohibited (unless supplied as original equipment for the car). The fitting of fibreglass panels is permitted provided they comply with appendix 2 & 29.1 of the Motorsport Ireland yearbook.

Polycarbonate side and rear windows are permitted and must comply with appendix 2 of the Motorsport Ireland Yearbook.

Sump, tank & floor guards are permitted.

23.2.3 Engine.

All engines must retain the original inlet manifold and throttle body as fitted to the



original model of engine. Modifications to the inlet manifold and or throttle body are not permitted. The fitting of a larger inlet manifold and or throttle body from a different model within the original engine manufacturers range is not permitted. Similarly, the fitting of an aftermarket high flow manifold and or throttle body is not permitted. An air filter must be fitted; type and material is free. Internal engine components to remain standard.

23.2.4 Exhaust.

The standard original equipment exhaust manifold as fitted to the original model of engine must be retained in its entirety. The remainder of the exhaust system is free but must comply with appendix 2 of the Motorsport Ireland yearbook.

23.2.5 Engine Control Unit (ECU):

The use of an aftermarket or upgraded ecu is permitted.

23.2.6 Fuel:

Use of pump fuel only is permitted

23.2.7 Transmission.

All gearboxes must be of a standard H pattern type shift arrangement. The use of sequential gearboxes is not permitted.

The gearbox casing must be an original type casing as supplied by a manufacture as original equipment. [E.G. to allow a Citroen have a Peugeot casing]

The full original casing must be retained in its entirety.

Gear engagement must be synchromesh type engagement only. Dog engagement gear kits are not permitted. Gear ratios, final drive ratios are free. The fitting of a Limited Slip Differential is not permitted even if original equipment.

23.2.8 Suspension/Steering.

Shock absorbers may be adjustable for ride height and or damping. The use of 3 way adjustable, remote canister shock absorbers is Not permitted. Competition type suspension springs are permitted.

Top suspension mounts are free.

The lower front ball joint may be converted to a rose jointed or a uniball type arrangement provided it is fitted/attached to a standard type wishbone (Limited modification of the wishbone to allow the fitment of the rose joint /uniball is permitted. No rose jointing or modifications of the in-board ends of the wishbone are permitted). Competition suspension bushings are permitted. The fitting of quick ratio steering racks is permitted.

All remaining suspension and steering components must remain standard as fitted to the original model of the car. These components must not be modified in anyway (except for the fitment of competition bushings and or the front lower ball joint as outlined above).

23.2.9 Brakes.

Front callipers may have a maximum of 4 pistons per calliper, discs and pads are free. Rear callipers max 2 pistons.

The use of a hydraulic handbrake and or bias adjustable pedal box is permitted

23.2.10 Wheels.

Maximum permitted wheel diameter is 15".

The use of competition type wheels is permitted.

All wheels / tyres must fit inside the standard body work and not extend beyond the outer edges of the standard wheel arches

23.2.11 Decals

The carrying of the novice decal {advert/sign} on the rear of the car is compulsory.

ARTICLE 24.

Cars competing in Class 22, 24 and 25 are not eligible for overall national cup/category awards in an International Rally. These cars will only be included in overall classification and are eligible for overall awards.

ARTICLE 25.

Holders of **Rally** National B licences are permitted to drive a car eligible for classes 1, 2, 2A, 9, 10, 11, 12, 16, 17, 18 and 23 as listed in Appendix 29.1. Competitors wishing to drive in the remaining classes must hold a Rally National A or International R licence. The only exception to this is for Class 22 in an international rally where national class based restrictions will apply. For example a competitor in a class 3, 4, 5 or 6 car competing in class 22 must have a Rally National A licence. A competitor in a class 1 or 2 car competing in class 22 can do so on a Rally National B or Rally National A licence. **Holders of Junior Rally A licences are permitted to drive a Class 2A car subject to requirements listed in Appendix 1, 2.12.**



STANDARD REGULATIONS FOR ALL RALLY SPRINTS

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1. TIMETABLE

Entries Open:
Entries Close:
Final Instructions Posted:
Scrutiny:
Drivers Briefing:
First Car Start:
First Car Finishes:
Provisional Results:

2. ENTRIES

Entries on the completed entry form accompanied by the entry fee of €(state amount) should be sent to: Name and Address of Secretary. The entry fee does / does not include Competitors' Personal Accident Insurance. Entries and Payment may also be received electronically.

3. IRDS

IRDS does / does not apply to this event.

4. EVENT

Approximate Length:
Surface:
Tarmac / Loose or a
Combination of both:
Number of Runs:
Runs to Count:
Timing:
Clocks or Transponders:

5. RESULTS

The results of the competition will be based on each competitor's cumulative time for the total number of runs completed and any penalties incurred.

6. TIMING

Timing will be to the nearest one hundredth / tenth of a second from a standing start to a flying finish. The maximum time allowed to complete the stage is 10 minutes - max may be varied but must be posted on the notice board

Times will be posted on the official notice board or other place specified by the organisers. The location of the official notice board will be "... state location...", or the location will be notified to competitors in final instructions.

7. TIES

Ties will be resolved by reference to the fastest time on the last run and so on until the tie is resolved.

8. COMPETITORS

Double driving may be permitted and will be deemed to be separate entries. Separate entry forms must be completed and submitted.

Passengers may be carried subject to their holding the appropriate competition licence, signing an indemnity form and paying the Competitors Personal Accident Insurance fee. A driver must carry the same passenger for all the timed runs.

For events promoted by Motorsport Ireland, different co-drivers may be carried for each run, provided that the Rallies Commission has been asked for and has given approval in advance. They must meet the standard licence requirements set out in the previous paragraph.

9. CLASSES

Class 1: 2WD Rally Cars up to 1450cc normally aspirated

- A Cars up to 1450cc with only 2 valves per cylinder
- B Cars up to 1450cc with more than 2 valves per cylinder

Class 2: 2WD Rally Cars from 1451cc up to 1650cc normally aspirated

- A Cars from 1451cc up to 1650cc with only 2 valves per cylinder
- B Cars from 1451cc up to 1650cc with more than 2 valves per cylinder

Class 3: 2WD Rally Cars from 1651cc up to 2100cc normally aspirated

- A Cars from 1651cc up to 2100cc with only 2 valves per cylinder and all 1 Litre Turbocharged Rally 5 (Previously R1) Cars
- B Cars from 1651cc up to 2100cc with more than 2 valves per cylinder and all 1 litre turbocharged Rally 4 (Previously R2) Cars

Class 4: 2WD Rally Cars from 2101cc up to 3500cc normally aspirated and forced induction cars as determined in Article 8 Appendix 29.1 of the MI Yearbook.

Class 5: All 4WD Rally Cars

- A 4WD Group N complying with their last published homologation papers as per FIA Appendix J and all turbocharged Rally3 Cars
- B 4WD Rally Cars including all WRC complying with their last published homologation papers as per FIA Appendix J and National Tarmac Class 15 and Class 20

Class 6: Rallycross Cars up to 1650cc



Class 7: Rallycross Cars 1651cc to 2150cc

Class 8: Rallycross Cars over 2150cc and Rallycross Supercars

Class 9: Junior Drivers

A:
Cars conforming with MI J1000 technical regulations being driven by Junior Rally Licence competition holders accompanied by a Co-driver subject to their holding a minimum of a National B Competition Licence and be 21 years or over. For Junior Speed Licence details -see Appendix 1

B: Junior Drivers: Saloon cars up to 1450cc being driven by Junior Speed Competition Licence holders aged 14-16 years inclusive. Co-drivers allowed subject to their holding a minimum of a National B Competition Licence and be 21 years or over. For Junior Speed Licence details -see Appendix 1

C:
Junior Drivers: 16 to 18 years old up to 1600cc, co-driver allowed

Class 10: All Historic Rally cars including cars complying with the current FIA Appendix K.

Class 11: Buggies (Not eligible for Overall Awards)

A: Buggies up to 750cc - (Not eligible for Overall Awards)

B: Buggies from 751cc up to 1000cc - (Not eligible for Overall Awards)

Cars competing in Class 11 will be eligible for Class Awards only and will NOT be eligible for Overall Awards. Cars eligible for Class 11 must hold a current Motorsport Ireland logbook for their rated engine size (Specials are prohibited) (NOTE) Class 11 may only be ran in venues such as Mondello Park, Tynagh Karting track or venues which have been pre- approved by the MI Safety Commission.

Notes on Classes 10, 11 and 12:

In order to run these Junior classes the following procedure must be followed:

1. A trained children's officer must be available to liaise with these competitors for the entire running of the event.
2. A day-glo X sticker 200mm x 200mm must be fitted to the rear of each of these cars to identify them as juniors to other competitors.
3. Clubs are reminded to refer to GCR 108.2.3 with regard to accepting entries for these classes.

10. PROTESTS

All protests must be as per the General Competition Rules, Chapter 11.

11. PENALTIES

In addition to the penalties contained in the FIA International Sporting Code, the General Competition Rules, and the Motorsport Ireland Yearbook the following regulations will also apply.

11.1. Jump Start 30 seconds.

11.2. The following will carry the penalty of exclusion from the event:

11.2.1. Failing to report to the start when instructed to do so.

11.2.2. Not wearing safety clothing, helmet, or other equipment on the stage.

11.2.3. Overtaking between the flying finish and the stop point.

11.2.4. Driving in the opposite direction on the stage.

11.2.5. Servicing in a prohibited area.

11.2.6. Driving in a dangerous or reckless manner in the service/paddock area.

11.2.7. Carrying a passenger other than that stated on the entry form.

11.3. Maximum Time will be given for:

11.3.1. Failing to complete the stage.

11.3.2. Missing a timed run.

12. AWARDS.

May be varied by each organiser.

1st Overall, 2nd Overall, 3rd Overall

Only Cars that comply with Appendix 29.1 Classes are eligible to win Overall Awards.

1st, 2nd and 3rd in each class.

13. SAFETY PLAN/ PRE-PLANNING.

The organisers must produce a fully completed Draft with diagrams in colour in accordance with the current standard safety plan template for the day of inspection. A full draft safety plan must be made available to the MI appointed safety delegate before their initial inspection. The MI Safety Delegate accompanied by the COC and Club Safety Delegate must inspect the Course a minimum of 10 weeks prior to an event. An experienced competitor chosen by the MI Safety Delegate will assist during the inspection. The competitor and Safety Delegate should traverse the Course together.

The Course inspection should involve a hazard identification, risk assessment and risk reduction process. This process to be applied to the entire Course i.e. all areas designated by a location no. and all sections between these locations. Consideration to be given to



spectator safety – primarily location set up, prohibited areas etc. and competitor safety – primarily the identification of 'prominent' hazards (piers, walls, poles, trees, walls, bumps etc.). The use of bales / tyres / chicanes etc. as appropriate, should be employed as a risk reduction measure in such cases. Details of all risk reduction measures to be included in the event Safety Plan.

A complete Safety Plan including maps, course diagrams etc. must be received by Motorsport Ireland a minimum of 6 weeks prior to the event. All safety plans must be approved by Motorsport Ireland not later than 10 working days prior to the event. Failure to comply with these rules will mean that a permit WILL NOT be issued for the event. The plan will be carefully scrutinized and only if they appear to cover adequately all safety requirements for the event will a permit be issued. Clubs should note particularly that all the provisions set out in the Safety Plan will be checked before the event commences and will be regarded as the basic safety standards necessary.



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NATIONAL RALLY CHAMPIONSHIP REGULATIONS

ARTICLE 1.

1.1. FORMAT.

There are 8 counting rounds and 2 regions, as displayed on the championship website.

1.2. Best performance in the number of events held, less two will count, of which one must take place after July 1st in the current year.

1.2.1. Junior's best performance in the number of events held, less two will count, of which one must take place after July 1st in the current year.

1.3. Events are arranged into 2 regions. To qualify for a championship award competitors must register for and start a minimum of three events, at least one of which must be in each region. **A fee of €15 per crew per event will be included in the entry fee, excluding Dacia Sandero Challenge cup competitors who will register with their specific registrar.**

ARTICLE 2.

2.1. CLASSES.

Classes as per Appendix 29.1 of the current MI yearbook.

2.2. Notes on Classes.

2.2.1. These classes must be included in all Championship events but Clubs may subdivide them if they so wish and/or include additional classes subject to the overall limitation that Clubmans cars are restricted to a maximum engine capacity of 3500 cc.

See also 'Notes on Classes', Appendix 29.1.

ARTICLE 3.

3.1. AWARDS.

1st Overall

Driver: Cecil Vard Trophy (perpetual)

Co-driver: Noel Smith Trophy (perpetual)

2nd Overall

Driver: Trophy. Co-driver: Trophy.

3rd Overall

Driver: Trophy. Co-driver: Trophy.

NATIONAL TWO WHEEL DRIVE AWARD

To the driver achieving the highest overall placing in a two wheel drive car, the best 7 scores from 8 to count. Winners of the above award are eligible for overall but not for class awards.

CITROEN RACING C3 RALLY2 TROPHY

Left and right hand drive applicable as per technical regulations on MI website.

JUNIOR CLASS

Highest placed eligible driver in the overall classification in either Class 2 or Class 2A, of the Motorsport Ireland National Rally Championship will qualify for the selection process for the Billy Coleman Award.

DUNLOP NATIONAL MK2 ESCORT CHAMPIONS

To the Driver achieving the highest points in a MK2 Ford Escort. The best 6 scores from 8 to count. Winners of the above award are ineligible for class awards.

Class 23 DACIA SANDERO CHALLENGE CUP
To the driver achieving the highest overall placing in a Dacia Sandero, the best 6 scores of 8 to count. The Winners of the above cup are not eligible for class awards in the Dacia Sandero Championship.

DOUGIE HUGHES MEMORIAL

The Winner of Class 16 will be crowned the National Junior Champion.

BILLY COLEMAN NOMINEE

Highest placed eligible driver in the overall classification in either Class 2 or Class 2A, of the Motorsport Ireland National Rally Championship will qualify for the selection process for the Billy Coleman Award.

MICHAEL FARRELL MEMORIAL TROPHY

To the Class Winner with the greatest number of Class Points from his/her eight eligible rounds, excluding those classes from which 1st, 2nd & 3rd overall are derived.

NATIONAL LADIES AWARD

1. This will be awarded to the highest placed female in the overall awards, Driver or Co-driver.

2. This will be awarded to the highest placed female in the junior class, Driver or Co-driver

3.2. National Class Awards.

1st in each Class

Driver: Trophy. Co-driver: Trophy.

2nd in each Class

Driver: Trophy. Co-driver: Trophy.

3rd in each Class

Driver: Trophy. Co-driver: Trophy.

3.3. The number of awards in any class may be reduced if entries during the year are insufficient.

ARTICLE 4. GENERAL RULES.

4.1. Substitution of events, or alteration of dates will be permitted in the case of 'force majeure' at



NATIONAL RALLY CHAMPIONSHIP

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the discretion of the Motor Sport Council (MSC). (GCR 12)

4.2. The Championship will be open to the following categories of licence holders:

4.2.1. Motorsport Ireland National 'A' and International Licence holders.

4.2.2. Holders of Stage National B licences are permitted to drive a car eligible for classes 1, 2, 2A, 9, 10, 11, 12, 16, 17, 18, and 23 **and the Dacia Sandero Challenge Cup class** as listed in Appendix 29.1 of the MI yearbook.

4.2.3. Motorsport UK Licence holders, of a grade not lower than RS Inter Club Stage Rally, who may be resident in either Ireland or Britain with Medical Certificates.

4.2.4. Co-drivers must hold Driver or Navigators Licences.

4.3. All cars complying with the classes as per Article 2 of these regulations are eligible for the Championship. Commercial vehicles are not eligible.

4.4. Responsibilities of the Promoting Clubs:

4.4.1. Accommodation on night prior to event in Rally Headquarters for Championship Officials. For two rooms, plus evening meal.

4.4.2. The club must provide a suitable location, to be agreed with the manager, for registration and information which will take place during the times specified in the event regulations for documentation on the evening before the event.

4.4.3. The club will provide the manager with a class-based list of entries and reserves prior to the publication of the entry list.

4.4.3.1. Note: This will allow the manager to assist clubs in determining which drivers are entitled to priority. In so doing, clubs must afford the manager a reasonable period within which to revert to them with comments. Minimum 48 hours.

4.4.4. Motorsport Ireland will directly pay the travel expenses.

4.4.5. The Club must also provide enough copies of the up to date Championship Results for distribution on the event.

4.4.6. Once the results have been declared final the organisers must provide to the manager the following information:

1. Full list of starters.
2. Full list of Overall Results.
3. Full list of Class Results.

4.5. The interpretation of these rules in case of doubt, shall rest with the manager in consultation where necessary with the Motorsport Ireland National Championship Sub-Commission. This decision will be subject to the approval of the Motor Sport Council, subject to the overriding right of appeal under the GCRs of MI.

4.6. The Championship manager is:
Laura McMenamin
c/o Motorsport Ireland
34 Dawson St, Dublin 2.
Telephone: 087 6646002

e-mail: nationalrallychampionship@gmail.com

The National Championship chairperson is:

Declan Tumilty
Castletown Grove
Celbridge
087-2597599
declantumilty@gmail.com

4.7. Scrutiny Requirements.

See Appendix 2 of the MI yearbook.

4.8 Championship Bulletins.

The Promoters may issue Competitor Bulletins by email to all registered competitors. The information contained shall be included in the MI Monthly Bulletin. Such notices will form an integral part of the Championship Regulations from date of publication.

4.9 Power Stage.

This stage shall:

- Be the last timed stage of the rally.
- Be run as a stage of the event for all classified competitors.
- Attribution of 'Power Stage' points:
Points will be awarded according to the scale as described in Art. 5.1.4. For the purpose of allocating points, the Power Stage Classification shall be calculated using the stage time plus any other time penalty accrued on this stage, including any false start penalty. To score points, a crew must be classified in the Final Official Classification of the rally and must be registered for the championship. If the Power Stage is definitively stopped before the Top 20 Crews have had the opportunity to complete the stage, the Championship manager may decide that no points are awarded for the Power Stage. The top championship registered crew classified on the Power Stage will be awarded 1 point.

Should the Bogey Time be beaten on the Power Stage, Power Stage Points will be awarded by reference to the Actual time recorded on the Stage.

ARTICLE 5. POINTS SCORING.

5.1. Points will be awarded as follows on the basis of results from each round. In addition, each class will be marked separately as per 5.1.2.

5.1.1. Overall Points:

20/18/16/14/13/12/11/10/9/8/7/6/5/4/3

5.1.2. Class Points:

10/8/7/6/5/4/3/2/1

5.1.3. Dunlop Mk2 Escort Championship Point Scoring :

20/18/16/14/13/12/11/10/9/8/7/6/5/4/3

5.1.4 Power Stage

1 Point

5.1.5. Bonus for finishing the second last round is 1 point. Bonus for finishing the last round of the



NATIONAL RALLY CHAMPIONSHIP

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year is 2 points. Competitors availing of Super rally will get 50% of the normal points given for finishing the event. In order to be eligible for championship points Super rally finishers must comply with Appendix 29 Article 13 of the current MI Yearbook.

5.2. In addition one point will be awarded to each registered finisher not receiving points from 5.1.1 or 5.1.2 above.

5.3. Championship points will be awarded on the basis of the finishing order of Registered Competitors (i.e. 1st placed registered competitor 20 pts, 2nd placed registered competitor 18pts and so on. Class points will be awarded on the same basis).

5.4. If the number of counting rounds is reduced, for any reason, the manager of the championship will in consultation with the Motorsport Ireland National Championship Sub-Commission, make a recommendation to the Motorsport Ireland Motor Sport Council as to what amendments should be made to the regulations for the championship. This will take into account at what point during the championship the number of counting rounds is reduced. All registered competitors will be notified in writing within 14 days of the MSC reaching a decision. Ties in either the overall or class placing will be decided in favour of the competitor with the greatest number of wins, and failing this, the greatest number of second places etc, until the tie is resolved. If further ties remain they will ultimately be decided on the basis of performance in the sequential order of events, i.e. the first event will count first, and so on. (See Appendix 15 No. 6.10. of the MI yearbook.

5.5. Registration for the championship will close immediately after it no longer becomes possible for a competitor to comply with the regulations in accordance with Art. 1.3. **Competitors who have registered prior to this and comply with Art. 1.3 can re-register in a different class and score overall points.**

5.6. The following rules will apply to handling of entries for each championship round.

5.6.1. Entry forms to be available 10 days before the official opening date. Official entry forms should be made available to all registered drivers.

Labels are available on request from the championship manager. The onus will be on the competitor to ensure that they are in receipt of the regulations prior to the relevant priority dates.

5.6.2. Regulations for National Championship events must not open earlier than a date calculated as Monday, five weeks prior to the last Monday before the event. e.g. (Sunday event 42 Days).

5.6.3. There will be a common date for the closing of entries, including priority entries as per Art 7.1. In the event of the closing date being

extended priority entries must be secured by the original closing date.

5.6.4. Payment must not be lodged before closing date for all entrants who are awarded an entry. A reasonable number of reserve entries may also have their payments lodged at closing date. Clubs are encouraged to state on regulations that cash should not be sent with entry.

5.6.5. Where a club starts a maximum entry, no money can be withheld from the non-starters.

5.6.6. Where a club does not start a maximum entry due to the withdrawal of entries, the club may impose financial penalties to the last cars that withdraw from the starters' list.

5.6.7. All non-starters are to be refunded their cheques not later than fourteen days after the event.

5.6.8. National championship events will be allowed to start **165**, regardless of format, including juniors, **excluding Dacia Sandero Challenge Cup**, provided there are 60 priority places afforded to national championship registered competitors as per Art 7.1.

5.6.9. Historic Competitors must compete as part of the main field on all stages on each event.

5.6.10. All National Rally Championship events will be timed to the nearest tenth of a second from a standing start to a flying finish.

5.6.11. Juniors must compete on all stages and be seeded as part of the main field in a block where possible. 12 of the main field entries are to be held for classes 2 and 2A, normal priority applies.

5.6.12. Dacia Sandero Challenge Cup competitors will start the event after first service and compete on the remainder of the rally, Entry fee will be 70% of the main field entry fee. P.N This class do not qualify for overall points in the National Championship.

ARTICLE 6. REGISTRATION.

6.1. Competitors are required to register for the championship at documentation of the first qualifying round that they enter.

Once registered it is not a requirement that you sign on at subsequent rounds, Drivers and Co Drivers register and score points on an individual basis. On registering competitors agree to be bound by these regulations and any amendments subsequently issued. Competitors who wish to change class during the championship must re-register in the class they are moving to. **Failure to do this disqualifies them from scoring either class or overall points.**

6.2. The nominated driver must drive all competitive sections of each event.

6.3. To be eligible as a counting round, each event's route must comprise not less than 90 stage kilometres and no more than 110 stage kilometres as defined in the published roadbook.



ARTICLE 7. ENTRY PRIORITY FOR CHAMPIONSHIP REGISTERED COMPETITORS.

Entry Priority for championship registered competitors is the Wednesday of the week prior to event start date, i.e. 10 days.

7.1.

The first two registered drivers in Classes 4,7,9,10,15,18 & 19.

The first three registered drivers in Classes 1 & 3.

The first five registered drivers in Classes 11F, 11R, 12, 14, 16 & 20.

The first seven registered drivers in Classes 2, 2A, 5 & 13.

Will be entitled to priority provided that the club's entry criteria is fulfilled on the closing date. In the event of the registered drivers entitled to priority in each of the classes above not having a valid entry in by the closing date, the priority will pass to the next registered driver in that class who has a valid entry submitted. This will facilitate a maximum of 60 Registered Drivers receiving priority entries for the events.

7.2. Priority for Championship Registered Drivers for Rounds 1 and 2 will be the Award Winners from the previous Championship. On Round 2, should the award winners from the previous Championship not make up the 60 places provided for the national championship the shortfall will be taken from the class positions after Round 1. (For example if 40 places on Round 2 are taken by the previous Championship awards winners, the remaining 20 places will be made up from the final results after round 1.) These remaining places will be decided by class winners from Round 1 first, followed by 2nd and 3rd in class.

Priority for the remaining rounds will be based on a Registered Driver's Championship position at the closing date for entries for that event, provided that their entry is in order and subject to the following:

7.3. Drivers who cannot improve their awards position by competing in additional rounds will not be granted priority for those rounds. Priority will then pass to the next registered driver in that class and so on. A listing showing competitors entitled to priority will be supplied to the Clerk of the Course of the events by the manager.

7.4. Where a registered driver/class is not entitled to priority but is in contention for the Michael Farrell Memorial Trophy, they will also be entitled to priority, provided that their entry is in order on the closing date as defined above.

ARTICLE 8.

8.1. All events must be run in accordance with the General Competition Rules and Appendix 25, 29 and 31 of this Yearbook.

8.2. Competitors should also provide an area on both sides of the car for any advertising proposed by championship event organisers. Event door stickers must be printed as per championship template.

8.3. Each Club must appoint a Public Relations Officer to promote the interests of their rally. They should work in close liaison with the appointed Championship PRO and furnish them with event information as soon as it is available. Full seeded entry list and 'Time and Distance' schedule must be issued to the Championship committee no later than the Thursday week prior to the event and they should be kept advised of any withdrawals.

Championship PRO contact:

e-mail: nationalrallychampionship@gmail.com

8.4. The championship logos must be included on the front of all event regulations. Each club must ensure that the sponsor is given advertising space in the event programme, as follows: full colour page and Championship logo on the front cover (artwork to be supplied by the championship manager).

ARTICLE 9. RESULTS.

9.1. Interim results will be available on the MI website, motorsportireland.com and the Championship website irishnationalrallychamp.com following each round. They will also be available via email. Competitors wishing to avail of this service should furnish the manager with their email address when they register.

9.2. Provisional and final results will also be posted on the Motorsport Ireland website and the Championship website. Competitors will receive them by email.

9.3. Queries will only be dealt with up to 14 days after publication of provisional results.

Queries: Complaints and queries in relation to the championship shall be made in writing or e-mail to the championship manager who shall publish a decision on the matter/s within seven days.

Protests: Protests may be made in relation to matters which have been the subject of a decision by the national championship sub- committee. Such protests shall be subject to a time limit of 14 days after the publication of the decision and shall be addressed to the championship stewards c/o Motorsport Ireland and must be in writing and accompanied by the appropriate fee.



ARTICLE 10.

10.1. Two Championship decals will be provided by the manager to each registered competitor. These must be fixed to the competing car in a position approved by the manager. Championship decals must remain affixed to the competing car for the duration of each counting round. Breach of this regulation will result in no points being awarded to the relevant competitors.

10.2. The Top 3 overall in the final classification of the event (driver and navigator), along with the driver and navigator winning Group N and the 2 wheel drive category, the Mk2 Champions Cup, the Junior Class, and historic categories shall wear the caps provided by the championship organisers for any interviews, photographs, video recording, or any other publicity or promotional purpose required by the sponsor. The winner's caps will be provided by the sponsor. Failure to do so may result in a fine of €500 being imposed by the manager, and/or the loss of Championship points for that event. Before deducting championship points from any competitor the manager of the championship will consult with the Motorsport Ireland National Championship Sub-Commission.

10.3. Regional Championships consisting of rounds of the National Championship and Events forming part of the National Championship shall not have a conflicting Title Sponsor to that of the National Championship Sponsor. Priority must be given to official national championship media crews for livestream and media television throughout the event and at start and finish ramps.

10.3.1. Finish and start ramps must be kept clear of all championship, regional and national, flags, banners and tear drop. Each championship should be allowed to attach one sign to the ramp itself no bigger than 800mm x 300mm, this will allow all club sponsors to feature in photographs and publicity.

10.4. If an Event must cancel due to Force Majeure, Championship Points will only be awarded if 50% of the Stage mileage has been completed.



NATIONAL FOREST RALLY CHAMPIONSHIP REGULATIONS

ARTICLE 1. CHAMPIONSHIP EVENTS.

1.1. Please see Motorsport Ireland website for the calendar of events.

ARTICLE 2. ANNOUNCEMENTS.

2.1. The National Forest Rally Championship is promoted by Motorsport Ireland and the National Forestry Sub Commission hereafter referred to as the 'Promoters'.

2.2. The Championship will at all times be run under the International Sporting Code of the FIA, the General Competition Rules of the Motorsport Ireland year book, these Regulations and the Supplementary Regulations issued for each event in the series.

2.3. Organisers of qualifying events retain the sole right to select and accept entries for the event and the Championship cannot be held responsible for the refusal of an entry. It is a competitor's responsibility to obtain event regulations and make his/her entries.

2.4. For event award purposes the organisers of each qualifying round are required to provide results for first second and third over all and for all classes, (article 5.1) for each Championship round. Organizers may sub-divide classes if they wish, or include additional classes.

2.5. From time to time the Promoters may issue a Competitors Bulletin by email to all Registered Competitors. Such Bulletins will also be included in the monthly MI Bulletin. This will have the same force as these Regulations.

2.6. These regulations supersede all previously published regulations and have been approved by the Motorsport Ireland Rallys Commission and the Motorsport Council.

ARTICLE 3. ELIGIBILITY.

3.1. Eligibility for the Championship is reserved to those who hold suitable Competition Licenses issued by MI or the Motorsport UK.

ARTICLE 4. REGISTRATION.

4.1. Competitors may Register for the Championship until it is no longer possible for them to comply with Article 8.3 below.

4.2. Competitors who wish to change class during

the championship must re-register in their new class. Previous scores are not transferable between classes. Overall scores will be retained.

4.3. Competitors must display championship or sponsors decals, as required by the promoters, clearly on specified areas of the car in a location above the wheel line. If sponsors decals are not on competitors cars or competitors refuse to carry decals championship points cannot be scored for that event.

4.3.1. Door plate to be placed at the top of each door panel. To measure no less than 500 mm x 130 mm.

The design must be of the format approved by the promoters to show Championship Sponsors, MI & other logo's as required by the promoter's.

Car number in Day Glo Red to be no less than 290 mm x 190 mm to be placed on each rear quarter glass.

4.4. Organising Clubs Responsibilities.

4.4.1. As per Championship / Club agreement currently in place.

4.4.2. The club must issue Final Instructions to Competitors in the week leading up to the event.

4.4.3. The club must provide a suitable location for registration with appropriate notice board space to be agreed with the Registrar. Registration will take place during the scheduled time for documentation / sign-on for the event and for one hour finishing at the actual time of Competitors Safety Briefing on the morning of the event at rally HQ.

4.4.4. The Championship Registrar will issue Championship standings by email to registered competitors after each round. Results will also be posted on motorsportireland.com and Sportity and on event notice boards from Round 2.

4.4.5. Once the results are finalised the organisers must provide to the registrar the following information:

1. A full list of starters
2. A full list of overall results
3. A full list of class results

4.4.6. Deleted

4.4.7. It is recommended that service intervals between loops of stages, are a minimum of 30 minutes.



4.5. The interpretation of these rules in case of doubt, shall rest with the Registrar in consultation where necessary with the Motorsport Ireland National Forestry Rally Sub Commission. This decision will be subject to the approval of The Motorsport Council of MI, subject to the overriding right of appeal under the GCR's of Motorsport Ireland.

4.6. The Championship Registrar is:

Deirdre Burke,
Callowbrack,
Newport,
Co. Mayo
Email: deirdreburkemmc@gmail.com
Mobile: 087 238 0376

**The National Forest Championship
Sub-Commission Chairman is:**

John Quill
Email: johnsquill@gmail.com
Mobile: 087 929 9590

4.7. Scrutiny Requirements.

Scrutiny for all competing cars as per Appendix 2 MI Yearbook. All zero cars for forestry rallies must be rally cars (only) and must comply with Appendix 2 for scrutiny and Appendix 25 Article 1.2. Zero Car.

4.8. Priority Entry 7 days prior to the closing date for entries to the event for championship registered competitors.

4.9. To be eligible as a counting round, the route of each event should comprise of at least 50 stage km and must not exceed 115 km per day as defined in the published roadbook. Written permission should be sought from the Sub-commission to shorten the minimum distance to ensure better quality road surface prior to the MI safety inspection. A mini stage (2x2 format) event may be considered but a minimum of 40 stage km's must be used. No stage to be used more than twice on any event. All stages over 13 km must have a doctor, Rescue, Ambulance, located at a mid point with a deputy or assistant stage commander who must be in radio contact. The maximum required speed for loose surface stages shall not be more than 113 km. Speed limitations Appendix 25 MI yearbook.

4.9.1. The entry fee for a forestry rally is €750 for main field, **€595 for Class 21** (J1000), with a recommended late payment fee of €25 for entries received after the Wednesday before the event or a date specified by the club.

4.10. All two wheel drive cars (as per Appendix 29.1) to be seeded together as per perceived performance and run in reverse order ahead of the remaining cars (all 4WD cars). The time between the last 2WD car and the first 4WD car shall be monitored on an ongoing basis

throughout the event. Gaps may be varied to a maximum of 3 minutes to allow for perceived performance and stage length (this running order may or may not be adopted for Championship events running in Northern Ireland).

4.11. A Finish Arch must be provided at a location clearly defined in the event regulations. Both upright legs of the finish ramp/arch must have space for associated sponsor decals 1 metre high and ½ metre wide. Across the top of the arch a space ½ metre high and 1 metre long must be provided for Championship sponsor decals. Decals will be provided by the promoters. A Public address and commentator must also be provided.

ARTICLE 5. CLASSES.

5.1. The Championship will be divided into classes as per Appendix 29.1 of the current MI Yearbook.

5.2. Notes on Classes.

5.2.1. It should be clearly understood that if the following text does not clearly specify that you can do it you should work on the principle that you cannot, please check with MI, 34 Dawson Street, Dublin 2. Tel: 01/6775628.

5.2.2. Deleted 1.1.2015.

The bodyshell must comply with manufacturer's specification (or homologated by FIA for the vehicle).

5.2.3. All cars must comply with MI vehicle and safety regulations as published in the current Yearbook, including the requirement for all cars to have a competition Logbook.

5.2.4. Deleted 01.01.14.

5.2.5. Deleted 01.01.14.

5.2.6. The onus is at all times on the Entrant / Competitor to enter the correct class.

5.2.7. A driver may nominate one vehicle and class for scoring on each event. Points will not be transferable from class to class.

5.2.8. This class structure may or may not be used on championship rounds running in Northern Ireland. Competitors should enter the relevant class for the event and the promoters will extrapolate the information required from the events final results.



ARTICLE 6. PENALTIES.

6.1. Should any car be found ineligible for the Class entered on any Championship round, all points scored by both crew members to date shall be forfeited and that event has to be used as a counting round for Final Results purposes.

ARTICLE 7. SCORING.

7.1. The marking system shall be as follows:

Each Starter will be awarded 1 point in both overall and class allocation.

Points awarded only for overall finishers positions as follows: 20, 17, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2

An additional 2WD category will run in conjunction with the overall championship using the same points structure.

Each finisher thereafter will be awarded 1 point.

7.1.1. In events that offer Super rally option competitors will be allocated full points as per Overall finishing order.

7.1.2. If an event or part of an event is cancelled due to Force Majeure, Championship Points will only be awarded once 50% of the "Total Stage Mileage" of the said Event is completed. A back up round may be considered but not automatically scheduled.

7.2. Deleted 1.1 2013.

7.3. Points awarded to championship registered class finishers from 1st as follows: 20, 17, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2

Each finisher thereafter will be awarded 1 point.

Where in any event there are less than five championship registered starters for any class the points will be allocated according to the number registered for that class in the championship, subject to a minimum of five registered in any class, at the promoters discretion. The promoters reserve the right to amalgamate classes.

7.3.1. In events that offer a Super rally option competitors will be allocated points as per their finishing order in class.

7.4. Overall ties will be decided in favour of the competitor with the greatest number of maximum scores; failing this the greatest number of second points finishes, and so on down to eighteenth points scored until the tie is resolved.

If any further ties remain they will ultimately be decided on the basis of performance in the sequential order of rounds, starting from round 1 of the championship.

7.5. Class ties will be decided in a similar fashion by considering points down to tenth registered Competitor in Class.

7.6. For the purposes of both Overall and Class Championship points, competitors best **six** scores will count, **except for Class 21 where the best 5 scores will count.**

7.7. When results for the championship are posted provisional competitors have 7 days to lodge queries with the championship register. Results will become final 7 days from the date they are posted.

7.8. In the event of any round not running the Promoters will issue a bulletin.

ARTICLE 8. AWARDS.

8.1.

	Driver	Co-driver
1st Overall	Dr. Jackson Memorial Trophy	Ger Fahy Memorial Trophy
2nd Overall	Trophy	Trophy
3rd Overall	Trophy	Trophy
2WD 1st Overall	Trophy	Trophy
2WD 2nd Overall	Trophy	Trophy
2WD 3rd Overall	Trophy	Trophy
1st in Each Class	Trophy	Trophy
2nd in Each Class	Trophy	Trophy
3rd in Each Class	Trophy	Trophy
Best Newcomer	Trophy	Trophy
Best Historics	Trophy	Trophy



8.2. No Competitor shall be eligible for more than one of the Championship awards listed above. Overall awards shall take priority and Class awards shall then be awarded to the next eligible competitor with the exception of the highest finishing Historic competitors. They will retain their overall or class awards along with Best Historic Awards. ***Any 2WD competitor receiving an Overall award will retain their 2WD Overall award but forfeit their class award.***

8.3. To qualify for an award competitors must start a minimum of **five** rounds.

8.4. Additional awards may be presented at the discretion of the Promoters.

8.5. Best Newcomer shall be decided at the organisers discretion.

8.5.1. Deleted.

8.6. Deleted.

8.7. Championship prize giving will be announced online at a venue to be advised.



STANDARD REGULATIONS FOR NAVIGATION TRIALS

1. THE EVENT.

The event is an open Navigation Trial, held under the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland (MI), these supplementary regulations and any final instructions before the start of the event.

2. ENTRIES.

2.1. Only fully completed entry forms will be accepted. No telephone, late or unpaid entries will be accepted. The number of starters is limited to 50.

2.2. Deleted 1.1.2008.

2.3. In the event of entries in excess of that number being received, starting places are to be allocated in order of receipt of completed, paid-up entries, but subject to priority being given to National Championship contenders as per Appendix 34, 2.6.

3. ROUTE.

3.1. Competitive navigation may not start before 21.01 hours. There will be no competitive navigation sections during daylight hours (Daylight is the period between: half an hour before official sunrise, up to half an hour after official sunset).

3.2. Tulip diagrams must be provided by the organisers covering the section from the start venue to the point where competitive Navigation begins.

3.3. A minimum additional time allowance of 10 minutes, in addition to the 50kph average, must be given between the start venue and the point where competitive Navigation begins and between the penultimate Control and the final Control.

3.4. Where the route passes through **30kph** zone the average speed for the entire section cannot be more than **30kph / 18mph..**

3.5. The point where competitive Navigation begins must be located at least 1.6 kilometres / 1 mile from a built up area and not within a **30kph** zone.

3.6. The use of National Primary and National Secondary roads is discouraged. Where a National Primary or National Secondary road is used, the entry must be by left turn only. The exit from a National Primary or National Secondary road must be clearly marked and manned by a marshal / Time Point.

These requirements shall not apply in the case of sections not involving competitive navigation.

Canal banks and other dangerous areas must be shown on the route card. Caution boards should be used where necessary. Locations such as the Boyne Aqueduct and other places presenting extreme danger must not be used at all.

3.7. Organisers may only use 1:50,000 scale maps when setting out a route card but competitors have the option of using other maps during the event.

3.7.1. Average Speed is to be the average speed calculated from the time allowed to competitors to cover a certain distance. This distance shall be determined from 1:50,000 Ordnance Survey maps along the route specified by the organisers, or if no route is shown by the OS map, it is to be measured physically on the Ground.

3.8. All map references will be given to six figures on the National Grid system (eastings followed by northings). The Edition and Year of the Ordnance Survey maps will be declared by the organisers. Grid references given to competitors must be derived using an accurate Romer. GPS co-ordinates may not be used to calculate such references. Grid References must be given to 6 figures, with increments of no less than 0.5 if deemed necessary. Where greater accuracy is required, a clear diagram must be provided. "1/4" or "3/4" References are not to be used. Required Approach & Departure directions must also be indicated.

3.8.1. In addition to map references, Approved alternative methods of route instruction are Tulip ("Ball and Arrow") Diagrams, reference to spot heights, gridlines, clock face approach/depart directions, straight or curved herringbones and map traces. However, great care must be taken to ensure the clarity and accuracy of such alternative methods, particularly if issued other than with the main route card. Methods not listed herein shall not be used.

Where Tulip or herringbone diagrams are used, the start point must be indicated and distances between all node (i.e. junction) points must be given, either by intermediate figures or cumulative from the start.

Where a route instruction incorporates unmapped roads, the end point of the route instruction must be given as a grid reference. The order in which points are to be visited need not necessarily be in the same sequence as shown on any route instructions, but where the



instructions are set out other than to match the order to be visited, the required sequence must be clearly indicated.

3.9. There will be Check Points, which will consist of - Controls, Time Points, Intermediate Time Controls (ITC's) or Vias, through which the competitor must pass in the order and manner in which they appear on the route card. A Check Point shall be deemed to extend for a radius of 50m around the actual point specified in the route instructions. A competitor is deemed to be at the point if within this radius. Alternative routes within this radius are not valid for the purpose of determining correct approaches and/or departures. Where direction changes occur within this 50m radius, which might cause confusion, either a clear diagram must be provided, or alternatively the approach /departure direction may be quoted as, for example "N>NW", meaning North approach initially (I.E. @50m), and then NW nearer the point, or, in case of departure, meaning North Departure initially, then NW at 50m. Where there is a requirement to pass at an earlier or later stage of an event through a different junction less than 50m away, then a clear diagram must be provided. This diagram shall provide clarity as regards limits within the 50 m radius in relation to boundaries for double visits. The official must be sited on the approach or departure road to or from each point. If officials are not present at a scheduled manned point during the whole period when competitors may report, all performances at such point will be ignored in compiling the results. Performances at a point not sited at the location specified will also be ignored.

3.10. Deleted - see 3.18 & 3.8.1.

3.11. Except as allowed by 3.12, all Out of Bounds, Non-goers etc. must be given with the initial route instructions. The issuing of grid references not relevant to the route is forbidden. Out-of bounds and "No" Boards should be used solely as set out in 3.21 & 3.21.1. They must not be used to define the route - Vias, even if unmanned, should be employed instead.

3.12. The start and finish of unmarked roads, which are part of the Trial route, and roads shown on the map which indicate the shortest route but which are in fact non-goers must be listed on the preliminary Route Card. The only exception to this is where unmarked roads are used as part of a tulip or Herringbone diagram. The direction of travel at any change of direction / junction where the intended route is unclear on an unmarked road must be indicated to competitors by ball and arrow tulip diagram(s). Arrows may also be used, but not instead of the tulip diagram. Where an arrow is used, it must be placed on the approach to the change of direction

/ junction, and immediately before the change of direction / junction. The intended route across open ground must be clearly arrowed.

3.13. Deleted - see 3.17.

3.14. All fords falling within the route must be proven to be passable within 30 minutes before passage of the first car. A marshal must be positioned at the ford to re-route competitors if necessary.

3.15. Any map displayed by the organisers at the start venue should indicate only the location of the various Time Points / Via's etc and must not show the direction of travel or intermediate details of the route between points.

3.16. An official Course car must visit all Check Points approximately 15 minutes before the due time of car number 1 for the purpose of checking that marshals are in position and their watches are set to the correct time. The course car crew must have a timecard completed by each marshal for practice and this time card must be displayed with competitor time cards on the clothes line system. Organisers may share this duty between two "leapfrogging" course cars, but all points must be visited, and a timecard completed at each point.

3.17. Each competitor will be issued with a routecard, which will contain details of the entire route (except as provided for at 3.10 above), at least 90 minutes before the due start time (105 minutes where the number of plots on the route card exceeds 50, 120 minutes where the number exceeds 60). Both the distance and the time allowed between the points and controls must be indicated on this route card. Any plots which do not define the route e.g. cautions, gates, rough road, NG's etc., must be given to competitors on a preliminary Route Card 60 minutes before any other route instructions are issued, but if the number of individual map references contained on the preliminary Route Card exceeds 30, an additional time allowance of 1½ minutes for every additional plot shall be given. Details of gates on the route which are not at or within 50m of a junction need not be given on any route card. All crews, independent of class, shall be issued with route cards in order of seeding.

3.18. Organisers may withhold some of the route information from the Main Route Card, and issue that information (to be known as Supplementary Route Instructions) at one or more Controls, Vias or Time Points during the event. However, organisers must ensure that the same be accurate and avoid ambiguity. The Maximum number of Time Points or Vias which may be omitted from the main route card is



4 per half on long events (those with amid-point halt) and 6 on shorter events (those without a mid-point halt). All Controls must be identified on the Main Route Card.

All route instructions issued during an event must be legible, accurate, and immediately apparent and visible once received. They must come complete with instructions as to how they are to be deciphered. Irrelevant information is not permitted. Route instructions must be on paper minimum size 210 x 95 (1/3 A4), if printed, text to be a minimum height of 3mm (e.g. Arial 14) or, if handwritten, large and clearly legible and must not be contained in envelopes. Cryptic or unexplained instructions are forbidden.

In the case of Instructions using Map References, Plots must not be chosen at locations where there are other junctions within 100 metre radius. Also, where more than 1 six-figure reference or spot height is required to define a point to be visited, the 4 or 6 point maxima above shall be taken to refer to the numbers of map references and/or Spot heights involved.

Plotting using standard grid references can be issued at time points located at junctions, where the correct departure has to be determined. Note that this departure direction does not count as one of the permitted 4 or 6 references mentioned above.

In the case of Instructions not using Map References, the departure Road from the point of issue must be indicated either by a compass direction given with the trace or the main route card or a physical arrow. An experienced person must be appointed to ensure that any information handed out after the start of the event is compliant with these requirements. This person must be identified on the Supplementary Regulations as the "Supplementary Route Instruction Checker".

3.18.1. Where Tulip instructions are used with 'Supplementary Route Instructions', no more than 2 consecutive 'competitive' Check Points can be issued.

3.18.2. Where 'Supplementary Route Instructions' are used, 'You are here' plot references in accordance with App 33 3.8 MUST be given at each Check Point location contained within these Supplementary Route Instructions.

3.19. The length of Navigation Trials shall be: Minimum 96 km / 60 Miles. Maximum 193 km / 120 Miles.

3.20. A refuelling halt is to be provided for any event over 136 km / 85 Miles in length (a long event). All events must have a control at the approximate mid-point.

3.21. Organisers must use a 'NO' board to prevent PR problems and/or to prevent competitors becoming unnecessarily bogged down on a non-goer. The 'NO' board should be placed such that the competitor can turn in safety. Competitors must not enter an area protected by a "NO" board.

3.21.1. Organisers must use an "Out of Bounds" (OOB) board to inform competitors of potential PR problems ahead and to take an alternative route. "OOB" boards must only be used where a previously unknown PR problem arises during an event.

3.22. Final instructions may not contravene GCRs. However, clarifications and additional requirements in relation to event-specific issues may be issued as part of final instructions. Non-compliance with these requirements may be the subject of a penalty under 21.24 below but no other penalty.

3.23. At no time during an event should competing cars be required to travel in opposite directions over the same piece of road unless the time schedule precludes any possibility of overlap, or unless the piece of road is of a broad two lane type adequate for two-way traffic. Full details of any two-way traffic must be given to competitors before the start of the event. In addition, organisers must take steps to prevent, by means of arrows, "stop" signs or otherwise, competitors departing from the correct route at locations where this is likely to happen, and where such departure would result in two-way traffic on roads unsuited to same.

3.24. An official who is familiar with the route must be available until the last competitor has left the start control.

3.25. An Official Course car (2 wheel drive non jeep type) must prove the Trial route within 12 hours of the start and must report back to the start no later than 30 minutes before due departure time of the first car.

3.26. Likewise a sweeper car should traverse the Trial route after the last car, to check that all competitors have safely covered the course. Marshals should stay in position until the sweeper car has passed. If it is not possible to have a sweeper car, the Marshal should drive the route between him and the following point as soon as the last car has passed.

3.27. The last timed checkpoint before the final control (at the finish) must be designated as a control.

3.28 The 'Navigation Safety Questionnaire' MUST be completed and signed by the COC in the presence of both the stewards and the stewards for submission with the steward's report and associated documents.



4. ELIGIBILITY.

4.1. Standard road-going vehicles only, including 4 wheel drive "jeep type" vehicles, will be eligible. All commercial vehicles are excluded. It is the responsibility of the driver (not the scrutineer) to ensure that the vehicle complies in all respects with the Road Traffic Acts. Limited safety modifications are permitted as outlined in Article 23.

4.2. The maximum engine capacity must not exceed 2000cc. Vehicles powered by forced induction engines are not permitted.

4.3. All nominated drivers must hold a valid FIA Driver's Competition Licence and all navigators/co-drivers must hold a valid FIA Driver's or Navigator's Competition Licence, which must be presented for inspection at the start of the event. Drivers must also produce a current RTA driver's licence.

5. PERSONNEL.

5.1. Each competing car shall carry only two persons; one, the nominated driver, and the other, the nominated navigator.

5.2. The nominated driver must drive throughout the event.

6. INSURANCE.

6.1. Drivers must possess valid Road Traffic Act Insurance covering their driving on the event. (GCR No. 78).

6.2. Drivers must produce a proof of acceptance from the insurers of the Irish Rally Drivers Scheme or BRDS equivalent. and pay the relevant premium including any excess applicable. Inclusion on the relevant database maintained by MI will be deemed to provide the required proof.

7. INDEMNIFICATION.

Both driver and navigator must sign an indemnification clause on the entry form and may be required to sign a further indemnification form at the start of the event.

8. TIMING.

8.1. Timing will be by Marshals' watches which must be capable of displaying seconds. Mobile phone "clocks" can "autocorrect" without notice, and should not be used. All due times for competitors at Controls and Time Points will be indicated on the Time Cards. In all cases except during (but not start and finish of) Speed Regulations Sections and Regularity Sections, timing will be to the last elapsed minute. "Timing on sight" is only permitted for Speed Regulation Sections and Regularity Sections (Retros).

8.2. The maximum average speed between any two consecutive timed points is 50kph.

8.3. Time can only be taken back, on the competitive route, at specified Time Recovery Sections (TRS) and the midpoint halt. Between TRSs, or between a TRS and a mid-point halt there must be a maximum average distance of 32km (20miles), and no individual such distance can exceed 40km (25 Miles) (ignoring in all cases any distance covered as a SRS).

Time Recovery Sections are to be c. 0.4 to 1.0 Km (0.25 to 0.6 miles) in length with a minimum time allowance of 7 minutes, maximum 12 minutes and defined by Time Points or Controls.

Competitors may take back 75% of the time allowed (fractions rounded down). A TRS must immediately precede the start of each Speed Regulation Section (SRS) except where a SRS commences at the first Time Point of the event or immediately after a "mid-point halt" where Article 8.8. applies.

8.4. The Chief Marshal/Clerk of the Course must ensure that all marshals set their watches to the official event time.

8.5. A Control, Time Point, VIA or ITC is deemed to be open 15 minutes prior to the due time of car number 1.

8.6. Where a Time Point is unmanned, a competitor may leave that point at the beginning of his/her due minute (subject to App 33, Article 11.1).

8.7. Where competitors are deemed not to have followed the intended route, e.g. not visiting consecutive timed points or taking a wrong approach and/or departure, they can subsequently rejoin the intended route without penalty under App. 33, Article 21.2.3 to 21.2.5.

8.8. On events with a "mid point halt", competitors can leave on their original scheduled departure time without incurring any penalty. Where the Mid-point halt is scheduled to last for 40 minutes or longer, the organisers may require that competitors leave on their original scheduled time. This must be included in final instructions.

8.9. Where the same Check Point is used twice within a 60 minute time window, one additional minute must be added to the time allowed for each visit to this Check Point. No Check Point to be used more than twice within 65mins of FCD time.

9. ROUTE CARDS.

Deleted - see 3.7. and 3.24.



10. TIME CARDS.

10.1. A minimum of two emergency telephone numbers, one of which must be a land line, must be printed on all Time Cards.

10.2. Time cards must be issued not later than with the main route card. The onus is on the competitor to ensure that each time card is fully completed by the marshal including a Marshal signature or initialing in all cases and that all entries on the card are legible and authentic. Non-compliance may result in penalties (eg. for failing to visit a designated point). In particular, competitors will be deemed not to have visited any location for which there is no corresponding marshal's signature or initials on the Time Card. Clubs must issue clarification with final instructions as to whether time cards or marshals' sheets will take precedence in the event of a dispute. Where no clarification is issued, competitors' time cards will take precedence (except for instances where it is not possible for a judge of fact to record an infringement on the competitors' card, e.g. out of bounds, wrong departure, double visit etc.).

10.3. Times of arrival at Controls, Time Points and Intermediate Time Checks should be recorded on the Time Cards by the marshals.

10.4. No time will be recorded at Vias.

10.5. Noise Fails are to be recorded on the Time Cards by marshals.

10.6. A Stop/Yield sign Marshal must sign the time cards of each competitor in the space specified if they pass through the junction, indicating clearly whether or not they are being penalised.

10.7. A Damage Declaration Form should be incorporated on the final time card or supplied separately. Failure to properly complete and submit a Damage Declaration Card will attract a penalty of exclusion where damage is done but not declared and otherwise shall attract a penalty of 5 minutes.

11. MARSHALS.

11.1. Marshals, including Stop Sign Marshals, will be the sole judges of fact.

11.2. Any competitor reported to the Clerk of the Course by a Marshal as being abusive, discourteous or unco-operative will be excluded from the results.

11.3. All official cars at controls, time points, ITC's and Vias must be clearly identifiable (App.25, Artl. 4.3). Marshal's identification boards should be used.

12. NUMBERS.

12.1. Competitors must display numbers as, supplied by the organisers, on the leftside rear window. Paper used shall be A5.

12.2. Those competing in Championships may be required to carry decals on their car, and this should be included in the regulations for individual trials.

13. FORCE MAJEURE.

Force Majeure will apply to everything that is beyond the Organisers' control and will not be considered once a car has started the event. In the event of force majeure, the Organisers will make no alterations to penalties incurred by competitors. However, if a point is subsequently scrubbed because of an incorrect route instruction on the part of the organisers, no time penalty will be incurred at the next time point but accumulated time penalties will be carried. Distances shown by the organisers are deemed to be correct. At the organisers option, provided that at least 66% of the route has been completed, results may be calculated on the basis of performance up to and including the timed point previous to a point for which incorrect route instructions were given, the remainder of the route being disregarded.

14. STOP SIGNS.

14.1. The Clerk of the Course must man at least three stop or yield signs during the event, using senior experienced marshals. This rule is to be implemented regardless of the number of marshals available to the organisers.

14.2. Competitors must stop, ie. all forward motion must cease, at the point of entry to any road protected by a Stop, Yield, Stad or Geill Sli sign or Road Marking. The point of entry is defined as a line, real or imaginary, which defines the border of the road which the competitor is about to join. The precise location at which this cessation of motion is required shall be at, or no more than 1m in advance of (i.e. before) the stop line, where one is provided, or shall otherwise be at, or no more than 1m in advance of, a clearly identifiable marker (such as traffic cone or a suitable sign mounted on a stake), which marker must be consistent throughout an event, and an example of which must be shown at drivers briefing. The Stop Sign Marshal must be positioned such that he can observe the point of entry therefore he must be positioned at or near the point of entry onto the departure road.

However, at the discretion of the organisers, a "stop" marshal may, for safety reasons, be located at a point in advance of a potentially dangerous junction. In that case, the "stop" location must be identified by a sign as described at 14.10 below, and failure to stop will be penalised as per 21.16 below.



14.3. Any Stop or Yield sign which is manned must be CLEARLY visible to competitors from the correct direction of travel. Where exiting from an unmapped road, a suitable advance marker shall be placed c. 50m in advance of any stop location.

14.4. Before the start of an event the means of identification (e.g. Board, Jacket) etc. of a Stop Sign Marshal must be shown to competitors by the organisers.

14.5. The Onus is on the competitor to stop at a Stop Sign Marshal for the purpose of receiving a signature in the specified space on his/her timecard if requested.

14.6. Deleted - see 21.16.

14.7. Stop/Yield Sign Marshals may move from point to point along the route at his/her own discretion but, they must be present during the whole period when competitors may pass through the junction where the sign is located.

14.8. Deleted.

14.9. Deleted.

14.10. At junctions not protected by signs as per 14.2, organisers may nonetheless require competitors to stop by placing a stop sign on the approach road or lane. This stop sign must be shown to competitors at drivers briefing and may be manned for the purpose of stop sign penalty monitoring by an identifiable Stop Sign Marshal.

14.11. Should an organiser wish to marshal a Stop Sign on a SRS, this can be done only when combined with an ITC.

14.12. Deleted - see 14.2.

14.3. "Stop sign" penalties will not apply at roundabouts or on sections of road where the required average speed is 32 kph or less. However, Competitors are required at all times to comply with the Road Traffic Acts, and may be penalised for failure in this regard as per 21.24 below.

15. CLASSES.

15.1. There will be a total of four class divisions, as follows:

- A Expert
- B Semi Expert
- C Novice
- D Beginners

15.2. The classification of navigators for Regional Championships will be determined by the relevant Regional Championship Registrar in consultation with the Motorsport Ireland Navigation Sub-Commission.

The classification of the crew shall be the classification of the Navigator.

16. RESULTS AND TIES.

16.1. Results should be available within 2 hours of the last competitor finishing the event. If results are not available at this time, an amended time must be notified to competitors. The 'Clothes-Peg' (or a long table) system of displaying every Competitor's time sheets must be used in all cases. Prize-giving should not be unnecessarily delayed after the publication of results. Prizes must be presented on the night, provided that results are finalised, GCR No 166.

16.2. Ties will be resolved by the following principles:

16.2.1. The lesser experienced crew should take precedence (i.e. novice beats semi-expert beats expert).

16.2.2. Furthest cleanest.

16.2.3. Lowest penalty on Speed Regulation Section.

16.2.4. 2WD beats 4WD.

16.2.5. Lowest engine capacity.

16.3. In order to facilitate the speedy calculation of results at least 2 Time cards must be used, the first of which should be collected approximately half way through the event.

17. SELECTIVES.

Selectives are prohibited on Navigation events. **However they may form one element of Retrospective Trial events, subject to full adherence with Appendix 35.**

18. SPEED REGULATION SECTIONS. (Not regularity sections)

18.1. Speed Regulation Sections (SRS) will be set at 48.28 kph 30 mph (0.5 mile/minute) unless otherwise specifically stated. They will be no more than 32km (20 Miles) and no less than 10km (6.21 miles) in length. The Clerk of the Course is required to include at least two Speed Regulation Sections in the route for events greater than 85 miles in length and at least one SRS for event of shorter length. SRSs will be located on tarmac roads and will include the most PR sensitive sections of the route. National Primary roads must not be used for SRS.

18.2. Competitors must be supplied with the following pieces of information: length of section, time allowed, and average speed if different from 48kph / 30 mph. Where the average speed is other than 48kph / 30 mph, then the organisers must provide a speed table. Where the average speed is other than 48kph / 30mph, this information may be contained on a supplementary route card. The



average speed should not be set at less than 32 kph / 20mph at any part within the SRS.

18.3. Timing will be to the second. Penalties will be applied for every 10 whole seconds early or late (ref: Article 21.3, 21.4).

18.4. Types of time control are:

18.4.1. Time Points at the start and after the finish of the SRS, operate as for normal time points. Seconds are not to be recorded at these points

18.4.2. Intermediate Time Checks.

These are secret checks established by the organisers to check the competitors' average speed. The ITC is established at a precisely measured distance and timing is on sight. The distance from the start of the SRS to the ITC marshal will be a minimum of 5 km (3 miles) and a maximum 32 km (20 miles) in length. The exact point at which vehicles are timed must be clearly defined as demonstrated at drivers briefing. ITCs must be clearly indicated at the point of the check.

18.5. Each SRS will contain only one ITC. The minimum distance between this ITC and the time point at the end of the SRS is 3.2km (2 miles). 1 additional minute must be allowed to the next time point. The required average speed must be maintained for the full length of a SRS, except that 1 additional minute must be allowed from the ITC to the end of the SRS.

18.6. Where competitors are required to stop for the purposes of recording time, the time due at any Time Point or Intermediate Time check in that section shall be determined by the time recorded at the immediate preceding Time Point.

18.7. Previously carried lateness may not be made up during a SRS but may be made up outside SRS at TRS's and "midpoint" halts as per normal rules. If lateness is made up during a SRS (up to and including the finish Time Point of that section) penalties will be incurred.

18.8. Earliness must be carried during the SRS (up to and including the ITC of that section) but competitors must check into the next Time Point at the end of the SRS at their due time.

18.9. Deleted - See 10.2 and 10.3.

18.10. The entire route between two time points containing a SRS must be given as either a pre-plot with the initial route card or on sequential ball and arrow Tulip diagrams. In each case intermediate distances (junction to junction) must be given.

18.11. Organisers are to establish a measured distance at the start of the event which competitors can use to check the calibration of tripmeters. This must be exactly 1 mile in length and the start and finish must be clearly marked

on the ground or by boards. This measured distance may or may not be a part of the trial route but in any case, its location must be given to competitors at sign-on. The organisers distances are deemed correct.

19. DRIVING & NOISE.

19.1. Driving in a manner which would bring the Motor Club and Motor Sport into disrepute will result in exclusion. Strict observance of the law is required of each competitor and of those in any car which may be servicing him/her. Competitors are reminded that the Clerk of the Course must enforce compliance with this rule.

19.2. Competitors suffering an exhaust failure must retire from an event immediately.

19.3. Any marshal considering a competing vehicle to be too noisy should fail the vehicle at that particular Check Point by noting on the Time Card and on the Marshals Master Sheet

19.4. Any competitor receiving three Noise Fails is automatically excluded and must retire from the event immediately. A competitor who is excluded, in this manner, from more than one event during a season may be subject to further penalty.

19.5. A drivers briefing must be held prior to the start of the event. A check must be conducted to verify that all drivers are present. Driving standards, compliance with the RTA, Cautions and PR sensitive areas must be highlighted at the briefing.

20. SERVICING & ASSISTANCE.

20.1. No service / chase vehicles are permitted, except in a designated service area.

20.2. A competitor will be excluded if, in the opinion of the organisers, any vehicle with a connection with a competitor is found to have interfered with the proper running of the event, or caused a nuisance to other competitors or members of the public. Any vehicle used as a pilot or shadow car will cause such an exclusion.

20.3. The use of all two way radios, mobile and portable cell type telephones is banned while competing on an event.

20.4. Deleted.

21. PENALTIES.

21.1. Per minute late at a Control/Time Point - **1 mark.**

21.2.

21.2.1. Early arrival at a Control/Time Point (excluding Start Control, first Time point after Start Control, first control/time point after mid-point halt, Intermediate time checks, the Time Point at the end of any Speed Regulation Section and the time point at the end of TRS and the final Control) each offence - **50 marks.**



21.2.2. Per minute early at the Time Point at the end of any SRS and the time point at the end of a TRS each offence - **2 marks**.

21.2.3. Where previous time point/via missed or an incorrect departure at previous time point/via or an incorrect approach at time point in question, competitors can rejoin route without incurring - **50 marks penalty as in 21.2.1**.

21.2.4. Where previous time point/via missed or an incorrect departure at previous time point/via or an incorrect approach at time point in question and competitors arrive before their original due time: each offence: per minute early - **2 marks**.

21.2.5. At subsequent time points where competitors arrive before their original due time (after 21.2.4.) without exceeding the 50 kph: each offence: per minute early - **2 marks**.

21.2.6. Passing an "out of Bounds" (OOB) board - **100 marks**.

21.3. Per 10 seconds late at an Intermediate Time Check - **1 mark**.

21.4. Per 10 seconds early at an Intermediate Time Check - **1 mark**.

21.5. Over 15 minutes late at a Time Point - **20 marks**.

21.6. Over 30 minutes late at/or missing a Control - **Exclusion**.

21.7. Missing a Time Point or Via - **20 marks**.

21.8. Missing or being over 15 minutes late at an Intermediate Time Check - **40 marks**.

21.9. Wrong approach at Control/Time Point/Via - **15 marks**.

21.10. Wrong departure at Control/Time Point/Via - **15 marks**.

21.11. Wrong approach OR wrong departure at Intermediate Time Check - **20 marks**.

21.12. Wrong approach AND wrong departure at Control/TP/Via/Intermediate Time Check - **20 marks**.

21.13. Deleted.

21.14. Traversing a Control/TimePoint/Via / Intermediate Time Check more than once each offence - **30 marks**.

21.15. Failure to stop at Stop/Yield Signs 1st offence - **50 marks**, 2nd offence - **Exclusion**.

21.16. Failure to stop at identifiable Stop Sign Marshal or other judge of fact - **50 marks**.

21.17. Visiting Out of Bounds area each offence - **100 marks**.

21.18. Altering a Time Card - **Exclusion**.

21.19. Removing any Time card from a clothes line/results display by a competitor without express permission of the CoC or results team - **Exclusion**.

21.20. Failure to complete entire event under own power - **Exclusion**

(except that vehicles that have left the route may receive assistance to regain the route or vehicles blocking the route may receive assistance, for the minimum distance necessary, to clear the route).

21.21. Failure to pass scrutiny at any time during the event - **Exclusion**.

21.22. Passing a NO board - **100 marks**.

21.23.1. Use of any form of satellite navigation systems whether by means of Mobile phone or otherwise - **Exclusion**.

Any competitor reported by a Judge of Fact to be in possession of a mobile phone or any instrument facilitating Satellite Navigation with the screen activated at any time between start and finish controls will be automatically excluded. There will be no defence to this ruling.

21.23.2. Use of any other form of Electronic mapping or information system at any time after the initial or preliminary card has been issued - **100 marks**.

This penalty will also apply where a competitor can be shown to have taken advantage of such use by any other party.

21.24. Breach of any regulation not otherwise the subject of a penalty herein, including breach of any requirement issued in writing by the organisers and with the approval of the stewards - **10 marks**.

21.25. Failure to visit time points in correct sequence, each offence - **20 marks**.

21.26. Failure to comply with Appendix 33; 23.1.1 – Non Start / **Exclusion**

22. AWARDS.

22.1. 1st crew overall **2 Trophies**
1st, 2nd, 3rd in each class **2 Trophies**
(depending on the number of entries)

22.2. Additional awards may be given as per supplementary regulations.



23. SCRUTINY.

23.1. All vehicles must be examined for compliance with regulations before the start. It is the responsibility of the driver (not the scrutineer) to ensure that the vehicle is in compliance with Road Traffic Act requirements. Seat belts, fitted tightly, must be worn at all times.

23.1.1 All drivers must provide a valid road worthiness certificate or disc for their vehicle (unless exempt under the RTA) to the Scrutineer at scrutiny.

23.2. All vehicles must carry a luminous red warning triangle and a torch. Cars must carry, at scrutiny and throughout an event, two hi-vis jackets or waistcoats with reflective bands. These must be worn by competitors while they are out of the car at any unscheduled stop during an event.

23.3. Fire extinguishers are recommended.

23.4. Standard headlights may only be supplemented by two additional lights. All such lights must extinguish on dipped beam. If additional lights are fitted, any supplementary manufacturer's lights must be removed. The wattage of all bulbs in forward facing lamps must comply with the RTA. Any additional lights must be fitted so that their horizontal centre-line is not above the top of the original manufacturer's headlights. Forward facing lamps must be incandescent type (i.e. Tungsten or halogen) only. Forward facing LED lighting or any form of gas discharge light is prohibited except if fitted as manufacturer's original equipment, and in such cases, no auxiliary lights may be fitted. Maximum wattage of individual bulbs 65w.

The Navigation Sub-commission, in association with Technical Commission, will arrange to carry out spot-checks on the lights of selected vehicles at scrutiny or immediately after events. This selection may be random by lots or targeted at a particular pre-selected overall or class finishing position or positions. In exceptional cases, where the Clerk of the Course or Scrutineers have reasonable grounds for suspecting that a particular car is fitted with non-compliant bulbs, a specific selection may be made. The crew of any vehicle so selected shall, immediately on request of the scrutineer or Clerk of the Course, remove up to two bulbs from the lamps in the car and present them for examination to the Scrutineer or the Clerk of the course. Should any bulb prove not to be in compliance with the above requirements, or should a crew refuse to present a bulb as requested, the crew in question shall be excluded from the event.

23.5. Under body protection for vehicles is permitted.

23.6. Competition brake linings / pads are permitted.

23.7.1. Full or Partial Roll Cages are not normally required or encouraged except where required in Sports cars as below. Where fitted, roll cages must blend in with the appearance of the vehicle and be sufficiently padded to protect the crew. Any diagonal bracing over level of bottom of glazing to be in one plane only, i.e. 1 main diagonal or 1 "X" brace only allowed 3 or 4 point safety harness and rally seats must be used if roll cages or hoops are fitted. Any car without a steel roof permanently attached to the bodyshell must be fitted with a full roll cage.

23.7.2. Where a cage or hoop is fitted, it must be fitted with energy-absorbing padding in the following locations:
over front doors and over windscreen, for minimum 400mm down Front pillar, and, unless main hoop is at least 50mm to the rear of the front of the headrests, for 400mm down leg of same. Padding elsewhere free and optional. "Energy-absorbing" padding means non-flammable purpose-made proprietary energy-absorbing (but not FIA spec) padding, minimum 10mm uncompressed thickness, and with a compressive resistance such that it will deform under strong thumb pressure to (not by) between 60 & 80% of its unstressed thickness.

23.7.2a. With effect from 1 October 2018, Roll cages or hoops will not be permitted on any Car taking part in a Navigation Trial. (exceptions may be considered for period Cars on Retrospective Events - see 2018 Yearbook).

23.7.3. The wearing of Helmets at any time during a Navigation Trial is prohibited.

23.8. Safety harnesses and rally seats are permitted, but, all manufacturers interior trim forward of the back of the rear seat, including rear seats/seat backs, door cards, dash assembly and carpet must be retained substantially unaltered.

23.9. Suspension may be altered provided mounting points remain as standard. Suspension systems which use remote reservoirs are not permitted.

23.10. Wheels must not extend beyond the periphery of the bodywork.

23.11. All vehicles must present in a manufacturer's original colour scheme subject to a maximum of two colours (excluding vinyl roof where applicable), or single colour if original colour scheme changed by respraying.

23.12. Vehicles are not permitted to carry sign writing, stickers or competition numbers, except numbers supplied by the organisers (see Art.12) and championship sponsors decals which may be placed only on the periphery of the rear screen.



23.13. Noise.

Every effort should be made to reduce noise to a minimum.

23.13.1. Exhaust system.

The permitted noise level measured at 45 degrees to the exhaust and 0.5m from the exhaust may be no more than 100 dB(A) at 3500 RPM. (2500 RPM for diesel engines) (Ref. App. 2 Art. 9)

23.13.2. Induction.

Carburettors must have filters fitted. Air supply to engine to be via an airbox fitted as original equipment to an engine of equal capacity by the manufacturer of the engine. It is the responsibility of the COC to ensure that: a) the necessary equipment is available, b) the required noise tests are carried out, c) the appropriate penalties are applied. See also Articles 19.2 – 19.4.

23.14. All Navigation Trials may have a noise test at pre-event scrutineering, at the half way halt, and the finish. In addition the COC shall have the discretion to include a noise test at any other point he thinks appropriate.

23.15. A competitor who fails the noise test must be refused permission to start or be excluded if the noise level cannot be brought within the prescribed limits.

23.16. Route sheets may be handed out at the start of due plotting time without the car having gone through scrutiny, but under no circumstances will a car failing to pass scrutiny be allowed to start the event.

23.17. The Vehicle Licencing Certificate (VLC) or Registration Book must be produced as evidence of compliance with Article 4.2 above.

23.18. Deleted 1.10.16

23.19. The carrying or use of any form of car mounted video recording equipment, webcam, or other means of image recording during a Navigation Trial is forbidden, with any breach of this regulation subject to a penalty of exclusion from the event.

24. OFFICIALS.

24.1. The Clerk of the Course, appointed by the organising Club(s), should ideally be an experienced navigator. If a new Clerk of the Course is appointed then the organising Club(s) must provide an experienced mentor to assist the Clerk of the Course.

24.2. All events must have a Competitor Relations Officer (CRO). This person would ideally be someone who is known to competitors, who is respected by them, be reasonably familiar with the route, and who has a good knowledge of the rules.

24.3. Organisers must ensure that all Officials, Marshals, etc. have signed on at the start of the event and have been provided with a copy of the benefits under the personal accident insurance policy for officials and that all entrants, drivers and passengers have signed an indemnity.

25. STEWARD.

25.1. The appointed steward must drive a minimum of two competitive sections of the route checking the following:

25.1.1. The actual distance of the competitive sections.

25.1.2. The actual time allowed as per the Time Card/Route Card.

25.1.3. The accuracy of the marshals watches. The results of these checks are to be appended to the stewards Report.

25.2. The appointed steward must also inspect the letters issued by the organising Club(s), in relation to the event, to both the residents along the route and to the Gardai.

25.3. The appointed steward must also check the use of "NO" boards.

25.4. Where an event receives a negative comment from the appointed steward regarding the route and timing then the next event run by the promoting Club(s) will be required to have the route and timing inspected and approved by the appointed steward for that next event. Such inspection to be carried out at least two weeks prior to the proposed date of the event.

26. PUBLIC RELATIONS.

26.1. Residents and other interested parties on and adjacent to the route who are likely to be disturbed or inconvenienced must be notified in advance about the event. Where at all possible this notice should be in writing and should enable residents and the Gardai to contact the organisers if necessary. Organisers should route events around towns and villages where possible, unless petrol or meal stops are planned.

26.2. All houses along the route and fringe roads must be visited. This requirement is not mandatory in the case of National Primary or Secondary Routes.

26.3. Ideally, the resident should be spoken to but



at the very least a PR Notice must be delivered at each house.

26.4. All Garda Stations in the area of the route or parts through which the route passes are to be advised, in writing, of the event at least one week prior to the event.

26.5. Deleted.

26.6. The COC is required to satisfy the Steward that the foregoing has been complied with.

26.7. The Clerk of the Course and/or stewards of the meeting must notify MI of any complaint of inconvenience made by members of the public and of any significant accidents, particularly those involving third parties. Such reports should be submitted within 48 hours of the complaint and should include the time and place and any other relevant details.

27. QUERIES.

27.1. Any competitor may raise a query concerning the event, with the Competitor Relations Officer, if appointed, or with the Results Officer or Clerk of the Course as designated in the Supplementary Regulations.

27.2. Each query must be in writing, specify the nature of the query, and declaring the name, role and competition number of the person raising the query.

27.3. The time of receipt of each query shall be noted by the club official designated to receive queries.

27.4. A separate query must be raised for each individual matter being queried.

27.5. A query must be raised no later than 30 minutes following initial posting of the results. Where a query arises from reposted or revised results, this query must be raised within 15 minutes of such results.

27.6. When a query causes a change to results, the revised results must be posted on the official notice board with the time of posting noted. A period of 15 minutes must elapse before results are declared final, unless all competitors unanimously agree to an earlier declaration.

27.7. When a query causes no change to results, the person raising the query must be informed in writing of such decision at least 5 minutes before results are declared final.

28. PROTESTS.

Protests must be made within 30 minutes of the posting of provisional or revised provisional results and must be in accordance with MI General Competition Rules Chapter 11.

29. 'RETROSPECTIVE' TRIAL - DEFINITION.

29.1. A Navigation type Trial normally for Historic Cars on Open Road with an average speed not exceeding 30 mph with penalties for being early or late.

29.2. It may have a single itinerary which must be followed by all cars or be several itineraries converging on the same Rallying Point fixed beforehand and followed or not by a common itinerary.

29.3. The Trial may incorporate Driving, Autotests, Regularity Sections **and Selectives. Selectives will be subject to full adherence with Appendix 35.**

29.4. The Trial must be run in accordance with the provisions of this Appendix generally, save where modified by the provisions of this Article (Art 29).

29.5. Competitive navigation may not start before 21.01 hours. There will be no competitive navigation sections during daylight hours (daylight is the period between: half an hour before official sunrise, up to half an hour after official sunset).

29.6. At least 10% of the total route or 30 Miles (whichever is the greater) must consist of Regularity Sections.

29.7. The use of main / national roads is discouraged.

29.8. Dipped headlights must be used during daylight hours.

29.9. At least once in each section a Stop/Yield sign must be manned.

29.10. For daylight regularity a maximum average speed of 20mph is to apply for unsurfaced or single car width roads.

29.11. The average speed chosen for daylight regularity sections should reflect the quality / width of the road being used.

29.12. The use of "Motorsport Event In Progress" signs is encouraged for daylight regularity sections.

29.13. All householders residing on competitive sections to be advised of the passage of the Trial – this to apply for daylight and night-time sections.

29.14. Public Relations – refer to App 33 Article 26.

29.15. Traditional "Classic Rally" style plates to be

used on the front and rear of vehicles in place of door numbers.

29.16. Noise – refer to App 33 Article 23.13.

29.17. Time controls must be sited at Stop / Yield signs or more than 0.25 miles from such signs.

29.18. Classes.

Each organiser is free to choose its own classes if it so wishes, however the following are recommendations:

Class 1 - All cars manufactured before 31.12.45.

Class 2 - All Minis and Mini Derivatives first manufactured before 31.12.77*.

Class 3 - Saloon cars up to 31.12.66.

Class 4 - Sports Cars up to 31.12.66.

Class 5 - Saloon cars 1.1.67 to 31.12.77.

Class 6 - Sports Cars 1.1.67 to 31.12.77.

Class 7 - All other cars of a model that was in production before 1.1.85 to include cars not fully compliant with Classes 1-6 (at organisers' discretion).

*Specials or Cars specifically adapted for Autotests may be amalgamated with Class 2. This decision rests with the organisers.

29.19. The restriction of 2000cc and petrol turbos set out in Article 4 does not apply to Retro Trials.

29.20. It is recommended that Autotests be marked on a class basis. The fastest car in each class on any test scores 0 penalties and each competitor's penalty in his/her respective class will be the difference in time from the fastest in his/her class.

For example:

Fastest car in Class 2 on Test 1 - 40.4 secs

2nd fastest car in Class 2 on Test 1 - 43.2 secs

Fastest Car gets 0 penalties.

2nd fastest Car gets 2.8 penalties and so forth.

29.21. The nominated driver must drive all sections on the public highway. If another member of the crew wishes to drive on the public.

29.22. The imposition of penalties shall be in accordance with the following rules:

Road section:

Failure to visit a control/check - **30 marks**.
Wrong approach/departure at a control/check - **10 marks (each)**.

Each minute early/late - **1 mark**.

Autotests:

Time taken per 1/10 second, ranked as 0; 3; 5; 7; 9; 11; 13; 15 and so on Striking a pylon/marker - **5 marks**.

Line fault - **5 marks**.

Failure to perform/visit test - **MAX***

*MAX = 15 marks.

NOTE: Tests are class based.

Retro Driving tests (all forward motion):

Each second taken slower than fastest in class - **1 mark**.

Line/pylon fault - **5 marks**.

Failure to perform/visit test - **MAX***

*MAX = 30 marks.

NOTE: Tests are class based.

Navigation Test:

Each minute late at check point - **10 marks**.

Each minute early at check point - **20 marks**.

Failure to visit a check point or more than 15 mins late - **100 marks**.

Wrong approach/departure - **50 marks (each)**.

Exceeding 30mph between any two TP

- **150 marks**.

Failure to stop at Stop/Yield sign - **300 marks**.

Maximum on Navigation Test (excluding

exceeding 30mph or failure to stop penalties)

- **400 marks**.

Regularity sections:

Wrong approach/departure at check point - **10 marks**.

Failure to visit check point - **30 marks**.

Undue delay in checking in at checkpoint

- **5 marks**.

Maximum in any one regularity - **200 marks**.

Maximum in any one ITC - **30 marks**.

Each second early or late at each point - **1 mark**.

Entire event:

Failure to stop at Stop/Yield sign - **300 marks**.

Second offence - **Exclusion**.

Failure to stop at a Stop Sign Marshal or Judge of

Fact - **300 marks**. Second offence - **Exclusion**.

Maximum lateness at any point - **15 minutes**.

30. NAVIGATION TRIALS RECOMMENDATIONS TO CLUBS

The following are recommendations, which have been arrived at over the years and Organising Clubs are asked to ensure that they are implemented to encourage and promote the future of Navigation Trials.

30.1. Entry Fees should be standardised to comply with National Championship Regulations App.34.

30.2. In an attempt to encourage novices / beginners, clubs should organize navigation classes. Excessively rough roads should not be used.

30.3. Beginners/Novices should be warned about the possibility that points may not be manned.

30.4. Deleted 1.10.16

30.5. As far as possible, the same crew should not run at Number 1 more than once in a season. Any crew who has demonstrated capability to win an



event may run at Number 1, regardless of class. Seeding should be based on overall performance rather than class.

30.6. Deleted 1.10.16

30.7. Deleted 1.10.16

30.8. Deleted 1.10.16

30.9. Deleted.

30.10. Deleted 1.10.16

30.11. Every effort should be made to arrange the availability of petrol at the finish. It is illegal and inadvisable to carry petrol in cans in the car, and many crews travel long distances to compete.

30.12. Deleted 1.10.16

30.13. Instruction sheets should be issued to marshals, and it should be ensured that they know how to find their Time Point(s) or Via(s). Marshals should not have to rely on poor photocopies of maps to reach their destinations. They should be provided with the information, and given sufficient time to drive to the next time point when they close their current one. Ideally marshals should be given the full route, but not necessarily with all the time points marked.

30.14. Deleted 1.1.16.

30.15. Competitors should be encouraged to introduce at least one marshal each, to ensure the continuance of the sport.

30.16. To encourage marshals, clubs should give a Marshal's award at the end of the event.

30.17. The route should be planned so that the majority of marshals can get to the finish in time for refreshments, etc.

30.18. It is strongly recommended that proper sheltered accommodation be provided for mechanical scrutineering at all Trial events.

30.19. Clubs are encouraged to try organizing an event with a complete route pre-plotted, to be given out at the first competitive time point at the start and mid-points.

30.20. Clubs should remind competitors at briefing of the importance, for the good of the sport, of reporting any/all damage caused during the event.

30.21. Deleted 1.10.16

30.22. Clubs are reminded to strongly discourage the use of excessively rough roads or lanes to preserve the vehicle condition with regard to the renewal of Road-Worthiness test certificates.



MOTORSPORT IRELAND NAVIGATION TRIAL CHAMPIONSHIP

1. GENERAL RULES.

1.1. **DELETED** – see Appendix 33.

1.2. All Championship events must adhere to the "Standard Regulations for Navigation Trials" (App. 33).

1.3. The Championship is open to all holders of MI Licences and also to holders of Motorsport UK Licences of a grade not lower than Clubman.

1.4. The interpretation of these rules in case of doubt shall rest with the Registrar of the Championship, in consultation where necessary, with the MI Navigation Sub-Commission and the Rallies Commission subject to the rights of appeal to the championship Stewards as laid down in the GCR's.

2. EVENTS TO COUNT.

2.1. The Championship will normally be held over 6 months, from October to March and will include a total of eight events. Subject to Art 10.7 below, total final points for a competitor will be calculated from points on their best performance in six events from the eight, but in the event that the number of counting rounds is reduced for any reason, then the number of rounds to count towards their final score (including towards bonus points as per 4.4 & 10.7 below) will be similarly reduced. There will be a reserve event which, will be designated as a Championship event in the event that one of the 8 originally designated qualifying rounds is cancelled or excluded, provided that the cancellation or exclusion of one of the designated events is announced more than 14 days before the reserve event is to take place.

2.2. The events which qualify for the Championship in each Season are as follows (for exact dates, refer to MI Website):

November - Midland MC
November - Monaghan MC Drumlin
November - Cork MC Startrek
December - Skibbereen & DCC Carbery (Reserve Event)

January - Cork MC 1000 Shakes
January/February - Skibbereen & DCC 100 Isles
February - Midland MC
February/March - Cavan MC
March - Monaghan MC

2.3. Deleted.

2.4. The awards for the Championship will be presented as follows:

1st, 2nd, 3rd in expert, semi-expert, novice and beginners classes - 1 trophy each.

2.5. Additional awards may be presented at the discretion of the Navigation Sub Commission.

2.6. In the Event of an over-subscribed entry on any counting round, the top four drivers and navigators in each class at the time will be entitled to priority. For the opening round, priority will be based on the final positions in the previous championship. These provisions are subject to receipt of valid entries by the organising club not later than mid-day on the Wednesday preceding the event.

3. REGISTRATION.

3.1. All drivers and navigators competing in any event will be automatically registered for the Championship. (Registration forms will be available at all events, and must be completed and returned to the Registrar).

3.2. There will be a fee for registration of €4.00 per competitor per event. This registration is compulsory and will be collected by the Organising Club at 'Sign-On'.

3.3. The National Registrar is:

Seamus McTigue.
Stradrina,
Ballinaglera,
Co. Leitrim.
Tel: 0876914258
Email: smsmctigue@gmail.com

4. MARKING SYSTEM.

4.1. Fifteen points will be awarded to the driver and navigator putting up the best overall performance in each event, with one point less going to competitors in each successive place, down to 15th place.

4.2. All competitors will gain one point for starting, and another point for finishing the trial, in addition to any points they gain due to their overall performance.

4.3. A competitor winning an event outright (i.e. where no other competitor is on the same points) will be awarded one extra point.

4.4. A competitor starting a minimum of six counting rounds of the championship will be awarded an additional five bonus points both in class and overall. Bonus points will not be forfeited where a crew can verify that they did not start an event due to an oversubscribed entry list.



Proof of entry must be provided by the crew in such cases.

4.5. In addition each class will be marked separately. The leading driver and navigator in each class will receive 10 points, with one point less going to each successive place down to 10th place.

4.6. A competitor or competitors whose retirement is directly due, in the opinion of the event Stewards, to an incorrect route instruction or other error on the part of the organisers shall, at the end of the championship, be awarded points based on their average score over the course of the championship, disregarding the event in question. However the championship stewards may take into account the position of the competitor on the event in question immediately prior to the incorrect route instruction, and may accordingly reduce (but not increase) the points awarded.

5. ENTRY FEE.

5.1. The maximum entry fee chargeable for any Navigation Trial may not exceed €75 (which includes €8 Championship levy per crew). IRDS and Personal Accident insurance must be quoted separately in the supplementary regulations.

5.2. Should there be an increase in insurance fees during the season, the entry fee will be revised.

5.3. Deleted.

5.4. Competitors will be entitled to a refund of entry fee if they inform the Club of their intention not to compete before the start of the event. Fees do not include IRDS or P.A. Insurance.

6. CLASSIFICATION.

6.1. There will be a total of four Class divisions, as follows:

- 6.1.1. Expert
- 6.1.2. Semi Expert
- 6.1.3. Novice
- 6.1.4. Beginner

6.2. Final decision as to classification shall rest with the National Registrar, in conjunction with the Navigation Sub-Commission and the Rallies Commission.

6.3. Competitors in the Championship must be members of a Motor Club affiliated to MI, so that the organisers may be assisted in defining the classification of individual competitors.

6.4. The guiding criteria used shall be as follows:

BEGINNER - A navigator who has not competed in more than two Navigation / Retro trials as a navigator before the current season.

NOVICE - Any competitor, other than a Beginner, who first navigated on a Navigation / Retro Trial within 4 years of the commencement of the current season plus any competitor who has not been promoted.

SEMI-EXPERT - Any competitor not within the classification of a beginner, novice or expert.

EXPERT - Any navigator who has been placed in the top three in any Navigation Championship series in the past five years, plus any competitor who has been promoted or designated an expert by the Navigation Sub-Commission.

6.5. Based on the results of the previous season, the Navigation Sub-Commission will decide who is to be promoted. No Competitor may be upgraded by more than one class in one season. In each qualifying event, the class of the crew is determined by the classification of the navigator as per National Championship regulations. Once classified, a navigator (whether or not he/she is registered) may not compete in another class during the season. Re-classification may take place after each season.

6.6. It is possible for a navigator to be in a different class for a local championship to the class he/she is designated for the National Championship. This decision will rest with the Registrar in consultation with the Navigation Sub-Commission.

7. TIES.

7.1. The resolution of ties in the overall Championship will be decided on the following principles:

7.1.1. The lesser experienced crew should take precedence (ie. beginner beats novice beats semi-expert beats expert).

7.1.2. The number of wins.

7.1.3. The number of 2nd, 3rd, etc. placings.

7.1.4. The number of competitors beaten on the 1st, 2nd, etc. event.

7.2. The resolution of ties in an individual event for the purpose of allocating championship points will be decided on the following principles:

7.2.1. The lesser experienced crew (beginner beats novice beats semi-expert beats expert).

7.2.2. Furthest cleanest.

7.3. If a tie exists after using this criterion, then each tied competitor will receive equal points due to the highest placed tied score. The next placed untied competitor will receive points due to the place he/she would have received if there were no tie.

8. ROUTE.

8.1. Deleted.

8.2. Deleted.



9. COURSE AND SWEEPER CARS.

Deleted - see Appendix 33 Art 3.25, 3.26.

10. RESULTS.

10.1. Deleted.

10.2. Deleted.

10.3. Deleted.

10.4. Deleted.

10.5. The promoting Club must send the results of a Trial Championship event, including a listing of class winners, together with a short report on the event (c. 200 to 300 words) to the Registrar not more than 8 DAYS after the event. A penalty of €15.00 per week will be incurred for any delay in forwarding results & report beyond the permitted period. Clubs are also encouraged to publish the report on their website.

10.6. The promoting club must also send complete results, showing a full list of starters, finishers and details of all penalties on the road, to each entrant. A penalty of €15.00 per week will be incurred for any delay in circulating results beyond the permitted period. GCR No 79. Publication of these details on the Club's Website shall be deemed to achieve compliance with this requirement.

10.7. If a registered competitor takes a prominent role in the running of a Championship event, he/she will receive 18 points (overall) and 10 points (class) as his/her score for this event, subject to a maximum of one event per Championship. Bonus points (Art. 4.4.) will also be awarded provided that the competitor starts a minimum of five other counting rounds. A "prominent role" has been defined as that of Clerk of the Course or Assistant Clerk of the Course. Only those whose names appear as CoC or Asst CoC on the documents submitted with the Permit Application for the event will be eligible to score points under this Article. Also, in the case of the last 4 events of the Championship, "organisers" points will only be available to those who notify the Championship Registrar of their intention to so act prior to the end of the calendar year preceding those events.

11. INFORMATION.

Anyone seeking further information about the Championship should contact: Chairman of the Navigation Sub-Commission:

Conor Maguire

via Email on conmag88@gmail.com

or Mobile on 086 1677446



STANDARD REGULATIONS FOR ENDURANCE TRIALS

1. THE EVENT

The event is an open Endurance Trial, held under the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland (MI), these supplementary regulations and any final instructions issued before the start of the event. Final instructions may not contradict / over-rule any of the above, they may only clarify / expand particularly if there is a situation unique to an event.

2. ENTRIES

2.1. Only fully completed entry forms will be accepted. No telephone, late or unpaid entries will be accepted.

2.2. The number of entries is limited to 70.

3. ROUTE

Competitors will be required to travel between selectives (as defined below) over sections of public road, on which the provisions of the Road Traffic Acts apply.

3.1. There will be no competitive navigation sections on roads open to the public.

3.2. The competitive section of the event will take place over Selectives held on private ground. Selectives are sections of the route, timed to the second, on which the competitors are required to navigate at an average 50 kph (32 mph) or less, at the discretion of the organisers. The location of the Selectives and the route through them will not be made available to competitors until the start of the event.

Selectives will include:

Stop Boxes:

(See accompanying diagram on next page)

I. The Marshal will display a STOP sign paddle as the competitor approaches the STOP BOX. Once the Competitor has come to a complete stop, the STOP Sign paddle will be lifted, and the competitor will then be free to proceed.

II. Stop Boxes, comprise of imaginary lines across the course between 15m and 18m apart, and defined by cones, flags or similar on either side of the stop box, between which lines the competitor is required to come to a complete halt before proceeding again

III. The Stop Box Marshal should be positioned 5m away from the end of the Stop Box for safety reasons

IV. Both the marshal and stop box should be clearly visible to competitors who are approaching the stop box, from a distance of at least 50 m away

b) Code Boards, where the competitor has to stop to record information displayed on a board This information shall consist of at least 3 characters no more than 5 characters each at least 65mm high, mounted on a board parallel to the route, which must be hidden from view on the approach side by a Cloak board (identified with the letters "CB" or CODE BOARD) projecting at right angles to the surface on which the characters are mounted, and with a projection no less than the width of the board containing the characters. (In the case of vehicle Registration plates, commonly used as Code Boards, this is simply achieved by bending the plate at mid-point and blacking out any excess numbers). Where a selective is used more than once, all Code Boards must be changed between runs. The Full set of Boards on a selective must be replaced with a different set. (Boards previously used on a different selective may be re-used).

c) In addition, to Code Boards and Stop Boxes, the following may be included on selectives to prevent excessive speed and to increase the element of driving skill required:

- I) Artificial chicanes, comprising two or more elements.
- II) Cones.
- III) Other speed reduction measure/s as decided by the Navigation Sub-Commission.

(Cones, stop boxes and chicanes and other speed reduction measure/s are to be used on long straights, to keep the speed down or to slow the cars before any unduly hazardous obstacle).

The maximum distances allowed between speed reduction measures on straights including sections with fast flowing bends is 300 metres.

3.3. The required average speed for any section of the route, including Selectives will not exceed 50 kph (32 mph). Selectives will have a minimum and maximum time. An individual selective shall not exceed 5km in length. Caution boards should be used where necessary. Canal banks, and other places presenting extreme danger, even on private ground, should not be used at all.

3.4. Competitors recording a time equal to or less

Stop Box Set-Up



Simple Physical Marker (e.g. Bare stake)
Marshal not to come closer to stop box

5M

Exit Stop Box

15M-
18M

The Car MUST
come to a
COMPLETE halt
between the lines

If it does not....
NO
'proof of passage'
should be given

Enter Stop Box



than the minimum (target time) required by the 50 kph average will be given the target time, which will incur no penalties but will gain no advantage.

3.5. Competitors recording a time greater than the target time but less than the maximum time will be given a penalty in seconds in excess of the target time.

3.6. Competitors recording a time greater than the maximum time will be given the maximum time penalty in seconds for that Selective, i.e. the difference between the target time and the maximum time. In addition, where other penalties are due (16.5) on the selective, a maximum of 30 seconds can be added.

3.7. Tulip diagrams of the route must be provided by the Organisers.

3.8. Organisers may draw up an indicative time schedule for the event and in doing so should assume a maximum average speed of 50kph in open country, and 25kph in any area subject to a speed limit of 60kph or less and a time allocated to each test of the maximum penalty for the selective plus 5 minutes. However, the only form of time schedule that may be imposed on competitors is a time limit for all cars to depart the start, arrive at the finish of the event and a time limit for cars to depart from the lunch halt (where provided) However, organisers may insist in selectives being tackled in a particular order, (which need not necessarily be the same for all competitors), and may declare a selective closed when all competitors have been given a reasonable opportunity to attempt it.

3.9. Organisers may use only 1:50,000 maps when setting out route card but competitors have the option of using other maps during the event (it is not envisaged that competitors will need maps, although they will be free to use them).

3.10. Deleted.

3.11. Any map displayed by the organisers at the start venue should indicate the entire route.

3.12. A refueling halt **MUST** be provided during the event.

3.13. Deleted.

3.14. Official course cars (one of which **MUST** be a 2WD car) must visit all points approximately 15 minutes before the due time of the first competing car, completing time cards enroute and checking that marshals are in position and their watches are set to the correct time. These time cards must be available for inspection at the conclusion of the event.

4. ELIGIBILITY

4.1. Standard road going vehicles only, but not commercial vehicles, will be eligible. It is the responsibility of the driver (not the scrutineer) to ensure that the vehicle complies in all respects with the Road Traffic Acts. Limited safety modifications are permitted as outlined in Art. 21. Forced induction and four-wheel drive vehicles are ineligible.

4.2. All nominated drivers must hold a valid FIA Driver's Competition Licence and all navigators must hold a valid Driver's or Navigator's Competition Licence, which must be presented for inspection at the start of the event. The nominated driver must hold a current RTA Driver's Licence.

4.3. For Technical Specification of Endurance Cars, please see Articles 27.1-27.35.

4.4. All other cars will be 1400/2000c.c. Navigation Cars as defined in App 33, including such cars if fitted with cages, Sports cars under 2000c.c. fitted with cages, but excluding Retro Trial specification cars.

5. PERSONNEL

5.1. Each competing car shall carry only two persons, one being the nominated driver and the other being the nominated navigator. The nominated driver must drive throughout the event.

6. INSURANCE

6.1. Deleted.

6.2. Drivers must produce proof of acceptance from the insurers of the Irish Rally Drivers Scheme or BRDS equivalent and pay the relevant premium including any excess applicable. Inclusion on the relevant database maintained by MI will be deemed to provide the required proof.

7. INDEMNIFICATION

7.1. Both driver and navigator must sign an INDEMNIFICATION clause on the entry form and may be required to sign a further INDEMNIFICATION form at the start of the event.

8. TIMING

8.1. Timing will be by marshals' watches. On Selectives, timing will be to the previous elapsed second. On the remainder of the route timing will be to the previous elapsed minute.

8.2. The Chief Marshal / Clerk of the Course must ensure that all marshals set their watches to the event time.



8.3. The maximum average speed required between any two consecutive timed points will be no more than 50 kph (32 mph), including Selectives.

8.4. Where a competitor is deemed not to have followed the intended route, e.g. not visiting consecutive timed points (or missing a Selective) they can subsequently rejoin the intended route without incurring penalty for early arrival, unless they check in before their original due time.

8.5. On events with a mid-point halt or rest halts, competitors can make back any lateness and leave on their original scheduled departure time without incurring any penalty.

9. ROUTE

9.1. Each competitor will be issued with a Tulip Road Book for the entire event (including selectives) at the start of the event. This will be issued at least 75 minutes before their due start time.

9.2. An official who is familiar with the route must be available at the start until the last competitor has left the start control.

10. TIME CARDS

10.1. A minimum of two emergency telephone numbers, one of which must be a landline, must be printed on all time cards.

10.2. Time cards will be issued with the route cards. The onus is on the competitor to ensure that each time card is fully completed by the marshal and that all entries on the card are legible and authentic. Non-compliance may result in penalties (e.g. competitors may be deemed not to have visited a designated point). Clubs must issue clarification with final instructions as to whether competitors' time cards or marshals' sheets will take precedence in the event of a dispute. Where no clarification is issued, competitors' time cards will take precedence (except for instances where it is not possible for a judge of fact to record an infringement on the competitor's card, such as wrong departure or double visit).

10.3. Times of arrival at Controls and Timed Points must be recorded on the Time Cards by the marshals. However, where the Start and Finish of a selective are sufficiently close to so allow, selectives may be timed by means of recording the time taken to traverse the selective using a stopwatch, without reference to Time of Day.

10.4. No time will be recorded on vias, or passage controls on selectives.

10.5. Noise fails will be recorded on the time cards by the marshals.

10.6. A Stop / Yield sign marshal must sign the time cards of each competitor in the space specified if they pass through the junction, indicating clearly whether or not they are being penalised.

11. MARSHALS

11.1. Marshals, including Stop Sign Marshals, will be the sole judges of fact.

11.2. Any competitor reported to the Clerk of the Course by a marshal as being abusive, discourteous or uncooperative will be excluded from the event.

11.3. All official cars at Controls, Time Points, Passage Controls and Vias must be clearly identifiable. Marshal identification boards should be used.

12. NUMBERS

12.1. Competitors must display numbers as supplied by the Organisers, on both rear windows. Paper used shall be size A5.

13. FORCE MAJEURE

Force Majeure will apply to everything that is beyond the Organisers control and will not be considered once a car has started the event. In the event of force majeure, the Organisers will make no alteration to penalties incurred by competitors. If a point is subsequently 'scrubbed' because of an incorrect route instruction on the part of the Organisers, no time penalty will be incurred at the next timed point but accumulated time penalties will be carried. Distances shown by the Organisers are deemed to be correct.

14. STOP SIGNS

14.1. The Clerk of the Course must man at least one stop or yield signs during the event, using senior experienced marshals. This rule is to be implemented regardless of the number of marshals available to the Organisers.

14.2. Competitors must stop, i.e. all forward motion must cease, at the point of entry to any road protected by a Stop, Yield, Stad or Geill Sli sign, whether a vertical sign or road marking.

14.3. Any such sign which is manned must be CLEARLY visible to competitors from the correct direction of travel.

14.4. Before the start of an event, the means of identification (e.g. board, jacket etc.) of a Stop Sign Marshal must be shown to competitors by the Organisers.

14.5. The onus is on the competitor to stop at a Stop Sign Marshal for the purpose of receiving a signature in the specified place on his / her time



card if requested.

14.6. The penalty for not stopping at an identifiable Stop Sign Marshal shall be 300 seconds.

14.7. Stop Sign Marshals may move from point to point along the route at his / her own discretion but they must be present during the whole period when competitors may pass through the junction where the sign is located.

15. CLASSES

15.1. The entry will be divided into six classes, as follows:

A1: Cars built to Endurance specification up to 1000cc (for details, see 27 & 28 below),

A2: Cars built to Endurance specification from 1001 to 1400cc (for details, see 27 & 28 below),

B: Navigation Trial cars up to 1400cc, (Navigation Trial cars as defined in appendix 33, including such cars if fitted with cages and Open Sports cars fitted with cages).

C: Navigation Trial cars from 1401 to 2000cc, (Navigation Trial cars as defined in appendix 33, including such cars if fitted with cages and Open Sports cars fitted with cages).

D: Front Wheel Drive Retro type cars (retro cars as defined in appendix 33),

E: Rear Wheel Drive Retro type cars (retro cars as defined in appendix 33).

F: All other Sports Cars.

16. SELECTIVES

16.1. A number of Selectives will be included in the route; they will be held on private ground.

16.2. Competitors will start Selectives at one minute intervals, unless instructed otherwise by the Organisers. Competitors will be given a countdown by the Selective Start Marshal.

16.3. The route through the Selective will be defined by Tulip Diagrams or Test Diagrams and / or any other means deemed necessary by the Organisers.

The route through a selective should not be unduly complex, bearing in mind the Endurance Trials are an entry-level form of motorsport.

These should be accurate and preferably to scale. Distances between fixed points should be shown on diagrams where possible.

If the route through a selective requires competitors to pass through the same junction more than once, but with different departure directions, there should be an arrow indicating the intended route accompanied by a sign showing "1" or "Lap 1", "2" or "Lap 2" etc.

For example, at a T junction where competitors are required to turn left on the first occasion,

there should be an arrow indicating left accompanied by a sign showing "1" or "Lap 1". On their second visit to the junction, where competitors are required to turn right, they should follow the arrow indicating right, with the accompanying sign "2" or "Lap 2". There should be a similar instruction alongside the relevant Tulip Diagram.
See also 16.6.

16.4. It is the competitor's responsibility to follow the correct route.

16.5. Apart from time penalties, penalties will also be incurred if the competitor strikes a cone, passes the wrong side of a cone, fails to negotiate a chicane as directed, fails to in a or stop box or fails to correctly record a code board on their time card in the correct sequence. Code information must be recorded on the time card at the point where the board is located. Missing code board information at the next manned point on the Selective or at the end of the Selective will be penalised. The organisers may take steps to prevent information being added to the time cards after the end of a selective.

16.5.1. The finish time marshal shall draw a line through and initial any blank spaces where code board information has not been entered during that selective.

16.6. At the end of the Selective, competitors must stop in a Stop Box and then immediately move forward to receive a time from the Finish Marshal. The finish time will be recorded when the car stops in the stop box. A car stopping after the stop box will be given the time of stopping and incur a 20 second penalty as per 19.29. More detailed instructions regarding finish line procedure may be given in Final Instructions.

16.6.1. Location of the Finish Time Marshal: The finish time marshal shall be positioned 25m from the end of the finish stop box.

16.7. Failure to attempt a Selective, failure to complete a Selective or failure to follow the correct route through a Selective will incur a penalty as per 19.22.

16.8. At their discretion, Organisers may set out further penalties on certain Selectives, e.g. where leaving the road / cutting corners might cause damage to private property.

16.9. To be classified as a finisher, competitors must start at least one third of the Selectives; this is to encourage beginners by making it easier for them to finish the event.

16.10. Merge Points

All junctions where cars merge must be manned by a marshal and a Stop box must be provided.



The organisers must indicate which direction is the 'priority' direction, and priority cars must be visible for a minimum of 50 metres to the merge point.

Once the priority car comes within this 50m distance, any car approaching from the non-priority direction must be held by the Marshal until the 'priority' car has passed.

Having stopped in the Stop Box, the competitor is to move forward to the marshal, who will be located at the merge point, and will record the passage through that junction, by means of a marshal's signature or other method defined by the organisers. The marshal may hold the competitor pending passage of competitor(s) arriving from the other approach direction who are completing a loop back to the merge.

16.11. Helmets MUST be worn in all competing cars for the duration of each selective. Helmets MUST be removed on completion of a selective and before emerging on the public highway

17. DRIVING AND NOISE

17.1. Driving in a manner which would bring the Motor Club and Motorsport into disrepute will result in exclusion. Strict observance of the law is required of each competitor and any car associated with the competitor. Competitors are reminded that the Clerk of the Course must enforce compliance with this rule.

17.2. Competitors suffering an exhaust failure must retire from the event immediately.

17.3. Any marshal considering a competing vehicle to be too noisy should fail the vehicle at that particular timed point, via or passage control by noting on the time card.

17.4. Any competitor receiving three Noise Fails is automatically excluded and must retire from the event immediately. A competitor who is excluded in this manner from more than one event during a season may be subject to further penalty.

17.5. A Drivers' Briefing must be held prior to the start of the event. Clerk of the Course must highlight driving standards, compliance with the RTA, cautions and PR sensitive areas. All drivers MUST attend. Failure to attend may incur a penalty at the discretion of the Clerk of the Course, which will be notified PRIOR to the event starting.

17.6. Driver Sign On: All drivers MUST sign the Driver Sign On sheet after attending the Drivers briefing.

18. SERVICING & ASSISTANCE

18.1. No service / chase / pilot or shadow cars are

allowed. Traversing a selective by competitors or their associates prior to the start is forbidden, at any point during the event.

18.2. Cars may be worked on only by the crew themselves, other competitors, garages en route, motoring assistance organisations or assistance provided by the Organisers. Competitors are responsible for the cost of any work done.

18.3. Any tools / materials used to repair a car must be carried in the car or be provided by other competitors or purchased en route.

18.4. The Organisers, at their discretion, may arrange limited mechanical assistance at rest halts and may also arrange a Mechanical Assistance Vehicle to follow the last car through the route.

18.5. Final Control: Both crew members along with their competing car must arrive together under their own power to the final control - No outside assistance is allowed.

19. PENALTIES.

19.1. Failure to comply with a mandatory time limit imposed under Rule 3.8

- Exclusion.

19.2. - 19.8. Deleted.

19.9. Traversing a Control/Time Point/Via more than once (where not required to do so by the route instructions)

- 150 seconds.

19.10. Failure to stop at Stop/Yield signs, first offence

- 300 seconds.

second offence

- Exclusion.

19.11. Failure to stop at identifiable Stop Sign Marshal or other judge of fact

- 300 marks.

19.12. Visiting an Out of Bounds area, each offence

- 100 seconds.

Second offence

- Exclusion.

19.13. Altering a time card

- Exclusion.

19.14. Interfering with another competitor's time card

- Exclusion.

19.15. Failure to complete the entire event under own power (with the exception that vehicles that have left to route may receive assistance to regain the route or vehicles blocking the route may receive assistance for the minimum distance necessary to clear the route)

- Exclusion

19.16. Failure to pass scrutiny at any time

- Exclusion.



19.17. Passing a 'NO' board
- 300 seconds.

19.18. Use of any kind of Satellite Navigation System
- Exclusion .

19.19. Taking less than target time for a Selective
- No penalty.

19.20. Taking more than target time but less than maximum time for a selective
- 1 second per second in excess of the target time.

19.21. Taking more than the maximum time for the Selective
- the penalty will be the difference between the target time and the maximum time for the Selective in seconds.

19.22.1. Failure to complete the Selective or failure to follow the correct route through a selective - the maximum time penalty for the Selective will apply.

19.22.2. Failure to attempt the selective – the maximum time penalty for the selective plus 60secs will apply.

19.23. Jumping the start of a Selective
- 60 seconds.

19.24. Striking/passing wrong side of a cone
- 10 seconds.

19.25. Striking, missing or failure to negotiate a chicane as instructed
- 10 seconds.

19.26. Failure to collect proof of passage at a stop box
- 60 seconds.

19.27. Failure to correctly record code board information
- 60 seconds.

19.28. Failure to come to a complete halt in a Stop Box
- 60 seconds.

19.29. Failure to stop inside the stop box at a "Merge" point or at the finish of a Selective
- 60 seconds.

19.29.1 Where a competitor deliberately fails to stop at a stop box
-Third Offence.

19.30. Intentionally travelling in the reverse direction on a Selective
- Exclusion.

19.31. Ties will be decided by the lowest penalty (in seconds) on the first selective. If this fails to resolve the tie, the penalty on each successive Selective will be used until the tie is broken.

19.32. Driving in a manner likely to bring motorsport or the organising club into disrepute
- Exclusion.

19.33. Reconnoitring Selectives or possession of any kind of pace notes
- Exclusion.

19.34. Failure to wear a helmet on a Selective: 19.34. First and Second offence (each offence)
- 200 seconds.

Third Offence
- Exclusion.

19.35. Wearing of helmets on public highway, each offence
- 200 seconds.

19.36. Attempting to repeat a Selective without the permission of the Clerk of the Course or the Assistant Clerk of the Course – maximum time for that Selective plus
- 300 seconds

19.37. Failure to comply with the control tyre rule (as per 21.14) throughout the entire event
- Exclusion.

19.38. Failure to comply with 18.1
- Exclusion.

19.39. Failure to complete the entire event in the same car as passed scrutiny for the event.
- Exclusion.

19.40. Failure to comply with 18.5
- Exclusion.

20. AWARDS

20.1. First, second and third crews overall
- Two trophies.

Only those cars entered in the Endurance Classes will be eligible for the Overall Awards.

20.2. First, second and third in each class (depending on entries). Should a competitor in the up to 1000cc class finish in the top three overall, he or she will not be eligible for an award in the up to 1000cc Endurance Class.
- Two trophies.

20.3. Those receiving awards for overall placings will not be eligible for class awards, i.e. there



will be no separate class awards for Endurance cars - from 1001cc to 1400cc. However, the up to 1000cc Endurance Class will be eligible for class awards, unless they have finished in the top three overall.

20.4. At the discretion of the event organisers, additional awards, including beginner's award, may be given as per supplementary regulations. A beginner is a driver who has not competed in more than two endurance trials, retro trials or navigation trials combined.

21. SCRUTINY

Covered facilities, with lighting where appropriate, and with adequate marshals, should be provided by the organisers on all events

21.1. All vehicles must be examined for compliance with regulations before the start. It is the responsibility of the driver (not the scrutineer) to ensure that the vehicle is in compliance with Road Traffic Act. Seat belts, fitted tightly, must be worn at all times.

21.1.1. All drivers must provide a valid road worthiness certificate or disc for their vehicle (unless exempt under the RTA) to the Scrutineer at scrutiny.

21.2. All vehicles must carry a luminous red triangle.

21.3. Fire extinguishers are recommended.

21.4. Hi-Vis jackets for both crew members must be carried in competing cars and worn on all occasions where competitors are on the route of the rally and out of the car, except at rest halts, petrol halts and awaiting the start of selectives.

21.5. Standard headlights may only be supplemented by two additional lights. All such lights must extinguish on dipped beam. If additional lights are fitted, any supplementary manufacturer's lights must be removed, not just rendered inoperable. Forward facing lamps must be incandescent type (i.e. Tungsten or halogen) only. Other than side lamps, stop lamps and daylight running lights which are free, LED lights or any form of gas discharge light are prohibited unless fitted as manufacturers original equipment, and in such cases, no auxiliary lights may be fitted. Maximum wattage of individual bulbs 65w.

The Navigation Sub-commission, in association with the Technical commission, will arrange to carry out spot-checks on the lights of selected vehicles at scrutiny or immediately after events. This selection may be random by lots or targeted at a particular pre-selected overall or class finishing position or positions. In exceptional cases, where the Clerk of the Course or Scrutineers have reasonable grounds for

suspecting that a particular car is fitted with non-compliant bulbs, a specific selection may be made. The crew of any vehicle so selected shall, immediately on request of the scrutineer or Clerk of the Course, remove up to two bulbs from the lamps in the car and present them for examination to the Scrutineer or the Clerk of the course. Should any bulb prove not to be in compliance with the above requirements, or should a crew refuse to present a bulb as requested, the crew in question shall be excluded from the event.

Any additional lights must be fitted so that their horizontal centre-line is not above the top of the original manufacturer's headlights.

21.6. The wattage of all bulbs in forward facing lights must comply with the RTA. Any additional lights must be fitted so that their horizontal centre-line is not above the top of the original manufacturer's headlights.

21.7. Under-body protection for vehicles is permitted.

21.8. Competition brake linings/pads are permitted.

21.9. Roll cages where fitted, must blend in with the appearance of the vehicle. Cars competing in the Navigation Car Classes must comply with the requirements of Appendix 33 in regard to cages.

21.10. Full safety harnesses of at least four point fixing are mandatory for ALL competing cars. These can be of 'Clubman' or the 'Aircraft' type.

21.11. Suspension may be uprated, providing that mounting points remain as standard.

21.12. Suspension systems which use remote reservoirs are not permitted on Endurance events.

21.13. Limited Slip Differentials are not permitted in the Endurance Class.

21.14. Tyres

Class A1 & A2: Control Tyres ONLY

Mandatory on ALL wheels (including spare wheels)

The Navigation Trials Sub-Commission will publish a list of tyres before the end of December each year which may be used in the Endurance Classes (A1&A2) for the following year; this list will be included in the regulations for each event. Only tyres on this list will be permitted in the Endurance Classes

All Other Classes:

The use of tyres marked "For competition use only", "For Rally use", or "For Rally use only" is prohibited.



All Tyres:

No grooving/ cutting of tyres is allowed. Any competitor who is in any doubt about eligibility of their tyres should contact the organisers before entering. This rule will be strictly enforced in order to prevent damage to the private roads over which selectives take place. Scrutineers may, at their discretion, exclude cars using tyres likely to damage private roads over which the event is being held.

Note: Tyres will be checked by scrutineers at initial scrutiny, but there will also be spot checks by scrutineers or other officials during the event.

Wheels are free but must not extend beyond the periphery of the bodywork.

21.15. Forced induction cars are not permitted.

21.16. Four wheel drive cars are not permitted.

21.17. All vehicles must present in a manufacturer's original colour scheme subject to a maximum of two colours (excluding vinyl roof where applicable) or single colour if original colour scheme changed by re-spraying.

21.18. Vehicles are not permitted to carry sign writing stickers or competition numbers except numbers supplied by the Organisers (see Art. 12).

21.19. Noise – every effort should be made to reduce noise to a minimum. It is a responsibility of the Clerk of the Course to ensure that:

- a) the necessary equipment is available
- b) the required noise tests are carried out and
- c) the appropriate penalties are applied.

21.20. Exhaust system - the permitted noise level measured at 45 degrees to the exhaust and 0.5 metres from the exhaust may be no more than 100 db(A) at 3500 rpm (2500 for diesel engines) (App. 2, Art. 9).

21.21. Induction – Carburettors must have filters fitted.

21.22. All Endurance Trials should have a noise test at pre-event scrutineering, at rest halts and at the finish. In addition, the COC shall have the discretion to include a noise test at any other point he thinks appropriate.

21.23. A competitor who fails the noise test must be refused permission to start or be excluded if the noise level cannot be brought within the prescribed limits.

21.24. Route instructions may be handed out prior to the car having gone through scrutiny, but under no circumstances will a car failing to pass scrutiny be allowed to start the event.

21.25. The Vehicle Licensing Certificate or

Registration book must be produced as evidence of compliance with engine size. In the event of a protest concerning a car's eligibility, the organisers may request further documentation / information.

21.26. A Scrutiny Record card may be issued to all drivers. This card must be produced at scrutiny for each subsequent event. Failure to produce the card may result in start refusal.

21.27. The carrying or use of any form of car mounted video recording equipment, webcam, or other means of image recording during an Endurance Trial is forbidden. The penalty for breach of this regulation is exclusion from the event. In addition, the Navigation Sub-Commission may recommend refusal of entry to the next event entered in.

21.28. Seats

A. Rally seats must be used if roll over protection fitted – applies to ALL classes. Rally type seats are defined as one piece including headrest and slots for the harness both back and sides.

B. Smooth (non fabric)-surfaced seats without side bolsters are not permitted

C. Wing seats (side head protection) are not permitted

D. The use of 'Sports Seats' with larger side bolsters are strongly advised

21.29. Loose Equipment

All items contained within the car MUST be adequately secured. Spare wheels, jacks, tools, etc.

22. OFFICIALS

22.1. The Clerk of the Course, appointed by the organising club, should ideally be an experienced competitor. If he/she does not have experience of Endurance events, it is recommended that prior to acting as Clerk of the Course for the first time, he/she should attend an established event and work with the officials on that event.

23. STEWARDS & SAFETY DELEGATE

23.1. The appointed Motorsport Ireland Steward & Safety Delegate must drive the entire route at least 3 weeks prior to the event, and on the day of the event, immediately prior to first competitive use and preferably again prior to any "second" run, to ensure compliance with the Safety Plan.

The Safety Questionnaire MUST be completed and signed by the COC in the presence of both the Club Steward and the MI Steward on the

morning of the event – and prior to its start. Its aim is to confirm compliance with Safety aspects of the event.

The completed and signed Safety Questionnaire is to be appended to the Steward's Report.

The MI STEWARD must also check the following:

23.2. The actual distances of the competitive sections.

23.3. The actual time allowed, as per the Time Card / Route card.

23.4. The accuracy of the marshals' watches.

23.5. The appointed Steward must also inspect the letters issued by the organising club, in relation to both the residents along the route and to the Gardaí.

23.6. The appointed Steward must also check the use of 'NO' boards. 'NO' boards are to be used to prevent competitors leaving the intended route, where to do so might cause annoyance / disruption to residents.

23.7. Where an event receives a negative comment from the appointed Steward regarding the route and timing, then the next event run by the promoting club/s will be required to have the route and timing inspected and approved by the appointed Steward for the next event. Such inspection to be carried out at least three weeks prior to the proposed date of the event.

24. PUBLIC RELATIONS

24.1. Residents and other interested parties on and adjacent to the route who are likely to be disturbed or inconvenienced must be notified in advance about the event.

24.2. All houses along the route and fringe roads must be visited (National Primaries excluded).

24.3. Ideally, residents should be spoken to but at the very least, a PR notice must be delivered at each house.

24.4. All Garda Stations in the area of the route or parts through which the route passes are to be advised, in writing, of the event at least one week prior to the event.

24.5. 'NO' boards are to be used by the Organisers in sensitive areas. Competitors must not enter an area protected by a 'NO' board. Organisers must place a 'NO' so that competitors can turn in safety.

24.6. The CoC is required to satisfy the stewards that the foregoing has been complied with.

25. RESULTS AND PROTESTS

25.1. Results

Organiser's are to ensure that adequate systems and marshals are in place to ensure that time cards are collected and relayed to the central results team in a regular and swift manner. If adequate resources are not available, organiser's MUST consider dropping a selective to ensure additional resources is directed to the results system.

25.2. Protests

Must be made within 30 minutes of the posting of provisional results and must be in accordance with MI regulations. Provisional results will be available shortly after the finish.

26. GENERAL

As this is a new discipline, the following recommendations are made in order to ensure:

- a) smooth running of the event,
- b) minimum inconvenience to other road users and residents and
- c) respect for those land owners willing to allow their property to be used.

26.1. Regulations and entry fees should be standardised, to comply with any Championship Regulations, should a championship be run.

26.2. In an attempt to encourage novices / beginners, clubs should organise classes for those crews entering an Endurance Trial for the first time and should have a beginner's award. **Excessively rough roads should not be used.**

26.3. Deleted.

26.4. As there is no competitive navigation on roads open to the public, and no requirement to plot the route, all route cards may be issued at the same time.

26.5. Out of bounds and 'NO' boards should be used solely to avoid PR problems. They should not be used to define the route; Vias, even if unmanned, should be used instead.

26.6. There should be rest halts at appropriate intervals.

26.7. Every effort should be made to arrange petrol en route and at the finish. The distance to the nearest available petrol station to the finish, and its location, should be given in the Final Instructions, as some crews travel long distances to compete. It is illegal and inadvisable to carry fuel in cans in the car.

26.8. Instruction sheets should be issued to marshals and it should be ensured that they



know how to find their Time Points, Controls etc. Marshals should not have to rely on poor photocopies of maps to reach their destinations. They should be provided with the information and given sufficient time to drive to the next time point when they close their current one. A sweeper car, as distinct from a mechanical assistance vehicle, should traverse the route after the last car. Marshals should be given a copy of the entire route.

26.9. A Road book of the route containing tulip diagrams, distances and frequent landmarks will be provided by the organisers.

26.10. All clubs should keep a list of marshals who attend their events and second copy to other clubs who request such information.

26.11. Competitors should be encouraged to introduce at least one marshal each, to ensure the continuance of the sport.

26.12. To encourage marshals, clubs should give a Marshal's Award at the end of the event.

26.13. The event should be planned so that the majority of marshals can get to the finish in time for refreshments etc.

26.14. It is strongly recommended that proper sheltered accommodation be provided for mechanical scrutineering at all Endurance Trial events.

26.15. A Road book of the route containing tulip diagrams, distances and frequent landmarks will be provided by the organisers.

26.16. It is recommended that marked maps be provided by the organisers.

26.17 – It is recommended that before running their first Endurance Trial, clubs should send, as a minimum, their 'selective commanders' to marshal on an established event, unless they have prior experience in the role.

26.18 – Clubs must ensure that there are adequate marshals to ensure that all penalties are correctly reported and applied.

26.19 – A Competitor Liaison Officer should be appointed for each event.

27. TECHNICAL REGULATIONS FOR ENDURANCE SPECIFICATION CARS - CLASS A1 & A2 ONLY

27.1. An Endurance Specification car is a fundamentally standard car under 1400cc. divided into two classes, those with engines up to 1000cc and those with engines from 1001cc to 1400cc.

27.1.1. Competing cars may carry advertising as window strip (front and/or rear) subject to compliance with the Road Traffic Act.

27.2. All cars and their components e.g. engine numbers must conform to the Vehicle Licensing Certificate / Registration Book and to the RTA.

27.3. Cars must be in completely standard condition except for the specified modifications detailed in these regulations. All other modifications are prohibited and will be penalised up to exclusion from the event. All components and equipment and every measurement and dimension must conform precisely to the manufacturer's published standard specification for the particular model of car entered.

27.4. Entrants must supply the Organisers with any vehicle documentation as required. Every part or component of the car must be a standard production item identifiable as the manufacturer's listed and numbered part or an equivalent generic or 'spurious' part obtainable in the normal course from normal motor factors, except where alternative components are specifically permitted by these regulations. In the case of generic or spurious parts, the onus will be on the competitor to demonstrate that no performance advantage accrues.

27.5. No standard part may be machined, lightened or polished unless specifically permitted by these regulations.

Competing cars must have:

27.6. Four point seats belts must be used to at least 'Clubman' specification (i.e. Aircraft type buckles not mandatory). Roll cages are acceptable but not mandatory. Where fitted, roll over protection must be sufficiently padded to protect the crew. Rally seats must be used if roll over protection fitted. Rally type seats are defined as one piece including headrest and slots for the harness both back and sides.

27.7. Front windscreen of laminated glass.

27.8. Mud-flaps for all four wheels.

27.9. Reflective red warning triangle, first aid kit, tow rope and SOS/OK board.

Bodywork:

27.10. Cars must have bodywork that represents the manufacturer's original profile, as in standard or manufacturer's optional extra form.

27.10.1. All convertible/soft top cars must have a hard top fitted that represents the manufacturer's original profile, and must be fastened to original manufacturers anchor points.

27.11. All bodywork must be of the material provided as standard by the car manufacturer.



27.12. Front and rear bumpers must be retained and be of the same material and dimensions as those fitted by the manufacturer. The fitting of additional wheel arch extensions is prohibited.

27.13. Cars may not be lightened from the manufacturer's standard production weight.

27.14. Strengthening of the bodyshell is permitted.

27.15. De-mountable strut brace/s may be fitted.

27.16. Detachable sump-guards, transmission, fuel tank and silencing system protection plates may be fitted.

27.17. Bonnet, door and rear door / hatch locks may be changed and additional catches may be fitted.

27.18. In the interests of safety, self locking door mechanisms should be disabled.

27.19. Sun-roofs must be taped over to the satisfaction of the scrutineer.

Interior:

27.20. All major internal trim must remain as originally supplied by the manufacturer. The exceptions are:

- a) full harness belts must be fitted
- b) the steering wheel may be replaced
- c) the front seats may be replaced
- d) rear seats may have their backs folded down and securely fastened (or cut only where necessary to allow the fitting of a roll cage or seat belts)
- e) parcel shelves may be removed
- f) trim and carpets behind the rear seats in the boot space may be removed
- g) inside door panels may be re-shaped to allow fitting of roll cage door bars or substituted by an alternative panel from a model variant
- h) safety air-bags may be removed or disabled
- i) additional instruments, switches and controls may be fitted providing the lay-out of the original components is not changed
- j) interior accessories may be added to improve comfort, convenience or safety, provided they do not affect the performance of the car
- k) the glass area of the car must not be rendered opaque except for the sun-strip area.

27.21. Engine and transmissions:

The engine must in all respects conform to that originally fitted by the manufacturer for the model of car.

27.22. Engines must be unaltered however, a 0.6mm skim of the HEAD only (not the block) can be permitted.

No other engine part may be machined, balanced, lightened, polished or otherwise modified in any way except for a service re-ground crankshaft and / or cylinder re-bore which does not exceed 1.5 mm (60 thou) or does not exceed the engine capacity class by more than 2.5 %.

27.23. Engine and gearbox mountings may be modified or replaced, provided there is no alteration to the engine or gearbox or their position within the car.

27.24. Additional engine braces are allowed, provided they utilise existing attachment points on the engine and a strengthening plate may be attached to the base of the sump-pan.

27.25. Dry sump lubrication is not permitted.

27.26. Forced induction is not permitted.

27.27. Carburettor engines may have only standard maximum two carburettor chokes (two single or one double).

27.28. Fuel injection engines must retain the standard injection system complete with plenum chambers and throttle body unmodified.

27.29. Air intake trunking, to the air filter, is free. Air filters and elements are free, but must be fitted to ensure that the vehicle complies with the noise regulations for Navigation Trials.

27.30. All component parts of the gearbox and transmissions must remain as standard for the model of car entered and be unmodified, except the clutch friction material which is free.

27.31. The use of a limited-slip or torque-biasing differential is prohibited.

Exhaust system:

27.32. The original exhaust manifold must be retained as standard but the dimensions and routing of the exhaust system after the exit from the manifold is free, provided any originally fitted catalytic converter is retained.

27.33. Additional straps and brackets may be fitted to the exhaust system.

27.34. Noise levels must comply with the regulations for Navigation Trials, as described above.

Electrical system:

27.35. The wiring loom and ignition and engine management system may not be modified. The onus is on the competitor to ensure their ECU has not been opened and/or modified in any way.

27.36. The battery may be changed and its



mounting strengthened but its position must remain as standard.

28. ADDITIONAL REGULATIONS FOR THE UP TO 1000CC ENDURANCE CLASS

It is intended that this class be an entry-level class for those wanting to participate in motor sport. Accordingly, further restrictions will apply to these Endurance cars, in an attempt to keep them as close to standard as possible.

With the following exceptions, the same regulations apply to this class as apply to the larger engine Endurance Class.

28.1. The suspension must remain as standard. The manufacturer's springs and suspension mounting points must be retained. Systems which allow the ride height to be changed, whether through commercially available systems or home-made systems (such as wedges), are prohibited. Shock absorbers must use the manufacturer's original specification or standard equivalent aftermarket replacements, and cannot be modified in any way. See 27.4 re acceptable replacements.

28.2. The wiring loom, ignition, and engine management unit must remain as standard.

28.3. A car with a capacity of less than 1000cc but not complying with the above, may, if compliant with the Endurance Class Regulations otherwise, compete in the 1001 to 1400cc class

29. FURTHER INFORMATION

Anyone seeking further information about Endurance Trials should contact:
Chairman of the Navigation Sub-Commission
Conor Maguire
Email: conmag88@gmail.com
Tel. 086-1677446



ENDURANCE TRIALS

APPENDIX 35



MI JUNIOR RALLY SERIES (MIJRS)

INTRODUCTION

This series forms one part of the Motorsport Ireland Rally Academy.

This initiative is to promote and assist junior competitors focused on developing their motorsport future.

The counting rounds of this championship and relevant information will be listed on motorsportireland.com and mijrs.ie

This dual surface **championship** is aimed at Junior drivers competing in the following classes:

- Class 21 (J1000)
- Class 2 (Rally 4)
- Class 2A (R2 and R2T)

All drivers must hold an MI competition licence and comply with the age requirements for J1000 as set out in Appendix 1 Article 2.11

All drivers in Class 2 and 2A must be under the age of 24 on January 1st in the year of competition.

ARTICLE 1. FORMAT

1.2. The Dual Surface Series will consist of tar and gravel events.

1.2.1 ***All competitors in Class 2 and Class 2A*** must start a minimum of two events on each surface.

1.2.2. For Class 21 all competitors must start a minimum of **4** gravel stage rallies, **1 gravel/loose Rallysprint** and 1 tarmac rally sprint.

1.3 In the event of the cancellation of a scheduled round the promoters will issue a bulletin to advise competitors & reserve the right to nominate an alternative event.

ARTICLE 2. ELIGIBILITY

2.1. Deleted

2.2. Class 2 and Class 2A Under 24

The Driver must be under 24 years of age on the 1st of January in the year of the award.

2.3. Class 21

J1000 Drivers and their Co-Drivers must meet the criteria set out in Appendix 1.

2.4. Eligibility for the Series is reserved to those who hold a current Competition License issued by Motorsport Ireland.

2.5. Class 21 competitors must hold a Motorsport Ireland Junior Rally Licence for the entirety of the series.

2.6. Only cars in Class 21 (J1000), Class 2 and Class 2A are eligible. Regulations published on the MI website Appendix 29.1

ARTICLE 3. AWARDS

3.1.1. ***Class 2 and 2A***

1st Overall Driver (in each Class)

- Nomination for The Billy Coleman Award Shortlist

- Winner's Trophy
- Training, coaching and support up to the value of €10,000 as part of the Motorsport Ireland Rally Academy the following year.

2nd Overall Driver

- Trophy
- Support up to the value of €7,000

3rd Overall Driver

- Trophy
- Support up to the value of €5,000

3.1.2. ***J1000***

1st Overall Driver

- Winner's Trophy
- Coaching and support up to the value of €2500

2nd Overall Driver

- Trophy
- Support up to the value of €1,500

3rd Overall Driver

- Trophy
- Support up to the value of €1,000



JUNIOR RALLY SERIES

APPENDIX 36

3.1.3 All award support will be sanctioned by Motorsport Ireland and its Rally Academy. The Motorsport Ireland Rally Academy will work alongside The Billy Coleman Award. The Co-Ordinator of the Billy Coleman Award is Sean McHugh 087 2798119
seanmac135@hotmail.com

3.1.4 If there are not at least 3 eligible award winners in each of the above classes then the award may not be issued. (New Rule to identify a minimum number of eligible award winners at the end of the series. This is being introduced to eliminate the possibility of an award with a high Euro value being won in a poorly contested class)

ARTICLE 4. GENERAL RULES.

The series will be run in accordance with the FIA International Sporting Code, the General Competition Rules of Motorsport Ireland and its appendices with regard to these regulations which are specific to this series.

4.1. Substitution of events, or alteration of dates will be permitted in the case of 'force majeure' at the discretion of the Motor Sport Council (MSC). (GCR 12)

4.2. All cars complying with the class as per Article 2.3 of these regulations are eligible for the series.

4.3. Promoting Clubs Responsibilities: The club will provide the Registrar with a class-based list of entries and reserves prior to the publication of the entry list.

4.4. The Series Coordinator is:
Name: John Quill,
Telephone: 087 9299590,
e-mail: johnsquill@gmail.com

4.5. The interpretation of the rules shall rest with the Series Coordinator in consultation, where necessary, with Motorsport Ireland. Any decision will be subject to the approval of the Motor Sport Council, subject to the overriding right of appeal under the GCRs of Motorsport Ireland.

4.6. Registration
The series Registrar is:
Name: **Cian Donnellan**
Telephone: **087 275 5142**
e-mail: **ciandon@hotmail.com**

4.6.1. Competitors must register for this **championship via the mjrsl.ie website**, to the **championship** registrar prior to starting their first event of the **championship**. The **championship** registrar will confirm receipt of valid completed MJRS registration form by digital correspondence If the competitor has not

received this receipt, it is their responsibility to make this known to the registrar before starting their first event of the **championship**.

4.6.2 Once registered, it is not a requirement that you sign on for the series at subsequent rounds.

4.6.3 Drivers register and score points on an individual basis. On registering, they agree to be bound by these regulations and any amendments subsequently issued.

4.6.4 Competitors may register for the championship until it is no longer possible for them to comply with Article 1.21 for Class 2 and 2A and 1.22 for Class 21 above.

4.6.5. Points will Not be awarded retrospectively.

4.6.6 Registered competitors who are unable to meet the minimum criteria will not be awarded any further points & will not be eligible for any award.

4.7. Competitors must display Series decals, as required by the promoters, these must be clearly displayed on both sides of the car located above the wheel line. If series decals are not on competitor's cars or competitors refuse to carry decals, series points cannot be scored for that event.

4.8. Scrutiny Requirements.
See Appendix 2 of the current yearbook.

4.9. Series Results.
The Series Registrar will issue latest standings by email to registered competitors after each round. Results will also be posted on www.motorsportireland.com

ARTICLE 5. POINTS SCORING

5.1. Points will be awarded as follows based on the final published results of each round.

5.1.1. Scoring:
Points awarded for class finishers from 1st as follows:
20, 17, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2
Each finisher thereafter will be awarded 1 point.

5.1.2 Class 2 & Class 2A; A maximum score consisting of each competitor's best performance in 6 out of 8 events will count. These being the 3 best gravel results **and** 3 best tarmac results.

5.1.3 Class 21: A maximum score consisting of each competitor's best performance in **6 out of 8** events will count. These being the **4 best** gravel



rally results and ***the result from the best gravel/loose rallysprint and best tarmac rallysprint.***

5.2. If the number of counting rounds is reduced, for any reason, the series Co-Ordinator may, in consultation with Motorsport Ireland make a recommendation to the Motorsport Ireland Motor Sport Council (MSC) as to what amendments should be made to the regulations for the series. This will take into account at what point during the series the number of counting rounds is reduced.

All registered competitors will be notified in writing within 14 days of the MSC reaching a decision.

5.3. Ties will be decided in favour of the competitor with the greatest number of wins, and failing this, the greatest number of second places etc, until the tie is resolved. If further ties remain, they will ultimately be decided on the basis of performance in the sequential order of events, i.e. the first event will count first, and so on.

5.4. In events that offer a Super rally option competitors will be allocated points as per their finishing order in class.

5.5. If an Event has to be curtailed due to Force Majeure, Series Points will only be awarded if 50% of the Stage mileage has been completed.

5.6. Following posting of provisional results for the series, competitors will have 7 days to lodge queries with the Series register (via email). Results will become final 7 days from the date they are posted.

5.7. Additional awards may be presented at the discretion of the Series Organisers/ Co-Ordinator.



REGULATIONS APPLICABLE TO ALL CIRCUIT CAR RACING EVENTS

Organisers of all Race Meetings must comply with the following:

1. GENERAL

1.1. A permit for the organisation of a race meeting, championship or series is issued at the sole discretion of Motorsport Ireland (MI) and on condition that:

1.1.1. A permit application form is submitted to MI in accordance with GCR56.

1.1.2. A valid Track Licence issued by MI exists for the circuit and its conditions are fulfilled.

1.1.3. Basic safety requirements for permanent motor racing circuits are in place in accordance with Appendix105.

1.1.4. MI licenced Timekeepers and Scrutineers appropriate to the grade of the event have been appointed.

1.1.5. In wet conditions every reasonable effort should be made to clear any accumulations of water from the track even if this means delaying the start. Further, drivers must be permitted to complete at least one familiarisation lap prior to the race if conditions have changed from dry to wet since practice.

1.1.6. All practice, qualifying and races at the event possess either a Championship Permit or Series Registration document issued by MI , or visiting series have been approved by MI.

1.1.7. Supplementary Regulations have been submitted to and approved by MI for the event.

1.2. Rights

The Organisers reserve the right, subject to approval of the Stewards of the Event to cancel or declare void the races if any unforeseen circumstances arise, and further reserve the right to divide or amalgamate any races, classes or heats, alter the length of any races and also without assigning a reason to refuse an entry or to debar any car/driver from competing.

2. RACE OFFICIALS

2.1. Clerk of the Course

2.1.1. There may be more than one Clerk of the Course, but one Clerk of the Course must be nominated as the Senior Clerk of the Course responsible for the overall control of the Meeting.

2.1.2. In the case of all Race Events, the Clerk of the Course must hold a Clerk of the Course licence issued by MI and valid for the grade of the meeting.

2.1.3. The duties of the Clerk of the Course may be delegated to one or more Assistants in accordance with GCR 131.12 The names and functions of these Assistants will be given in the Supplementary Regulations or posted in a Bulletin on the Official Notice Board before the event commences.

2.2. Judges of Fact

2.2.1. Judges of Fact and Timekeepers must be named and the Facts they are to judge either in the official programme, Supplementary Regulations, Final Instructions or a Bulletin published on the Official notice board. The Judges will report to the Clerk of the Course in respect of False starts (if any) and the order in which the cars cross the finishing line.

2.3. Marshals shall patrol between the course and all unfenced enclosures. Those stationed outside the pits, paddock or enclosures should be warned to remain behind protective barriers. Marshals should be briefed on their duties and should not wear clothing of a colour that might be confused with flag colours.

3. COMMENCEMENT OF COMPETITION:

No racing may take place until:

3.1. The Chief Medical Officer has reported to the Senior Clerk of the Course that the necessary doctors/paramedics, mobile ambulance units and first aid personnel are present and have been briefed. If no ambulance or suitable substitute vehicle is available at the event , the competition or practice must be suspended.

3.2. The Clerk of the Course has reported to the Stewards of the Meeting that the conditions of the Permit and Track Licence are fulfilled. Before making such a report the Clerk of the Course, or a deputy or an Assistant appointed by him for such purpose, shall inspect the course and its installations.

3.3. The Clerk of the Course is satisfied that breakdown vehicles are present in sufficient numbers to cope with any incidents which may be expected having regard to the course and the number of competitors.



3.4. The Clerk of the Course is satisfied that the licensed Rescue Vehicle(s) are positioned in accordance with the Track Licence.

3.5. No vehicle, other than a competing car, shall be taken on to the course during a competition, unless under the instruction of the Clerk of the Course, his deputy or assistants.

3.6. The course or its features or markings may only be changed between the last practising period and the event in exceptional circumstances. Consideration may be given by the Clerk of the Course in consultation with the Stewards to arranging additional scheduled practice.

3.7. If the organisers arrange to display signs to competitors indicating the progress of the race, these signals will show the number of laps or time remaining, unless the Supplementary Regulations or Final Instructions or an official bulletin from the Clerk of the Course indicates otherwise.

4. SIGN ON

4.1. Drivers must present to the Race Secretary at "sign-on" and sign a form prescribed by MI.

4.1.1. Present their valid Race Competition Licence, with a valid medical date, and

4.1.2. International Medical Aptitude Certificate (if applicable),

4.1.3. Entrants Competition Licence (if applicable).

4.2. Prior to practicing any driver who has not raced on the circuit in its current configuration in a car must report to the Clerk of the Course, or his nominee, who will brief the driver before they start practice.

5. SCRUTINY

5.1. Before signing or attempting to sign on for a race held under the G.C.R.'s of Motorsport Ireland (MI), an Entrant / Driver must have submitted their vehicle for Safety Scrutiny at a place and time as agreed with the Chief Scrutineer. On finding that the safety of the car complies with MI regulations, an appointed scrutineer will issue the Entrant / Driver with a signed scrutiny sheet to be presented to the secretary of the event at sign on.

5.2. Any competitor not submitting his car as instructed may be fined or disqualified.

5.3. All cars and drivers must comply with Appendix 2, Article 18 of these Regulations and any approved Championship or series Regulations.

5.4 No car may be driven in the event until it has been approved by an MI Scrutineer at Safety Scrutiny.

5.5. The future condition of such vehicle will be the responsibility of the Entrant / Driver who must maintain the "Safe Status". All vehicles entered and presenting to race under the G.C.R.'s of MI will be subject to "spot check" safety / eligibility scrutiny by MI appointed scrutineers.

5.6. If, after approval for an event, any car is dismantled or modified in a manner which may affect its safety or eligibility or is involved in any accident which is likely to have a similar effect or is driven in practice or competition at another event, it shall be represented for approval. The Entrant shall be responsible for seeking such fresh approval.

5.7. In the event of an accident or collision occurring during practice or a race the car or cars involved may be required to return to parc ferme for examination.

5.8. Any car which is involved in an incident which is rendered unable to proceed, or where any person is injured must not be touched by any person other than officials, without approval of the Clerk of the Course. Furthermore, the driver concerned may not race again without the approval of the Chief Medical Officer.

5.9. No car, having been presented for scrutineering, may be taken away from the circuit before the final technical checks have been concluded for the race. Cars removed from Parc Ferme without the prior authority of the Chief Scrutineer, will be reported to the Clerk of the Course.

5.10. Where an on-board camera or other recording device is fitted to a car the fitting and the device must be examined by a Scrutineer to ensure that it is safe before the competitor takes part in practice or race.

6. COMPETITION NUMBERS

6.1. Competition Numbers must be displayed on each side of the car and to show forward so as to be clearly visible to the Timekeepers from the timing position. Numbers must be waterproof and in black figures on a white background.

6.2. The figures must be 23cms in height and 5cms wide. Competition numbers are subject to the approval of the scrutineers and must be in accordance with Appendix 6.

6.3. The Chief Timekeeper may decline to record the performance of any competitor whose competition numbers are not readily apparent to lap recorders.



6.4. While the car is being driven or openly towed on public roads to or from the circuit these competition numbers must all be covered.

6.5. Novice Drivers.

Any car driven by a person who has not received six car race signatures (or 5 signatures and a completed IMC course) on their National B Licence, shall place on the back of the car a yellow square, 18cm x 18cm, with a black diagonal cross, with strokes 15cm long and 2.5cm wide.

6.6. Breach of these regulations may lead to a penalty as defined in GCR 142 and 150.

6.7. In races where two or more classes are merged or take a combined start no two cars shall carry the same race number.

7. OFFICIAL PRACTICE / QUALIFYING.

7.1. Each Driver must complete not less than two practice /qualifying laps unless they have previously raced over the course in its current layout within the preceding twelve months.

7.2. Organisers will provide a separate practice session for each race, Championship or Series. Cars practising out of session will be placed at the back of the grid, without the addition of a time delay. If more than one driver is subject to this rule, then starting positions will be decided by the Clerk of the Course.

7.3. During practice the number of cars on track shall not exceed the number permitted to race by more than 20% unless the Track Licence specifies otherwise.

7.4. Any intending driver, who in the opinion of the Organisers, drives in any way likely to prejudice the interests of Motor Racing may be excluded and forfeit his Entry Fee. per GCR 142 and 150.

8. TIMING

8.1. At all times throughout the event, all competing cars shall be fitted with a working timing transponder to enable each competing car to be timed.

8.2. The transponder should be securely fitted in the approved bracket fitted in the designated place as indicated by the Chief Scrutineer or as designated in Championship or Series regulations. This must be done prior to any practice or race. It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the car.

8.3. The transponder identification number should be submitted to the Event Secretary on the Entry form.

8.4. The transponder must be of a type that is compatible with the timing equipment being used by the Chief Timekeeper and may be direct or battery powered.

9. STARTING GRIDS

9.1. The Supplementary Regulations or Final Instructions will specify:

9.1.1. The method of determining starting positions.

9.1.2. The maximum number of starters in each race.

9.2. Each car shall have an allotted start position in accordance with 9.3.

9.3. Starting positions will be determined by:

9.3.1. practice times, or

9.3.2. handicap, or

9.3.3. finishing order in a preceding race, or

9.3.4. selection made with the object of placing the fastest driver at the front, or

9.3.5. current positions in a Championship, or

9.3.6. ballot (by the method specified in Supplementary Regulations, Final instructions or by bulletin).

9.4. When starting positions are determined by practice times:

9.4.1. Only those times established by a driver in the car, correctly numbered, eligible and which he is driving in the race, will be recorded.

9.4.2. All competitors in an event must be given the opportunity to take part in the same practice session.

9.4.3. Any lap times recorded in a correct practice session will be taken into account in determining grid positions, even if the remainder of the qualifying laps are completed "out of session".

9.5. In the case of championship or series having two races but with only one qualifying session, the competitors fastest time will count towards the grid position for race 1 and the competitors second fastest lap will count towards the grid position for race 2 unless Supplementary Regulations or Championship Regulations state otherwise.



9.6. Within the provisions of 7 and 9.4 the lowest practice time will be considered the best and that driver and car will be given pole position for the start, with other drivers and cars arranged in order of their times. When identical times are recorded by more than one driver in the official practice session for that race, the driver who first sets the time will receive the better starting position.

9.7. If track conditions have changed from dry to wet since official practice, drivers will be permitted one reconnaissance lap prior to the race. Drivers will be notified before the grid is formed.

9.9. Starting

There are two methods of starting. The Supplementary Regulations or Championship Regulations must state the method to be used.

9.9.1. Standing start. A standing start occurs when the cars are stationary on their correct grid positions, with engines running, when the starting signal is given. Timing will commence when the starting signal is given. The starting line is the line in relation to which the position of each vehicle is fixed prior to the start.

9.9.2. Rolling start. A rolling start occurs when the cars are moving at the moment the starting signal is given. To achieve a rolling start the competitors may be led by a Pace Car until the Pace Car is instructed by the Clerk of the Course to turn off its lights and leave the circuit. Competitors must maintain formation until the starting signal is given. All rolling starts must be in a 2x2 or 1x1 grid formation. The start line is the line on which the timing commences, when crossed.

9.10. Starting positions shall be notified as soon as practicable before the start.

9.10.1. Starting positions shall be notified on the Official Notice board.

9.10.2. Each car will be allocated its notified position on the starting grid. It is the responsibility of the driver to place his car in the correct position, unless instructed not to do so by an official appointed to control the start.

9.10.3. It is not permitted to change tyres between leaving the assembly area and the start of the race, except in the case of force majeure (puncture, obvious damage) or with the permission of the Clerk of the Course. No artificial tyre heating or heat retaining devices may be used during this period.

9.10.4. The pit exit will be closed 30 seconds after the last able car leaves the entry point on to the circuit. After this time any cars and drivers exiting the assembly area will be required to start

from the pit lane after the last car has passed the pit lane exit at the start of the race. Once the countdown has commenced any car still in the pit lane or assembly area must start at the back of the field at the commencement of the green flag lap or race start, whichever is appropriate as deemed by the Championship Regulations or the Clerk of the Course.

9.11. Visual warning will be displayed as per the Regulations and/or Final Instructions. These visual warnings may be supplemented by sound signals.

9.12. If through unforeseen circumstances the formation lap cannot commence after the display of the one minute, or other signal, drivers will be notified by the display of a "Start Delayed" board. Engines may then be stopped but only on the instructions of the Clerk of the Course.

9.13. If a "Start Delayed" signal is given, the start procedure will be recommenced by the display of the one minute warning, and so on.

9.14. For all races with a countdown of 3 minutes or less, officials and drivers are the only persons allowed on the grid.

9.15. For all starts the driver will be seated in the car with the engine running.

9.16. Any driver in position on the grid but unable to take part in the start shall indicate his difficulty by raising his arm vertically or opening his door. Marshals should warn other drivers by means of a Yellow flag. These cars may be started after the other competitors have left the grid.

9.17. For all categories of cars the start will be preceded by a formation lap. Following the display of the 30 second signal the starter will release the cars by waving a green flag. The cars will keep in grid formation during this lap with the pace set by the pole position driver. No practice starts are allowed in the course of this lap. At the end of the lap, the cars will return to their grid positions and stop with engines running.

9.18. A 5 second board will be used to indicate that the grid is complete.

9.19. The order to start will be given by signal lights, or a starting flag where signal lights are unable to be used.

9.19.1. If by signal lights, approximately 5 second after the 5 second board is withdrawn the red lights will be switched on. After a further 2 to 6 seconds the red lights will be extinguished to indicate the start of the race.

9.19.2. Red lights extinguished can be used to indicate both a standing start or a rolling start.



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9.19.3. If by starting flag, downward movement of the starting flag (normally the National flag) will indicate the start of the race.

All competitors must be briefed on the use of this option, where it is not the usual procedure.

9.20. A grid may be formed in two parts allowing the first part of the grid to be started in advance of the second. The signal lights or starting flag will be used to start the first part and the second part started only by use of the starting flag. For any circuit up to and including 3kms in length a time delay of 10 seconds is mandatory to separate the grids. For any circuit over 3kms in length the time delay, between the two grids will be no less than 10 seconds and no more than 20 seconds. All competitors must be made aware of such start procedures through Supplementary Regulations or Final Instructions.

9.21. Following the release of the first part of the grid, should an obstruction for the second start appear, the race must immediately be red flagged.

10. PENALTY FOR FALSE START

10.1. A false start occurs when a driver under Starters orders is either:

10.1.1. In an incorrect position on the grid, or

10.1.2. forward from the prescribed position, or

10.1.3. moving before the red lights are extinguished, or

10.1.4. in the case of a rolling start fails to maintain his correct station, or accelerates early or unevenly.

10.2. In the case of a false start the driver concerned shall be penalised by the addition of 10 seconds for races up to 50 Km, and 60 seconds for races exceeding 50 Km to the time taken by him to complete the course (see also 10.3). The penalty shall be notified as soon as practical to the driver, or his representative and the final classification amended accordingly. Where a race is run in more than one part false start penalties will not affect grid positions for any restart and will only be applied when the final classification is being prepared.

10.3. In any case where the Supplementary Regulations so provide, the Stewards of the Event shall have power to increase the amount of the above mentioned penalties or to impose other penalties within the limits prescribed in such Supplementary Regulations.

11. FLAG SIGNALS.

Official Signals will be conveyed to drivers by the following flag signals which may be displayed

by an appropriately coloured panel to which the competitor number may be attached.

All flags must be a minimum of 60cm x 80cm.

11.1.1. Blue flag - Stationary. Another competitor who is in a position to lap you is following close behind

11.1.2. Blue flag - Waved. Another competitor who is in a position to lap you is following you closely and is attempting a passing manoeuvre. Allow the competitor to pass unhindered.

11.1.3. White flag - A service car or slow moving car is on the circuit. The white flag should be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector.

11.1.4. Yellow flag - Stationary. Danger, slow down, no overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning.)

11.1.5. Yellow flag - Waved. Great danger, slow down considerably, no overtaking, be prepared suddenly to change from the projected racing line or take other evasive action, be prepared to stop, if necessary. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning.)

11.1.6. Yellow flag with Red stripes - Stationary. Slippery surface ahead.

11.1.7. Yellow flag with Red stripes - Waved. Slippery surface imminent.

11.1.8. Green flag. All clear, at the end of a danger area controlled by yellow flags. It can also be used to signal the start of a formation lap.

11.1.9. Red flag. Immediately cease racing and proceed slowly and with maximum caution to start line or pits as instructed by marshals, being prepared to stop should the track be blocked. No Overtaking. (This signal may be supplemented or replaced by flashing red light(s), as an added warning.)

11.1.10. Red flag waved at individual marshal's posts. The Race has been stopped. Proceed as 11.1.9 above. No Overtaking.

11.1.11. Black flag with Orange disc displayed with number. A warning of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned must present at the designated area on the next lap where repairs may need to be carried out before restarting.

11.1.12. Black and White Rectangular flag split diagonally and displayed with a number.



A warning, to the driver of the car bearing the number that his behaviour is suspect and that he may be Black-flagged on further reports.

11.1.13. Black flag displayed with a number. The driver must stop at the designated area within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by removing a car from the race by display of the Black flag. The penalty for ignoring the black flag shall be exclusion from the race.

11.1.14. Black and White Chequered flag. End of Race or session.

11.2. At an incident where the track is obstructed, or marshals are working at the trackside; the attention of drivers should be gained by the deployment of a Waved Yellow at the Flag Post preceding the incident.

11.3. This should be reinforced by deploying a Stationary Yellow at the post prior to where a Waved Yellow is shown. NB. In very serious cases, this flag may be supplemented by a waved yellow flag at this post.

11.4. A Stationary Green should be deployed at the post immediately after the incident.

11.5. If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a stationary yellow, followed by a stationary green.

11.6. The Clerk or Deputy Clerk of the Course has exclusive authority to deploy the following flags: Start Flag (National Flag), Chequered Flag.

11.7. Red Flag, Black & White Flag and Black Flag should only be deployed with the approval of the Clerk of the Course. The stewards should be notified.

11.8. Hazard Area Board: A warning of a hazard that was not present when the practice/race commenced.



12. SAFETY CAR.

12.1. The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course.

12.2. For the purpose of these regulations the Safety Car will be located in accordance with the current track licence for the circuit, will enter and exit the circuit from this position and Safety Car (SC) boards and a stationary yellow flag will be shown initially from the Start line. If for safety or other relevant reasons a change in regulations is required a specific drivers and observers briefing will be given at the event, detailing the exact procedure to be used.

12.3. On the order from the Clerk of the Course, the Safety Car will join the circuit with its **yellow/amber lights illuminated**, regardless of where the race leader is.

12.4. When the order is given to deploy the Safety Car a stationary yellow flag and SC board will be displayed at the start/finish line and at each flag post on either side of the start/finish line. Once the yellow flag and SC board is displayed at a flag post, each preceding, or subsequent flag post, should also display a yellow flag and SC board.

12.5. Flashing yellow lights may also be used at the Startline and at other points around the circuit.

12.6. Each time the Safety Car passes a flag point the yellow flag will be waved continuously while the Safety Car and all competing cars following it remain in the section between this point and the next flag point.

12.7. All competing cars, when notified of the Safety Car intervention (by the flag signals, SC boards, or by any other means) will reduce speed and line up behind the Safety Car, not more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the Observer in the Safety Car.

12.8. When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

12.9. While the Safety Car is in operation competing cars may stop at their Pit, but may not rejoin the track while the Safety Car and the line of cars following it are passing the Pit Exit. A car



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rejoining the track will proceed at reduced speed and without overtaking until it reaches the end of the line of cars behind the Safety Car.

12.10. The Safety Car will remain in operation until at least the majority of cars on the circuit are lined up behind it.

12.11. When the Clerk of the Course calls in the Safety Car it will extinguish the yellow flashing lights prior to exiting the circuit. (It is recommended that this is prior to the 2nd last corner on the circuit) and the lap should be completed with the lights extinguished.

12.12. Following the withdrawal of the Safety Car and prior to passing the Green Flag, the race leader will maintain the pace and should maintain a gap of no more than 5 car lengths. To minimise the likelihood of accidents before the Safety Car returns to the pits, from the point at which lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking, nor any other manoeuvre which is likely to endanger other drivers or impede the start.

12.13. When the Safety Car pulls off the circuit a green flag will be waved at the start line. All flag posts will withdraw their yellow flag and SC board, in both directions and replace them with a stationary green flag for one lap.

12.14. Overtaking remains strictly forbidden for each competing car until it passes the green flag at the start / finish line.

12.15. Each lap covered while the Safety Car is in use will be counted as a race lap, unless specified to the contrary in the Supplementary Regulations or Championship regulations. When a race is for a specified period of time the length of the race will not be extended.

12.16. Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

12.17. Should it be necessary to stop a race during Safety Car deployment, the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed, and then, when the Safety Car comes to a stop at a position indicated by the Safety Car Observer (usually either the grid or Parc Ferme), all competing cars must stop behind it unless otherwise directed.

12.18. In exceptional circumstances the following may apply:

12.18.1. The race may be started behind the Safety Car. Its flashing yellow/amber lights will be turned on at the two minute signal. This to signal to the drivers that the race will be started behind the Safety Car which will remain in front of the grid for the remainder of the countdown. When the Green flag is shown at the Start/Finish line the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 car lengths apart. The race is deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

12.18.2. Cars will leave the grid in single file order behind the Safety Car under the instruction of the Chief Start/Finish line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case drivers may carefully overtake to re-establish the original starting grid order. If a car falls to the back of the grid, it must remain in that position.

12.18.3. Any car(s) delayed leaving the grid may not overtake another moving car, if stationary after the reminder of the cars have crossed the Start/Finish line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.

12.18.4. A time penalty or drive through penalty may be imposed on any driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another driver during these laps.

12.18.5. The "SC" boards and Yellow flags will be displayed at Marshal's posts around the circuit until the Clerk of the Course withdraws the Safety Car in accordance with Articles 12.10 to 12.12.

12.18.6. All laps undertaken in this start procedure will be counted as race laps.

12.19. Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time while the Safety Car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

12.20. The Clerk of the Course for the race may impose a penalty upon any competitor or team who they consider has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. In the event where one competitor breaches these Safety Car Regulations for the benefit of another competitor, both may be penalised.



13.RESULTS

13.1. In the case of a race over a set distance or duration the winner shall be the competitor who covers the distance in the least time and the end of the race signal will be displayed when the first competitor completes the set distance or duration.

13.2. After receiving the signal for the end of race or practice, cars will maintain station and proceed at reduced speed directly to Parc Ferme unless the Supplementary Regulations specify otherwise. Any vehicle which did not complete the practice or race must also proceed to Parc Ferme unless advised to the contrary by an Eligibility Scrutineer or Chief Scrutineer. Only the driver and officials are granted access to Parc Ferme, unless a team member is requested by the Scrutineer to be present.

13.3. The race will be considered finished three minutes after the first display of the end of race signal. Classification will be decided by the number of laps completed by each competitor, and where there is equality in the number of laps, by the time taken. Only cars that have covered at least three quarters of the race distance or duration covered by the class winner and crosses the Finish line, not in the Pit lane, under their own power will be classified as a finisher.

13.4. If any competitor on his final lap is prevented by a stop signal from proceeding to the finish line, his placing shall be determined from his time at the start of the lap.

13.5. Should the end of race signal inadvertently be displayed before the leading car completes the scheduled number of laps or the prescribed race time has been completed, the race will nevertheless be deemed to end the moment the signal is deployed.

13.6. Should the end of race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the published race distance or duration and the competition classified accordingly.

13.7. Competitors must remain available at the event until any protest period relating to their event has elapsed, failing which any judicial action against or relating to that competitor may be heard in their absence. If a competitor wishes to leave the circuit before the expiry of the protest period, permission must be sought from the COC.

14. STOPPING A RACE

14.1. Any race can be stopped at the sole discretion of the Clerk of the Course by ordering the display of the Red flag at the Start/Finish line.

14.2. 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 Start line and at all Marshal Signalling Points around the Circuit. ***This may be supplemented by Red Lights being switched on at the Start line and around the circuit.*** When red flags are deployed all competitors will immediately cease ***racing and proceed slowly with maximum caution, no overtaking. All competitors should be prepared to stop if the track is blocked*** and if during a practice session, will return to Pit Lane or if during a race, will return to the Grid.

14.3. Case A.

Less than 2 laps completed by the race leader. The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart will be replaced by reserves that will start from the back of the grid in reserve order. Gaps on the grid should not be closed up.

14.4. Case B.

More than 2 laps completed by the race leader but less than 75% of the total distance or duration. The race will restart from a grid set out by the finishing order of part 1. The grid shall be based on the order of crossing the Finish line at one lap less than the number of laps completed by the leader at the time of the ***first*** showing of the Red flag. ***Gaps on the grid should not be closed up. The result of the race will be the finishing order of part 2. The final result will not be aggregated.***

14.5. If a race covered by 14.4 cannot be restarted either at that time or later during the same event for whatever reason then a result will be declared. The finishing order will be based on the order of crossing the finish line at 1 lap less than the number of laps completed by the leader at the time of first showing of the Red Flag.

14.6 Case C.

If the race leader has completed more than 75% of the race distance or duration at the time of the stoppage, the race may not be restarted unless the Clerk of the Course, ***in consultation with the Stewards of the Meeting***, deems it appropriate to restart the race. If the race is not restarted the finishing order shall be based on the order of crossing the Finish line at 1 lap less than the number of laps completed by the race leader at the time of the ***first*** showing of the Red flag.

14.7. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter duration or distance than originally scheduled or may be abandoned altogether. If the second part is of a shorter duration, the 75% calculation in 14.4 will be based on the new duration. The result will list



all competitors who took the start in the race even if they did not take part in the restarted race and will include the first part for purposes of establishing lap records and point scoring where applicable.

14.8. *In the interval between stopping and restarting the race, cars proceeding under their own power may return to the pit area for repairs.*

They may not return to the grid but may join the race from the pit lane, if passed by a scrutineer and approved to do so by the Clerk of the Course, after all the other cars have started. Relevant spaces on the grid will be left vacant. No work may be carried out on the grid unless on grounds of safety and with the approval of Race Control.

14.9. *Should a competitor receive outside assistance to return to the track, they may not return to the grid but may join the race from the pitlane, if passed by a scrutineer and approved to do so by the Clerk of the Course, (but behind cars detailed under 14.8) after all other cars have started.*

14.10. *Only competitors proceeding under their own power at the time the Red flag is first shown will be classified in the final results subject to 14.11. A competitor not proceeding under their own power when the race was stopped may petition the Clerk of the Course for reinstatement if such situation was caused by forces outside the vehicle.*

14.11. *A competitor who is deemed to have caused a red flag may be subject to additional penalties at the discretion of the Clerk of the Course.*

14.12. *Incidents occurring during the discounted part of a race (14.3 and 14.4) will be dealt with in accordance with the GCRs.*

15. DRIVERS BRIEFING/MEETINGS.

Competitors must attend any meeting or briefing where this is required, in the Final Instructions, indicated on the official notice board, by the Clerk of the Course, or by the Stewards of the Event.

16. TRACK REGULATIONS

16.1. A driver must at all times drive in a manner compatible with general safety and any penalty incurred under these regulations shall not prevent any appropriate action under GCR 139, in respect of careless, reckless or dangerous driving.

16.2. A car alone on the track may use the full

width of the said track, however, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity. If the driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display the blue flag. Any driver who appears to ignore the blue flags will be reported to the Clerk of the Course.

16.3. Overtaking, according to the circumstances, may be carried out on either the right or the left. A driver may not deliberately leave the track without justifiable reason. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Clerk of the Course.

16.4. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt: (a) The white lines defining the track edges are considered to be part of the track. (b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.

16.5. Should a car leave the track for any reason, and without prejudice to 16.6 below, the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.

16.6. Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of the Course and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

16.7. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed to be potentially dangerous to other drivers at any time.

16.8. Track Limits. Breach of track limits may be penalised as follows:

First Offence

– No penalty

Second Offence

– Warning Flag

Third Offence



– 5 second penalty(Zero penalty points)

Fourth Offence

– Drive through penalty(Zero penalty points)

Fifth Offence

– Exclusion from race

16.9. Except in cases of force majeure (accepted as such by the Clerk of the Course), any line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of a car leaving the pits.

16.10. Any driver intending to leave the course, or to enter the pits, shall signal his intention in good time and shall satisfy himself it is safe to do so.

16.11. The driver of any car leaving the track, being unable to maintain racing speed should signal his intention to do so in good time and is responsible for ensuring the manoeuvre is carried out safely and as near as possible to a point of exit.

16.12. Should a car stop somewhere other than in the pit lane it must be moved as soon as possible so that its presence does not constitute a danger, or hinder other drivers. If the driver is unable to move the car, marshals may assist. If such assistance results in the driver re-joining the race, this must be done without committing any breach of the regulations and without gaining advantage.

16.13. No vehicle able to proceed under its own power shall be stopped either on track or the verges of the course but shall proceed to the pits or paddock unless in doing so it causes a hazard to other competitors.

16.14. During the race, fuel, oil, water, spare parts or outside assistance (other than in accordance with 16.12) must not be obtained other than in the pits.

16.15. The Clerk of the Course shall ensure that after every accident or incident involving a competing vehicles the following are informed:

16.15.1. The Chief Scrutineer where mechanical failure is suspected, mechanical damage is substantial, or the completion of a serious incident form is necessary.

16.15.2. The MI Steward of the Meeting where there is injury involving treatment beyond the capability of the venue staff or where judicial action is likely or has been taken.

16.16. No vehicle or driver involved in a serious incident shall continue in practice or competition nor may leave the venue, without the approval of the Chief Scrutineer or Chief Medical Officer, as appropriate. Full details of such approval must be

included in the Stewards report to MI.

16.17. At the conclusion of each race each Marshal post shall report any incidents to the Clerk of the Course. Marshals shall also pay attention to driving standards.

16.18. At Race Circuits where specialised “snatch” vehicles are used all such vehicles must be operated by suitably trained personnel and under the protection of Yellow flags, or by neutralisation of the race.

16.19. Live “snatch” is prohibited for : single seaters and open sports cars without a full roll cage.

16.20. No competing vehicle shall be driven in the reverse direction of the track except for the minimum distance to remove it from an unexpected situation and then only under direct instruction of Race Control.

17. “STOP – GO ” AND “DRIVE THROUGH” PENALTIES.

17.1. The Clerk of the Course has the authority to impose a Stop-Go or Drive Through penalty and the following procedure must be adopted:

17.2. The COC shall immediately instruct the appropriate start line official to display the black flag and the competitor’s number on a board clearly marked with the words Stop and Go or Drive Through. This board will be displayed to the entire field and for a maximum of 3 laps.

17.3. The officials will clearly display the board to the pit lane in order to inform all present of the decision. The COC shall also advise the pit crew in writing as soon as reasonably possible.

17.4. The relevant driver must then come to the designated area as defined in Final Instructions within one complete lap of the display of the Black Flag and must proceed to the designated area without stopping elsewhere in the pit lane and remain there for the period of the time penalty. Upon the designated signal, the driver shall re-join the race without calling at his pit.

17.5. The driver who receives a Drive Through penalty must enter the pit lane and re-join the race without stopping.

17.6. At all times the driver will drive in the pit lane at a safe speed and manner, obeying all signals.

17.7. Unless the driver has already entered the pit lane in order to serve the penalty, prior to the display of the Safety Car board at the Start/Finish line, the driver may not serve the penalty until



such time as the penalised car passes the Green flag at the Start/Finish line at the end of the Safety Car deployment. Any laps carried out behind the Safety Car will be added to the one lap maximum.

17.8. Failure to comply with this procedure, or stop within 1 lap of the flag being displayed may result in additional penalties being applied in accordance GCR's 142 & 150.

17.9. A time penalty of not less than 10 seconds to be added to the competitor's finishing time will replace the above procedure if there are 2 or less laps remaining in a race.

18. DRIVERS EQUIPMENT

18.1. A driver shall throughout the competition wear the undernoted items, properly fastened, and positioned:

18.1.1. A crash helmet to a standard specified in the current regulations and bearing an MI Safety Helmet Approval sticker, which fits properly and is in a serviceable condition (See Appendix 2 Article 17).

18.1.2. An FIA approved head restraint device, fitted in accordance with FIA regulations (See Appendix 2 Article 17.3).

18.1.3. Current FIA homologated flame retardant overalls, underwear, socks, boots, balaclava, and gloves . Flame retardant overalls must cover the arms to the wrists, the legs to the ankles and the torso the neck during the competitive sections of the event. (See Appendix 2 Article 23).

18.2. All items must be produced for inspection and approval at Scrutiny. Any driver found not complying with these regulations shall be penalised by the the imposition of any of the penalties listed in GCR 142.



GENERAL RACING CLASS SPORTING REGULATIONS

1. GENERAL

The regulations applicable to Racing are as the current MI Yearbook including the GCR's, Appendix 15 (Championships), Appendix 40 (Circuit Racing), these General Class Sporting regulations and the specific class sporting regulations.

1.1. Class Championship Organisers.

The Class Championship Organisers reserve the right to amend or vary the individual Class Sporting Regulations at any time before or during the Championship and to further issue additional statements concerning the regulations from time to time, subject to MI approval. All such statements will be notified in the MI Bulletin, on the MI website and to all registered competitors by post or e-mail to the address notified on the Class Registration form.

1.2. Eligible Cars.

1.2.1. As per Class Technical Regulations issued by the class and approved by MI.

1.2.2. Changes to Class Technical Regulations will be notified in the MI Bulletin and the details will be notified to registered competitors by post or e-mail to the address notified on the Class Regulation form.

1.2.3. Competitors must be registered for a Class Championship with the Class Organisers and be in possession of a valid racing licence issued by MI or be a valid racing licence and medical issued by an ASN of a member country of the European Union. Specific Class Registration details are found in the Class Sporting Regulations

1.2.4. Only those cars complying with the current Class Technical Regulations (in compliance with MI regulations as notified per Article 1.2.2 above), will be allowed to compete in any round of a Class Championship.

1.3. Class Registration and Championships

1.3.1. In order to be eligible, score points, obtain prize money (if Applicable), championship decals, and championship awards, a driver must complete the appropriate class registration form and return, accompanied by the registration fee, to the Class Championship co-ordinator at least 2 weeks prior to their first race in the championship.

1.3.2. The number, date and place of Class Championship rounds will be notified by publication in the MI Bulletin and on the MI

website. MI reserves the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all registered competitors by publication in the earliest available MI Bulletin and on the MI website.

1.3.3. Championship Points.

Unless stated otherwise in the individual Class Sporting Regulations, and subject to approval by MI, points will be allocated in accordance with appendix 15 of the current MI Yearbook. In the event of a tie, the championship position will be resolved in accordance with Appendix 15 Article 6.10.

1.3.4. Awards.

Unless stated otherwise in the individual Class Sporting Regulations, awards will be presented for 1st, 2nd and 3rd for each race for each class. In the event of any provisional results or revision of championship tables being amended after any provisional presentations and such revisions affect the distribution of any awards and prize money (if applicable) the competitors concerned must return any such awards and prize money to the Class Championship co-ordinator in good condition within 14 days.

2. ENTRIES.

In accordance with Appendix 40 Article 10 of the MI Yearbook

3. CAR PREPARATION, SAFETY AND SCRUTINY.

General requirements, including personal safety equipment are set out in Appendix 2 and 3 of the MI Yearbook. Helmet care and eligibility is detailed in Appendix 4 and 5.

Event scrutiny and sign-on procedures are in Appendix 40 Article 11.

4. RACE PROCEDURE.

As per Appendix 40 Article 13 of the MI Yearbook.

5. STARTS / DELAYED STARTS.

As per Appendix 40.

6. JUDICIAL PROCEDURES.

In accordance with the GCR's of the MI Yearbook



7. RACE PENALTIES - BREACH OF RULES.

7.1. In Accordance with the GCR's of the MI Yearbook, in particular Chapter 10.

7.2. Any breach of driving standards will be dealt with firmly. Video or similar equipment under the control of Circuit, Race or Class organisers can be used to facilitate decisions by the CoC or Stewards. Video or similar equipment fitted to competitors' vehicles can be used to facilitate decisions by the CoC or Stewards. Competitors carrying in-car video equipment must ensure that they are forward facing and must provide the CoC or Stewards with the equipment on request.

8. RACE PENALTIES - INFRINGEMENT OF TECHNICAL REGULATIONS.

8.1. Post-qualifying / pre race.

8.1.1. Any competitor whose car is subject to a technical reject report, or other judicial action affecting the technical eligibility of the car, must represent the car for scrutiny, together with the reject report, at the designated place of scrutiny no later than 40 minutes before the time notified for the race to start. Time is of the essence and force majeure does not apply. This will be enforced by the MI scrutineers.

8.1.2. Any competitor who does not submit their car for re-scrutiny, or whose car fails re-scrutiny, may be subject to penalties imposed by the Clerk of the Course and/or Stewards.

8.2. Ineligibility

8.2.1. Any competitor whose car is deemed ineligible under the relevant current Technical Regulations shall normally be excluded from the race, qualifying or other official on track activity where detected.

8.3. Sealing / Examination

8.3.1. If a vehicle/component is sealed for subsequent technical examination the competitor must adhere to the procedure as laid out in Appendix 2 - 28.9.1. The sealed items must be available for examination at the notified time and place. If a vehicle component is not made available for examination, it will be considered ineligible. This will be reported to the Clerk of the Course for the application of penalties in accordance with MI Yearbook and these Championship Regulations.

9. ADVERTISING RIGHTS.

All advertising will be in accordance with GCR's Chapter 15

10. ELIGIBILITY / SAFETY SCRUTINEER.

As appointed per event by the MI Technical Commission.

11. TECHNICAL.

MI Race Commission will publish annually on the MI website the Technical Regulations for each approved Championship class. Each class will have a "Class Technical Liaison" (CTL) person.

(As Nominated by the class and approved by Race Commission.) Any changes will be notified in the MI Bulletin as noted in Article 1.2.2 above.

12. TELEVISION.

12.1. By entering the championship competitors and their teams are obliged to assist the class championship organisers in the promotion of the championship and in particular any television coverage. All competitors and their teams are obliged to assist the nominated TV production company in the recording of the championship through the granting of interviews when requested and any other reasonable requests of the TV production company.

12.2. Cars must carry an in-car or on-board camera at the sole request of the championship co-ordinator and allow this equipment to be fitted at any reasonable time at the request of the TV production company. No other in-car video or film cameras will be permitted without the written agreement of the class championship co-ordinator or designated representative and /or MI.

12.3. The fitting of cameras must satisfy the safety requirements of the scrutineers.

12.4. Competitors selected to carry an in-car camera must display a championship sponsors logo in front of the camera. Other advertising in view of the camera is not permitted without specific agreement.

12.5. The competitor or anyone associated with them are prohibited from trying to influence the editorial decisions of the TV production company in connection with any broadcast material.

12.6. All television rights are the property of MI or the class organizing television coverage. Any broadcast, rebroadcast or reproduction without the express written permission of the class organiser and/or MI is strictly forbidden.

12.7 Appearance.

At the start of each event, practice and race cars must be clean and well painted, rust free and have no un-repaired accident damage. All panels must be properly secured and sign writing must be of high quality. All championship decals must be present and fitted in the prescribed position.



Advertising carried on any car must not be in direct conflict with the aims of the championship sponsors. The organisers reserve the right to forbid any car which does not fully satisfy these requirements from taking part in any event run under these sporting regulations.

13. RACE FINISHES.

13.1. After taking the chequered flag drivers must progressively and safely slow down, not pass any competitors ahead of them and return to the Parc Ferme area. Drivers must keep their helmets on and harnesses done up until arrival in Parc Ferme.

13.2. Parc Ferme regulations apply from the Finish Line until permitted to leave the Parc Ferme area.

13.3. Once in the Parc Ferme drivers required for podium presentations must proceed immediately to the podium. The drivers required are those finishing first, second and third.

13.4. Team personnel are only allowed into Parc Ferme at the invitation of the chief scrutineer. The presence of any unauthorised team personnel may render that car(s) liable to exclusion from the event. The Class Technical Liaison (CTL) may be present as an observer when their class is in Parc Ferme post race.

13.5. Cars may be held in Parc Ferme for a minimum of 15 minutes after each qualifying session and race.

14. CAMERAS.

14.1. It is mandatory for all competitors to have video recording equipment fitted in their cars and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of circuit ahead (incorporating the steering wheel of the car) as would be expected to provide a representative driver's eye view. The fitting of the cameras must satisfy the safety requirements of the Scrutineers. The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor. Competitors must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward facing camera mandated, but any additional video recording equipment utilised on the car.

14.2. Competitors may have use of any footage not required by the officials for their own use and may use any impounded footage when the officials return it to them.

14.3. Unless otherwise stated in class sporting regulations, where no recording is available, for whatever reason, the competitor will receive a ten second penalty to their race result, or a ten place grid penalty in the case of practice or qualification sessions.

14.4. Competitors shall ensure that video recording is kept in a format that can be submitted to, and viewed by, the event officials until at least midnight on the day of the event.

GENERAL DIGITAL MOTORSPORT CHAMPIONSHIP REQUIREMENTS:

1.1 All competitors are required to have a current MI **E-sports** licence.

1.2 To compete in the championship you will need an iRacing account with a grade D Licence or above.

1.3 **Deleted**

1.4 **Deleted**

1.5 The car used will be announced online a week before each championship opens for registration.

1.6 The set-up will be fixed and will be released via Discord on the iRacing set-ups channel, 5 days before each race.

1.7 You will need a stable broadband connection of at least 20mbps and a constant ping to the iRacing server of no less than 500ms.

2. DIGITAL DRIVERS CHAMPIONSHIP

2.1 The Championship will consist of a minimum of 5 rounds.

2.2 All drivers must cover 60% of the leaders driven distance in each race to be classified in the official results.

2.3 Points will be awarded according to finishing position per official results.

2.4 Points will be awarded for heat and feature races (if applicable).

2.5 Each Driver will drop their lowest full round score of the first four rounds.

2.6 Drivers must count their score in the final round.

2.7 Classified finishers will score points for each race as below.

Points Allocation

1st	25
2nd	18
3rd	15
4th	12
5th	10
6th	8
7th	6
8th	4
9th	2
10th	1

2.8 Drivers must use their own iRacing accounts, under their real names and be active subscribers.

2.9 Organisers reserve the right to amend the rules at any time and without prior notification.

3. PURE DRIVING CHAMPIONSHIP

3.1 This Championship will be awarded to the drivers across the entire season that have **the most amount of points scored**. If any drivers have the same score at the end of the championship, then driver with the **most race wins** will be awarded the place.

4. PRIZES

4.1 To be eligible for prizes, a driver must complete 75% of the Championship.

5. CALENDAR & EVENT FORMAT:

5.1 All rounds of the Digital championship will have:

60 Minute Practice Session

Qualifying and Race formats will be decided as per discipline type

5.2 Championship Event Calendar

Championship Races will be run **in accordance with the published calendar on the Motorsport Ireland website**

5.3 Drivers must achieve a qualifying lap within 110% of the class leader to be allowed to make a grid start.

5.4 A driver who fails to meet the 110% time may submit an appeal to Race Control.

5.5 A driver who fails to meet the 110% time and is not allowed by Race Control to make a grid start may be requested to make a pit lane start and at the discretion of Race Control be required to undertake additional practice before racing.

5.6 Drivers must be on the Discord iRacing Voice Channel for drivers briefing as the information communicated in the Drivers Briefing is key to the smooth running of online events. Any driver who fails to attend Drivers briefing can be removed from the race, by race control. Screenshots will be taken of the discord channel when the drivers briefing takes place.



6. START / FINISH PROCEDURE

6.1 The iRacing Championship series will use standing starts however Race Control has the right to change this to a rolling start if it is deemed necessary.

6.2 Drivers line up on the grid in order of how they qualified.

6.3 There are only two applicable grid penalties – starting from the back or the pitlane.

6.4 Gridding is always set to 2 minutes. Drivers should move to the grid with 30 to 20 seconds remaining.

6.5 Any technical problems (hardware and software) are considered as force majeure and it does not force the organisers to restart the race.

6.6 After the race drivers have to stay on the server until all the drivers finish the race.

6.7 Rolling Starts will be used for oval or endurance races:

6.7.1 When all drivers are on the grid, the pace car will lead the field around the track for at least 1 lap, and then exit the track as late as possible and enter pit lane.

6.7.2 Drivers on the inside line cannot overtake cars on the outside until they have passed the start line. The lead driver can slow to enable trailing cars to bunch up, however this slowing cannot be excessive to a point which would give the leader a distinct advantage.

6.7.3 Drivers shall not pass cars in their own pacing line on the left-hand side before the start/finish line. Drivers attempting to improve their position by passing on the left hand side before the start/finish line will be given a black flag Stop-and-Go penalty by Race Control. The leader of the second pace line may not pass the leader of the first place line (pole position) before the start/finish line. Doing so will result in a black flag Stop-and-Go penalty

7. RACE CONTROL

7.1 Race Control is responsible for the general conduct of the event in accordance with the regulations. The authority of Race Control shall be final subject to the right of Appeal to the Appeal Judge.

Race control will:

7.2 Ensure that each driver/car is properly identified and eligible to take part in the event.

7.3 Ensure that Drivers have properly qualified for the race.

7.4 Collect reports from the Commentary Team concerning race incidents and take the appropriate actions. Drivers may submit reports of Race incidents for review, which must be submitted within 24 hours of the race ending.

7.5 At his/her discretion enquire into allegations of improper driving and take appropriate action.

7.6 Impose penalties as outlined below in points 10.1 to 10.7

7.7 Report to the nominated Appeal Judge the penalties imposed.

7.8 Declare the final results of the Heat and Feature race together with any penalties imposed.

8. DRIVING STANDARDS

8.1 A driver must always drive in a manner compatible with general safety. Drivers are expected to behave in a manner respectful of fellow drivers and the series. Any misbehaviour may be subject to penalty, a suspension or the driver being banned from competing.

8.2 Incidents resulting in contact may be the responsibility of any driver involved and may incur penalties.

8.3 Overtaking, according to the circumstances, may be carried out on either the right or the left. A driver may not leave the track without justifiable reason. More than one change of direction to defend a position is not permitted. Any driver moving back towards the normal racing line having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. Any manoeuvres liable to hinder other drivers are strictly prohibited.

8.4 Careless or dangerous overtaking will be penalised. As a rough guide the following circumstances may arise.

- If the overtaking driver is more than halfway past the defender between the start of the braking zone and the corner apex, A collision at the apex is entirely the fault of the defender. Both drivers must leave at least one car width between his own car and the edge of the track when exiting the corner

- If the overtaking driver has only the front wheel of his car alongside the defender's rear wheel between the start of the braking zone and the corner apex, A collision at the apex is entirely the fault of the attacker. Both drivers must leave at least one car width between his own car and the edge of the track when exiting the corner.

- If the overtaking driver is the attacker's front axle is ahead of the defender's rear axle and the two cars are approximately halfway alongside the defender both drivers must give each other racing room. If a collision occurs in this scenario a racing incident should be submitted to race control for review. Both drivers must leave at least one car width between his own car and the edge of the track when exiting the corner

The general rule of our racing is to always leave enough room for a car regardless if it's on your inside or outside.

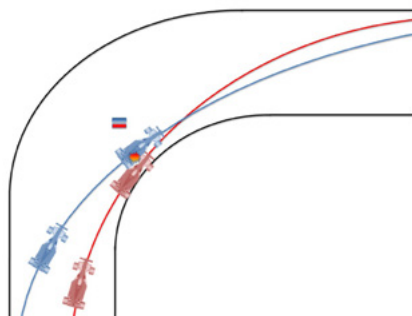
8.5 Should a car leave the track for any reason, the driver may re-join. This may only be done when it is safe to do so and without gaining any advantage. Re-joining the track in a dangerous manner which impedes another driver or causes an incident may be subject to penalties as outlined below.

8.6 Repetition of serious mistakes or the appearance of lack of control over the car, may entail the imposition of penalties up to and including exclusion of the driver concerned.

8.7 Yellow flag

This flag indicates a hazard ahead where the driver needs to slow down and prepare to stop should the track be blocked. Passing is forbidden under a yellow flag. Be cautious and you will be able to avoid accidents.

8.8 If being lapped, be considerate and let the faster car through as soon as it is safe to do so. Maintain your racing line and assist the faster car



as much as possible. Most importantly always be predictable and make your intentions clear.

8.9 The organisers reserves the right to exclude any driver from this, or any future series

8.10 A driver who causes more than 3 incidents in a race, which result in penalties and/or points on their licence will not be allowed to participate in the next round of the Championship

8.11 A driver who is deemed to have caused an intentional or malicious accident or behaves in a reckless manner on track to affect another driver will be subject to a temporary or permanent ban from racing.

8.12 Track limits are defined by the white lines around the circuit and drivers have to keep at least 2 wheels on the track at all times.

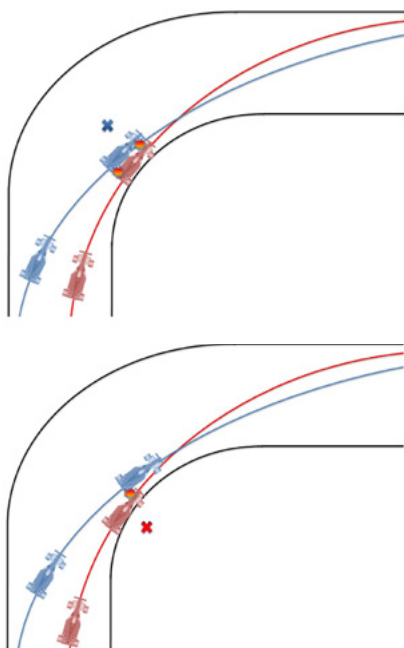
8.13 Track limits are controlled by iRacing and in general the kerbs are not considered as an expansion of track limits. In case of an accident, if a driver uses track limits set by the game, which do not comply with the general track limits, then this driver will be in a disadvantage and face a penalty by Race Control.

8.14 Drivers must leave room and must not intentionally squeeze or push another driver off the track regardless of the situation.

8.15 Drivers must remain conscious of the series sponsors and also ensure they have full approval for any skins or logos they are using.

8.16 Pits Stops are allowed to refuel and change tyres during the race. Drivers cannot cross the line at the pit lane entry or pit exit and they have to control their pit lane speed. Car setups are fixed but brake bias adjustments are allowed, no Parc Fermé regulations are in place.

8.17 The organisers or Race control may announce some additional rules in case it would help to make the race safer





8.18 In the Free Practice session, drivers can stop the car and use “Car Reset” but they have to do it safely. There will be a significant penalty in the case that a driver neglects to adhere to this rule due to the safety concerns

8.19 Drivers can use “Car Reset” during the race, but the game simulates towing. If the mechanics can repair the car, the driver can return to the race.

8.20 Drivers need to show respect to Race control and demonstrate a sense of “fair play” to their fellow drivers and represent the series in a positive light.

8.21 During Qualifying drivers will not attempt to heat their tires prior to making a qualifying attempt at any track. This includes nosing up to a retaining wall, doing doughnuts on any surface, or sitting on pit lane doing a burn out. Methods not explicitly listed in this section will be reviewed by race stewards/officials and a determination will be made as to if an advantage was gained.

9. APPEAL JUDGE

9.1 An independent Appeal Judge will be nominated for each race. The name of such person shall be notified at Drivers Briefing. The Appeal Judge shall receive any appeals against decisions by Race Control and, if correctly submitted, adjudicate upon them. Such Appeal Judge will nominate at random a driver from the grid to represent drivers and assist with decisions.

9.2 Any Appeal or post-incident report must be submitted within 24 hours of the event. Submit your race incidents using the official online incident form:

The incident report must contain the following information:

- Drivers involved
- Lap Number
- Corner Number

Please include screen shots or video of the incident. Incidents received in any other form or after 24 hours of the race ending will not be processed.

10. RACE PENALTIES

10.1 Race Control may impose any penalties including but not limited to the following :

- a) Warning
- b) Drive Through Penalty
- c) Stop and Hold Penalty (Time determined by Race Control)

- d) Post race Time Penalty (Time determined by Race Control)

- e) Lap Deduction (Amount determined by Race Control)

- f) Points Deduction (amount to be determined by Race Control)

- g) Disqualification

- h) Next Event Grid Penalty

- i) Pit Lane Start at the next race

- j) Exclusion from this or any event.

Penalties: Further Information

10.2 Drive Through Penalty may not be combined with any service stop. Any breach of this rule may incur further penalties.

10.3 Penalties under 8.1 b and c must be served before the 3rd time the Start/Finish line is crossed. Penalties not served within the allowed period may incur further penalties, up to and including exclusion from the event.

10.4 Any driver deemed to have left the track to gain an advantage may be penalised.

10.5 All drivers must have Race Control audio channel open and be able to monitor text chat for messages from Race Control during the race.

10.6 A driver who receives a penalty as listed under Article 8.1 above cannot use the round as a dropped score.

10.7 Drivers who receive more than 17 incident points in a race will receive a pit drive through penalty. Should a driver reach 27 incident points in a race, a penalty of exclusion from the race will be imposed. Incidence points are as follows. Track Cut is 1 point. Car contact is variable from 1-4.

11. POST-RACE PROTESTS AND APPEALS

11.1 Protests must be submitted within 24 hours of the end of each race. Race Control will examine the circumstances and make a decision.

11.2 Official results, including any decisions from Protests, will be posted no earlier than 48 hours after the conclusion of the race(s).

11.3 A driver may appeal a penalty imposed by Race Control to the nominated Appeal Judge. The Appeal Judge will review the incident independently and may uphold the appeal,



confirm the penalty imposed by Race Control or impose a greater penalty.

11.4 In case of a gross misconduct, a significant incident, drivers can be disqualified from the race or even from the whole championship without a refund.

11.5 Decisions of the Appeal Judge are FINAL.

12. DIGITAL RACE LICENCE

12.1 Each driver will have a Digital Race licence issued by MI. This will be tracked over the course of the championship year. A license will be suspended if 12 or more penalty points are incurred in a calendar year. If your licence is suspended, you will not be permitted to take part in Digital Motorsports events until your licence is renewed the following year.

12.2 Penalties imposed by Race Control will incur points on the digital racing licence as follows:

- Warning 0 points
- Drive Through Penalty 1 point
- Stop and Hold Penalty 1 point
- Post Race Time Penalty 1 point
- Lap Deduction 2 points
- Points deduction 2 points
- Disqualification 2 Points
- Next Event Grid Penalty 2 points
- Exclusion from any event 3 points

12.3 The consideration by the event Appeal Judge may vary the licence points as part of the review process. The Appeal Judge may also impose penalties and licence points for offences other than those listed above

12.4 Any Driver who accrues penalty points that gives rise to more than one (1) race suspension over the course of a single season will be excluded from the remainder of the season.

12.5 Drivers penalty points will be published alongside the championship standings.

12.6 A race disqualification for exceeding incident limits or not obeying race control /flags carries an automatic 4-point licence penalty.

13. PAINT POLICY

13.1 Drivers are encouraged to use personal paint schemes. To create your own team or car livery the car template can be found under the "Paint" section of the iRacing website. As our races are broadcast live on the iRacing eSports Network there are strict rules regarding branding and brand release. Skins must be created in a TGA format. You can find more details here: <https://www.iracing.com/painttextures/>

Please upload your Car Liveries in TGA format car racingID.tga to on the link provided on the skins folder on the Discord Channel - Skins.



DIGITAL MOTOR RACING APPENDIX 60

60



MOTORSPORT IRELAND (MI) KARTING NATIONAL CHAMPIONSHIP INDEX

The 2025 Motorsport Ireland Karting regulations are undergoing a major overhaul by the Kart Commission.

They will be published on the Motorsport Ireland website ahead of the first event of 2025.

For questions and clarifications, please contact info@motorsportireland.com



REQUIREMENTS FOR THE ORGANISATION OF ALL MI HILLCLIMBS & SPRINTS

This document should be read in conjunction with Appendix 106 Safety Criteria for Temporary Motorsport Venues.

1. DEFINITIONS.

1.1. Hillclimb.

An event in which each vehicle takes the start individually to cover the same course, ending with a finish line situated at a higher altitude than the start line. The time taken to cover the distance between the start and finish lines is the determining factor for establishing the classifications.

1.2. Sprint.

An event similar to a hillclimb but with no gradient of significance.

2. HILLCLIMB/SPRINT COURSE.

The total length of the course should not exceed 2.5kms, and must not be less than 1km.

Courses exceeding 2.5km must receive written permission from the Hillclimb & Sprint commission at the time of the course inspection.

Factors to be considered will include:

- Presence of return road
- Paddock layout
- Number of flag marshals required
- Ambulances quantity & location(s) on course
- The number of runs which could be achieved using this route.

3. INSPECTION.

3.1. New Venues.

Pre-inspection of all new venues is mandatory. A group of experienced people, appointed by the Hillclimb/Sprint commission together with the appointed Safety Delegate, will inspect each proposed venue a minimum of 12 weeks before an event takes place, to confirm its suitability as a Hillclimb or Sprint venue in accordance with the safety criteria set down by the Hillclimb / Sprint commission. The approval of this group will be required for the use of a particular course. Their recommendations must be included in the drafting of the Safety Plan.

3.2. Existing Venues.

Pre-inspection of existing venues should be carried out by the appointed Safety Delegate, and an experienced person appointed by the Hillclimb / Sprint commission 8 weeks prior to the event to confirm its continued suitability as a Hillclimb or Sprint venue in accordance with the safety criteria set down by the Hillclimb / Sprint commission. Their recommendations must be included in the drafting of the Safety Plan.

3.3. Safety Criteria.

The safety criteria document for venues set down by the Hillclimb / Sprint commission is available on the MI website. This document should be referred to and adhered to by clubs when planning their event prior to requesting an inspection of the venue.

4. SAFETY PLAN.

Clubs running a Hillclimb or Sprint must submit a safety plan to MI. A draft safety plan for Hillclimb / Sprint events is available from MI and its contents will be a minimum requirement for all events.

5. SAFETY DELEGATE.

The duties and responsibilities of a Safety Delegate are outlined in a document prepared by the commission and a copy will be provided to each club and appointed Safety Delegate.

6. STARTERS.

The maximum number of starters permitted is 85, unless prior agreement for a higher number has been obtained in writing from the Hillclimb / Sprint commission. The number may have to be reduced, depending on venue location, paddock size etc.

7. FINAL INSTRUCTIONS.

Final instructions, which form part of the Supplementary Regulations, should be made available to all competitors and officials prior to the event. They should include clear directions to the hill, time of drivers briefing, paddock parking instructions, the timetable including prize giving details, and other relevant information.

8. PADDOCK.

The paddock should use a large field or large yard in preference to a roadway. A paddock marshal or PA system should be used to call competitors, manage paddock traffic and keep competitors informed in case of delays. Paddock management should also be responsible for keeping start line queuing time for competitors from becoming excessive. In the case of a road paddock, the "paddock start" and "paddock end" should be clearly marked the night before the event.

9. PADDOCK NOTICE BOARD.

A notice board should be set up in a suitable place, typically at the sign-on office for example, where final instructions, run results, etc. should be available for viewing during the event.



10. SCRUTINY.

10.1. General.

Scrutineering will take place in the paddock. Optional scrutiny may be made available on the evening before the event in a suitable location.

10.2. Noise.

As per Appendix 2.

10.3. Fire.

In the event of an incident involving fire of any size a competitor must notify and make their car available to the Scrutineers of the event for a full examination.

11. DOUBLE DRIVES.

Double drive cars must display a sticker provided by the organisers. The sticker should be a black "D" on white background, 4" in diameter, to be placed on top of the windscreen, or middle of the bodywork in front of the driver for single seaters. The onus is on each competitor to ensure their correct competition number is on the car before going to the start line.

12. START & FINISH AREAS.

12.1. There must be a minimum of 12 metres cordoned off before the start line. The 200 metres after the start line will be designated forbidden ground.

12.2. Tyre warming of any type, whether spinning wheels before the start or using tyre warming blankets etc. is strictly prohibited. The start line and the finish must be kept clear of all vehicles and spectators. A second line must be marked 400mm back from the timing beam position at the start line to ensure consistent competitor line up position. The finish line must be marked by a chequered board on both sides of the course.

12.3. Start Procedures.

Where possible cars should be run in class order so that all single seaters run together and all sports cars run together without saloon cars mixed amongst them. Cars should start at a minimum of 20 second intervals.

12.4. False starts.

If a car breaks the timing beam at the start line, but the rear wheels do not cross the start line (e.g. car stalled on the line) this is deemed to be a false start and the car can be pushed back and restart the timed run.

13. ROUTE MARKING.

13.1. As early as possible on the day put up direction/diversion signs indicating alternate routes for the public.

13.2. Particular care should be paid to painting white lines around potholes, rocks, and bad bumps.

14. COURSE SAFETY EQUIPMENT.

14.1. Fire Extinguishers

Fire Extinguishers (minimum of 4kg powder) certified by manufacturers or their agents annually. As a minimum one must be at the start and each marshals post on the course.

14.2. Hazard Protection.

Straw bales **can be used and** car tyres can be used provided they are bound in bundles of 4/5. The use of tractor or truck tyres are strictly forbidden. **Truck tyres may be used provided they comply with appendix 26.**

15. CHICANES.

15.1. Efforts should be made to avoid venues which require chicanes. Consider roads with junctions. If chicanes are required **they should be Virtual Chicanes. However if these are not practical in specific circumstances, Cone Chicanes may be used but only with the written permission of the Hillclimb & Sprint commission.**

A Virtual Chicane is a light system where a red light changes to green when an approaching competitor reduces their speed to a predetermined maximum. The penalty for passing a red light is forfeiture of the run.

Cones Chicanes must use marker cones only.

The roadway must be painted about their bases allowing 10 to 12 metres between elements of the chicane. A penalty will be applied only if the cone is moved outside the painted area of the base. The penalty for moving a cone will be forfeiture of the run (DNF). 30 metres before the chicane will be designated forbidden ground 3-2-1 boards must be erected at equal distance in advance of the chicane. All penalties must be notified to timekeepers and competitors at the end of each run.

15.2. White Flag Rules.

White flags should be a minimum of 600mm x 600mm. White flags will be used at chicanes to indicate that a penalty has been incurred. One white at the exit and a following white at approximately 50M further on, or at the next flagpost.

16. RED/YELLOW FLAG RULES.

16.1. Red flags should be a minimum of 600mm x 600mm. Marshals must raise the flag at the incident point and all flags to the bottom of the hill in turn. Show waved flag to any following traffic up to the incident point. Competitors must stop as soon as possible in a safe place to one side of the roadway or track and await instructions. Await roaming marshal's instruction



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to lower the flag. Flags should normally be kept lowered when cars are returning to the paddock or start area. If cars slow down or stop during this procedure, waved flags should be shown to alert following competitors.

16.2. Red Flag Locations.

First red flag should be within 20m of the start line, all red flag posts must have line of sight to the next flag post on the course and cover 200m past the finish line. Flag post locations must be passed by the M.I. Safety Delegate to ensure marshal safety. A timed red flag check will be carried out by M.I. Safety Delegate before racing commences maximum time allowed 20 secs per KM.

16.3. Yellow Flag Rules.

Yellow flags should be a minimum of 600mm x 600mm. Yellow flags shall be waved to slow down competitors after crossing the finish line. These marshals can also be red flag marshals after the finish line. Yellow flag marshals may be omitted at the discretion of the Safety Delegate providing the last Red Flag marshal has visibility of the slowing down area.

17. RETURN ROUTES.

Return route must be controlled at all times during events and Judges of Fact are recommended on the route. A 30 kph speed limit is mandatory for this section.

18. REPAIRS.

Have a standby team organised to deal with course emergencies such as oil spills. Ensure that any walls or fences damaged during the event are repaired quickly.

19. MARSHALS.

All marshals and incident teams should be given adequate briefing before an event by knowledgeable individuals. A set marshals briefing will be provided by the Hillclimb commission to each club hosting an event and must be read out at marshals briefing in the company of the M.I. Safety Delegate.

20. ROAMING MARSHAL.

Clear the roads before the start of each run using a spectator control vehicle, from the top down. This is a mandatory requirement. A motorcycle is strongly recommended. The use of quads /trikes is forbidden. The roaming marshal should be an experienced motor sport official and should carry a radio to summon assistance if required. The use of a baton system or alternative system approved by the Safety Delegate is mandatory. The roaming marshal should remain at the start line during a run and be ready to dispatch immediately in the event of a red flag. Once dispatched nothing else should be dispatched until he summons it.

21. DRIVERS BRIEFING.

Hold the driver's briefing at the advertised time. During the briefing, point out any particular

hazards on the hill/course. Explain the importance of obeying marshal's signals and stress the meaning of the red/yellow flags. Be sure to explain the running order and turnaround system. A guideline document will be provided by the Hillclimb commission to each club hosting an event.

JUNIOR DRIVERS BRIEFING

Juniors will have an extra briefing after the main briefing.

22. DRIVERS.

22.1. Only one person is allowed in a competition car at any time during the event except for juniors and passenger competing in class 1J.

22.2. Each driver must ensure that they present the complete and signed scrutiny sheet for their car when they attend event sign-on.

22.3. If a change of cars is required during an event all relevant paperwork must be completed to reflect the change, the Stewards of the event must also be consulted for their approval.

22.4. Minimum of a National B speed licence is required with the exception of competitors in class 3, 6, 7 and 9 who are required to have a minimum of a National A Speed licence.

23. DRIVERS ACCIDENT RECORD.

If it comes to the attention of MI that a competitor is showing a tendency to have accidents, the individual may be requested to attend a meeting with MI to discuss the matter.

24. TIMING STRUTS.

Championship registered competitors will be required to have a vertical timing strut fitted to their car. The strut shall be finished in matt black over its total area (250mm x 50mm). The top of the strut shall not be less than 350mm from the ground and not more than 450mm. No other or further forward part of the vehicle may interrupt these dimensions or activate the timing.

25. AMBULANCE.

As per Appendix 109; 3.2

26. PRACTICE AND TIMED RUNS.

26.1. Practice.

A competitor must count their first completed run as their practice run. No times will be issued to competitors on the official practice run.

26.2. Timed Runs.

Clubs should aim for a minimum of three timed runs. All completed runs, after a practice run, must count towards the overall result of the event. Times, with any penalty incurred, should be made available to all competitors at the end of each run. Once a new run has commenced, a previous run cannot be reopened.



27. PRIZE GIVING.

Attempt to have a Saturday night prize giving function. The Sunday prize giving should be held in the paddock as soon as practical after the final run.

28. NOVICE AWARD.

Clubs are asked to present such an award for their event.

29. RACE NUMBERS.

Race numbers must be in compliance with Appendix 6 of the current yearbook. Only one set of race numbers should be visible on the car at any time.

30. CLASSES.

Classes for hillclimb or sprint events must be in compliance with classes as per Appendix 81.

31. HEAD RESTRAINTS

The wearing of a head restraint approved by the FIA, e.g. HANS, is mandatory on all Motorsport Ireland Hillclimb & Sprint events. See Appendix 2 article 17.3.

32. ENTRY FEES

Entry fee for a one day hillclimb or sprint is **€200**.

Entry fee for a two day hillclimb or sprint is **€320**.

Junior entry fee for a one day event is €150,

Junior entry fee for a 2 day event is €250.

Entry fees must be paid by the closing date for entries. Payment should be by electronic means, unless such means are not available to the club or competitor in which case an alternative method of payment will be accepted.

33. JUNIORS DRIVERS - CLASS 1J.

Class 1J is for drivers aged from 13 to 17 inclusive competing in Hillclimbs & Sprint. Such drivers will be designated as Juniors.

Juniors must be accompanied by a Passenger at all times while driving.

Juniors aged 13 to 16 must hold as a minimum, a Junior Speed Licence and those aged 17 a National B Licence.

Passengers must be 21 or over and hold a minimum National B competition licence.

Juniors and passengers safety equipment must comply with Appendix 2.

Parent or Legal Guardian of juniors must be present at event.

Juniors can double drive with another juniors or their passenger or another driver who is entered in the same car in another class.

There will be an extra driver briefing for juniors after the main drivers briefing.

Juniors will have a familiarisation run on the course in convoy behind the bike marshal at a controlled speed at the start of the event before their practice run.

34. COMPETITORS PADDOCK FIRE EXTINGUISHER.

In the Paddock/Parking Area all competitors are required to have 2 fire extinguishers visible with displayed signage. The minimum requirement for these extinguishers is: 1 x 6kg ABC Dry Powder Fire Extinguisher (for each car serviced) and 1 x 6 Litre AFFFF(Foam) Fire Extinguisher (for each car serviced). Smoking by competitors or service crews is prohibited in the Paddock /Parking Area.



ALEKTO MOTORSPORT IRELAND HILLCLIMB/ SPRINT CHAMPIONSHIP FOR THE FRANK KEANE TROPHY

1. ALEKTO HILLCLIMB/SPRINT CHAMPIONSHIP

will run in accordance with Appendix 15 and the following regulations.

All cars must run as per Hillclimb and Sprint Technical Regulations published on the MI website.

1.1. Championship Affiliation Fee

The affiliation fee to run a round or rounds of the hillclimb and sprint championship is €250.

2. CHAMPIONSHIP ROUNDS.

For the full schedule, please see motorsportireland.com/fixtures.

3. CHAMPIONSHIP CLASSES.

3.1. Definitions.

Production Saloon: Bodyshell as per originally manufactured.

Includes any steel monocoque production road car which was manufactured with more than 500 examples and has more than 2 seats.

Modified Production Saloon: (as above) bodyshell may be modified but no section may be space-framed. Any part of the bodyshell which is modified must be replaced by the same material of equal or greater thickness, wheel arch material is free and including Mini's with removable front section.

Roadster: (Bodyshell as above) Includes any 2 seater and 2 door steel monocoque, open or closed top. e.g. MR2 or MX5.

Alloy & composite saloon: Production saloon with more than 500 examples whose chassis is not manufactured from steel. e.g. Morgan

Spaceframe: A tubular structure which if removed would prevent the vehicle being driven.

Space-framed saloon: Bodyshell may be modified, Must retain the original roof, A, B & C pillars and sills of the original car and have the appearance of this car.

FIA Performance Factor number (PF)

The PF is a method of classifying the cars, the calculation for which consists of allocating a performance value specific to each car based on its weight and technical parameters. The

PF number of a car must be generated using the dedicated

"Performance Factor" website:

www.fiaperformancefactor.com.

Classes will be determined based on the following PF points:

PF CLASS 1 - 0 TO 59

PF CLASS 2 - 60 TO 119

PF CLASS 3 - 120 TO 179

PF CLASS 4 - 180 TO 239

PF CLASS 5 - 240 TO 299

PF CLASS 6 - 300 and above

Full details under Technical Regulations on the MI Website.

Silhouette saloon: Chassis space-frame / alloy / composite. Bodywork to have the appearance of a large production road car with the same dimension of windscreen as that car. e.g. RT2000

Sportscar: open or closed top, with enveloping bodywork. Includes prototypes. **Kit car:** A vehicle that can be purchased in component form for self-assembly, capable of being road registered and that are on sale to the general public. Including the Two-Seater or 2+2 or single seated

Single seaters: Open wheeled single seater formula type racing cars.

Rally car: Cars as per current and previous MI Rally Regulations.

Turbo / supercharger: cc x 1.7 applies to all classes.

Rotary engine; multiplication factor of cc x 1.5 applies to all classes. The 12a engine may run in the appropriate two valve per cylinder class and all others in the appropriate over two valve per cylinder class.



3.2. Classes.

1J - Junior Saloon Class (Drivers age 13 to 17 inclusive)

Production/Modified production saloon cars eligible for this class are:

Fiat Cento challenge as per Hillclimb Technical regulations 1B.

Cars that comply with junior rallycross regs.

Junior mini challenge cars, as per mini challenge regs.

J1000 cars as per J1000 regs.

1A - 'Bantam Saloon Class'

PF Class 5

Production / Modified production saloons up to 1400cc.

'Roadsters' up to 1400cc.

1B - 'Cento Challenge' Class

Fiat Cinquecento / Seicento as per Technical Regulations published on the MI website.

2 - '1600 Saloon Class'

PF Class 4

Production / Modified production saloons 1401 - 1650cc.

'Roadsters' 1401-1650cc.

3A - 'Super Saloon Class'

PF Class 3

Production / modified production saloons 1651cc to 2100cc.

'Roadsters' 1651 - 2100cc.

Front engine Sportscars up to 1650cc (car derived engines).

Front engine Sportscars up to 1200cc (motorbike derived engine).

Silhouette cars up to 1650cc.

Space-framed saloons up to 1650cc.

3B - 'Ultimate Saloon Class'

PF Class 2

Production / modified production saloons over 2100cc.

'Roadsters' over 2100cc.

Silhouette cars from 1651cc-2100cc.

Space-framed saloons over 1650cc.

Front engine Sportscars with bike derived engines over 1200cc.

Front engine Sportscars with car derived engines 1651-2100cc.

4WD Production saloons / modified saloons.

3C - 'Sportscar Class'

PF Class 1

Silhouette cars over 2100cc.

Rear engine sportscars up to 2100cc.

Front engine sports cars with car derived engines over 2100cc.

Alloy & composite saloons unlimited.

4 - 'Historics' Class

Classic cars as per HRCA regulations (reference MI appendix 49 and FIA appendix K). Compliance documents required: HTP, HRVIF, or written confirmation of compliance with the HRCA regulations from an authorised representative of the HRCA.

5 - 'Formula Ford / Vee' Class

Formula Ford 1600 / Classic Formula Ford 1600 as per current or previous Ford Motorsport regulations.

Formula Vee as per current or previous Formula Vee regulations (Appendix 45).

It is permitted to use the current AVON tyres in lieu of the Dunlop tyres specified in previous regulations.

6 - 'Super single-seater Class'

Single seaters up to 2100cc having only 2 valves per cylinder .

Single seaters up to 1650cc having more than 2 valves per cylinder.

7 - 'Libre Class'

Single seaters over 2100cc having only 2 valves per cylinder.

Single seaters over 1650cc having more than 2 valves per cylinder.

Rear engine sportscars over 2100cc.

4WD cars (to cover any 4WD vehicle that is not rally / production / modified production saloon).

8A- '1650cc 8 valve rally cars'

PF Class 6

2WD Rally cars up to 1650cc with not more than 2 valves per cylinder.

8B- '1650cc 16 valve rally cars'

2WD Rally cars up to 1650cc with more than 2 valves per cylinder.

9A- '2100cc 8 valve rally cars'

2WD Rally cars from 1651cc to 2100cc with not more than 2 valves per cylinder.

9B- '2100cc 16 valve rally cars'

2WD Rally cars from 1651cc to 2100cc with more than 2 valves per cylinder.

10 - 'Unlimited Rally Class'

2WD and 4WD Rally cars over 2100cc

These classes must apply to all Championship events. The organising clubs may include extra classes or amalgamate classes, subject to the approval of the Hillclimb / Sprint commission.

Rally cars must run "Rally Ready" - to include tyres, seats etc.



4. LICENSING.

4.1. Minimum of Junior Speed for class 1J.

4.2.2. Minimum of National B Speed Licence is required for classes 1A, 1B, 2, 3A, 4, 5, 8A, 8B and 9A with the exception of competitors competing in classes 3B, 3C, 6, 7, 9B and 10 which are required to have a minimum of a National A Speed licence. The Hillclimb/Sprint Commission may on an individual basis allow a Probationary National A License to be issued subject to proven ability in another form of motorsport. This licence may be suspended fully or re-graded to a National B licence at any point should the Hillclimb/Sprint Commission so recommend.

5. ELIGIBILITY.

MI appointed Scrutineers in co-operation with the Hillclimb/Sprint commission shall be the judges of the eligibility of a car for the class for which it is declared. It is solely the competitor's responsibility to ensure that they are entered in the correct class. Entry to a particular class is a declaration by the competitor that their car conforms to the eligibility criteria for that class. If assistance in class selection is required it should be obtained before the event to ensure that matters requiring additional research or opinion can be afforded the necessary opportunity for resolution.

A registered competitor can only score championship points in the class for which they are registered.

Permitted vehicle substitutions: In the case where a competitor suffers mechanical failure or accident that prevents further use of their car, an alternate car which is eligible for that class can be substituted for an unlimited number of rounds. Where an alternate car from the same class is not available, it is permitted to substitute an alternate car for a maximum of 3 consecutive Championship rounds only, once the alternate car is of a similar type with equal or lesser cc. (ie substituting Single Seater for lower cc Single Seater, Silhouette for lower cc Silhouette, as per Hillclimb & Sprint definitions).

6. REGISTRATION.

In order to score points in the championship, competitors must complete the registration form and return it to MI together with the registration fee of €50. Registration will close prior to the commencement of practice for Round 8. Points will only be awarded to registered competitors from their date of registration. Competitors are required to carry all the championship decal during competition.

7. EVENTS.

Hillclimb & Sprint Championship Status shall be given to each club at the discretion of the

Hillclimb & Sprint Commission in conjunction with Motorsport Ireland. Only two day events will be considered for Championship Status. These events within the championship shall be open events. Events must cater for all championship classes and priority must be given to registered Championship competitors, provided entries are received by the closing date and are in order. At events where organisers amalgamate or sub-divide classes to suit the number of entries, results must also be published for each of the Championship classes as published.

8. COMPETITION NUMBERS.

Competitors will be allocated their competition numbers upon registration. Individual requests for specific numbers will be allocated where possible. Competitors registering for the first time should contact the championship registrar. The numbers 9 & 14 will not be issued or used for Championship competition. Clubs must allocate competitors with their Championship competition numbers, and provide a space on the Entry Form accordingly.

9. POINTS.

Drivers will be allocated points based on the overall scratch result, the overall class results and the overall handicap results. For all rounds, the marking system is: Overall: 10, 9, 8, 7, 6 etc. Classes: 10, 9, 8, 7, 6 etc.

10. COUNTING ROUNDS.

If 14 or less rounds run, 12 to count.

If 12 or less rounds run, 10 to count.

If 10 or less rounds run, all to count.

11. TIES.

Competitors with equal best runs in an event will be awarded the points for their finishing position. Ties in the championship will be resolved by comparing the quality of places (i.e. number of 1st's, 2nd's, 3rd's etc.) obtained by the competitor in the events contributing to their end result.

12. AWARDS.

12.1. Overall Championship/ The Frank Keane Trophy

The overall championship is on a scratch basis. At the end of the season competitors results will be confirmed by the Championship Registrar **taking account of the number of events run as per Appendix 81; 10., and the winners of the following awards declared:-**

1st **Frank Keane Trophy**

2nd Award

3rd Award



12.2. Overall Saloon Award / The Simon McKinley Trophy

The overall saloon award is decided on a scratch basis. This award is open to all Production saloon / Modified saloon / Roadsters with the exception of spaceframed or partially spaceframed saloon cars. The eligibility of a car for this award will be decided by the appointed eligibility scrutineer. At the end of the season competitors results will be confirmed **by the Championship registrar, taking account of the number of events run as per Appendix 81; 10., and the winners of the following awards declared:-**

1st Simon McKinley Trophy

2nd Award

3rd Award

13. CLASS CHAMPIONSHIP.

All competitors will score points in accordance with Para. 9. At the end of the season all point scoring competitors class results will be confirmed by the Championship Registrar, with each competitor using only points scored in one class.

The following awards will be presented.

1st place award

2nd place award

3rd place award

Overall awards shall take priority and class awards shall then be awarded to the next eligible competitor, with the exception of the overall Production Saloon award winner who can also retain their overall award.

In order to receive awards in the Championship drivers must compete in at least 6 rounds.

14. ADDITIONAL AWARDS

14.1. THE TOM PRENDIVILLE MEMORIAL TROPHY.

The competitor who scores the most points on handicap, and who does not receive an overall or class award, will be the Handicap winner.

14.2. THE DICK BAILEY MEMORIAL TROPHY.

The club that runs the best event in the Championship calendar as indicated by registered competitors, who will be asked to rate events on a scale of 1 to 5 under a number of headings on each day of a championship event. It would be helpful for clubs if scores of less than 3 are accompanied by a comment outlining the issue. The club deemed the winner has automatic national championship status for the following year.

14.3. THE DENIS HOGAN SNR. MEMORIAL TROPHY.

Presented to the newcomer who has finished highest in the Overall Championship (ie

a competitor who has registered for the Championship for the first time that season). If no overall points have been scored by a newcomer, the Registrar will extend overall points further down the timesheets to determine the recipient (ie starting with 15-1 instead of the usual 10-1). If no competitor has registered for the first time, then the award will be based upon the previous season's newcomers.

14.4. Deleted.

15.

Deleted.

16. CLUBS.

Organising clubs must conform to the advertising and publicity requirements of the Championship sponsor as agreed by the Hillclimb/Sprint commission. Clubs must display all advertising as supplied. Failure to comply may result in loss of championship status.

17. RESULTS.

A Registrar will be appointed annually to carry out the following duties:

- To maintain a list of registered competitors, including their competition numbers and contact details.
- To send this list to organising Clubs in advance of their event.
- To assign Championship competition numbers for new competitors and maintain a list of 'cherished numbers'
- To attend every morning of a championship event to take registrations and assign championship numbers until registration closes.
- Prepare and publish the Overall, Production saloon and class points following each championship event.
- Prepare and publish the Final Overall, Production saloon and class points following the final championship event.
- Prepare and provide end of year handicap table for the Tom Prendiville Trophy.
- Prepare results for the Denis Hogan Snr Trophy.
- Prepare and provide end of year tally for the Interprovincial Cup.

See also GCR 182.2.



18. RETURNS.

Clubs organising championship events must make an official return to:

The Registrar,
MI Hillclimb/Sprint Championship,
Motorsport Ireland,
34 Dawson Street, Dublin 2.
Email: info@motorsportireland.com
(FAX 01 - 6710793)

They must arrive within 3 days of the completion of the event. The returns must give the following information:

18.1. Name of driver.

18.2. Class

18.3. Position in order of finishing of all drivers in overall and class order.

19. PENALTIES.

Clubs which fail to make returns in accordance with Paragraph 18 can be penalised at the rate of €100 per week, or part thereof, by which the results are delayed beyond the prescribed date. Such clubs may also be refused further permits for open competitions for a period to be specified by MI, who can also remove or withhold Championship status for any period.



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REGULATIONS APPLICABLE TO ALL RALLYCROSS EVENTS

1. GENERAL

1.1. All events will be held under the International Sporting Code of the FIA., The General Competition Rules of MI, these Regulations and any Supplementary Regulations issued for the events.

1.2. A permit for the organisation of a race meeting, championship or series is issued at the sole discretion of Motorsport Ireland (MI) and on condition that:

1.2.1. A permit application form is submitted to MI in accordance with GCR56.

1.2.2. A valid Track Licence issued by MI exists for the circuit and its conditions are fulfilled.

1.2.3. Basic safety requirements for permanent motor racing circuits are in place in accordance with Appendix 105.

1.2.4. MI licenced Timekeepers and Scrutineers appropriate to the grade of the event have been appointed.

1.2.5. In wet conditions every reasonable effort should be made to clear any accumulations of water from the track even if this means delaying the start.

1.2.6. All practice, qualifying and races at the event possess either a Championship Permit issued by MI, or visiting series have been approved by MI.

1.2.7. Supplementary Regulations have been submitted to and approved by MI for the event.

2. RIGHTS

2.1. The Organisers reserve the right, subject to approval of the Stewards of the Event to cancel or declare void the races if any unforeseen circumstances arise, and further reserve the right to divide or amalgamate any races, classes or heats, or alter the length of any races without assigning a reason.

2.2. The organisers may refuse an entry or debar any car/driver from competing without assigning a reason.

3. OFFICIALS

3.1. Clerk of the Course

3.1.1. One Clerk of the Course must be nominated as the Senior Clerk of the Course responsible for the overall control of the Meeting.

3.1.2. In the case of all Events, the Clerk of the Courses must hold a Clerk of the Course licence issued by MI and valid for that grade of meeting.

3.1.3. The duties given to the Clerk of the Course may be delegated to one or more Assistants in accordance with GCR 131.12. The names and the functions of these Assistants will be given in the Supplementary Regulations or posted in a Bulletin on the Official Notice Board before the event commences.

3.2. Judges of Fact

Judges and Timekeepers must be named and what they are judges of either in the official Programme, Supplementary Regulations, Final Instructions or a Bulletin published on the Official Notice Board. The Judges will report to the Clerk of the Course in respect of False Starts (if any), completion of Joker Laps and the order in which cars cross the finishing line.

3.3. Marshals

Marshals shall patrol between the course and all unfenced enclosures. Those stationed outside the pits, paddock or enclosures should be warned to remain behind protective barriers as protection against a potential incident. Officials should be briefed on their duties and wear no clothing whose colour might be confused with flag colours.

4. COMMENCEMENT OF COMPETITION

No racing or practice may take place until:

4.1. The Chief Medical Officer has reported to the Senior Clerk of the Course that the necessary doctors/paramedics, mobile ambulance vehicles and first aid personnel are present and have been briefed. If no ambulance or suitable substitute vehicle is available at the event, the competition or practice must be suspended.

4.2. The Clerk of the Course has reported to the Stewards of the Meeting that the conditions of the Permit and Track Licence are fulfilled. Before making such a report the Clerk of the Course, or a Deputy or Assistant appointed by him specifically for such purpose, shall inspect the course and its installations.



4.3. The Clerk of the Course is sure that breakdown vehicles are present in sufficient number to cope with any incidents which may be expected having regard to the type of course and number of competitors.

4.4. The Clerk of the Course is satisfied that the licensed Rescue Vehicle(s) are positioned in accordance with the Track Licence.

4.5. No vehicle, other than a competing car, shall be taken on to the course during a competition except to deal with an emergency, and then only as instructed by the Clerk of the Course, who must be satisfied that the driver of such a vehicle knows the operating status of the track and that flag marshals will warn competing drivers.

4.6. The course or its features or markings may only be changed between the last practising period and the event itself in exceptional circumstances. Consideration may be given by the Clerk of the Course in consultation with the Stewards of the Meeting to arranging an additional scheduled practice.

4.7. If the organisers arrange to display signs to competitors indicating the progress of the race, these signals will show the number of laps or time remaining, unless Supplementary Regulations or Final Instructions or an official Bulletin from the Clerk of the Course indicates otherwise.

5. ENTRIES

5.1. Competitors are responsible for sending to the Race Organisers correct and complete entries and entry fees prior to the closing dates for each event.

5.2. Incorrect or incomplete entries (including Driver to be Nominated Entries) shall be held in abeyance until they are complete and correct with the date of acceptance of entry being the date on which the Secretary of the Event receives all missing or corrected information or fee.

5.3. Any withdrawal of Entry or Driver/ Car changes made after acceptance of any entry must be notified to the Secretary of the Event in writing. If Driver/ car changes are made after publication of Entry lists with Final Instructions, the Competitor concerned will be accepted in accordance with GCR 113.

5.4. Reserves will to be nominated on the final list of entries published with Final Instructions or a Bulletin.

6. SIGNING-ON

6.1. Drivers must present to the Race Secretary or Deputy Race Secretary at "sign-on", sign a form prescribed by MI and present:

- their valid Competition Licence, with a valid medical date,
- International Medical Aptitude Certificate (if applicable),
- Entrants Licence (if applicable).

6.2. Prior to practicing any driver who has not raced on the circuit in its current track configuration in a car, must report to the Clerk of the Course, or his nominee, who will specifically brief the driver before they start practice.

7. SCRUTINY

7.1. Before signing or attempting to sign on for a race held under the GCR's of MI, an Entrant / Driver must have submitted their car for Safety Scrutiny at a place and time as agreed with the Chief Scrutineer. On finding that the safety of the car complies with MI Regulations, an appointed scrutineer will issue the Entrant / Driver with a signed scrutiny sheet to be presented to the Race Secretary of the event at sign on.

7.2. Any competitor not submitting his car as instructed may be fined or disqualified.

7.3. No car may be driven in the event until it has been approved by a MI Scrutineer at Safety Scrutiny.

7.4. If, after approval for an event, any car is dismantled or modified in a manner which may affect its safety or eligibility or is involved in any accident which is likely to have a similar effect or is driven in practice or competition at another event it, shall be represented for approval. The Entrant shall be responsible for seeking such fresh approval.

7.5. In the event of an accident or collision occurring during a race or practice the car or cars involved may be required to return to the paddock for examination by the scrutineers.

7.6. Any car involved in an incident which is rendered unable to proceed, or where any person is injured must not be touched by any person other than officials, without the specific approval of the Clerk of the Course. Furthermore, the driver concerned may not race again without the approval of the Chief Medical Officer.

7.7. No car having been presented for scrutineering may be taken away from the circuit before the final technical checks have been concluded for the race. Any cars removed from Parc Fermé without the prior authority of the



Chief Scrutineer will be reported to the Clerk of the Course.

7.8. Where an on-board Television camera or other recording device is fitted to a car the fitting and the device must be examined by a Scrutineer to ensure that it is safe before the competitor takes part in practice or race.

7.9. All cars must be identified in accordance with GCR Appendix 6. In addition, the competition number must be displayed in the upper left of the windscreen and upper right of the side rear window in accordance with GCR Appendix 6 (I).

8. BRIEFINGS

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Briefings may include electronic briefings in advance of the event.

9. PRACTICE, JOKER LAP, STARTS AND DRIVER BEHAVIOUR

9.1. Each Driver must complete not less than one practice laps unless they have previously raced over the course in its current layout and in the car to be raced, within the preceding twelve months.

9.2. Organisers may provide a separate practice session for each Class but may amalgamate classes to permit the maximum number of competitors to be on the track in accordance with the Track Licence.

9.3. 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.

9.4. For any venue authorised by the issuance of a Track Licence to include Joker Laps, the Joker lap may be used. Two Judges of Fact must be appointed to oversee its use, unless monitored by transponder timing loops. The driver must enter or leave the Joker Lap section in such a way that does not constitute a danger or hinder other drivers. At the exit of the Joker Lap section, the cars on the main track have priority.

9.5. New competitors will have to drive observed laps prior to the competition to satisfy the Clerk of the Course that they are competent to take part. Cars will start singly and run over two laps. Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other Motorsport Ireland permitted speed events or having successfully completed an approved driving course at a Race or Rally School recognised by Motorsport Ireland.

9.6. Cars will be started from a standing start, with the engines running, and the Finish line must be clearly indicated.

9.7. Spinning the wheels before the start of a race is only permitted in the designated area and as defined in the Supplementary Regulations.

9.8. Any intending driver, who in the opinion of the Organisers, drives in any way likely to prejudice the interests of Motor Racing may be excluded and forfeit his Entry Fee per GCR 142 and 150.

10. RACES

10.1. Races will start with a grid in the format 3-2-3-2 up to the maximum number allowed by the track license. Alternatively, a five abreast format may be used if permitted by the Track Licence and competitors are advised in the Final Instructions. In all cases the decision of the Clerk of the Course is final.

10.2. Each event may consist of practice, heats, Semi-Finals and Final.

10.3. The number of laps for Heats, Semi-Finals and Finals will be stated in the Final Instructions. Race length may be changed at the discretion of the Clerk of the Course but competitors must be advised in advance of the start of their race.

10.4. If there are fewer entries in a class than the permitted number of starters, the Clerk of the Course may run combined races. Any such amalgamation will be advised in Final Instructions or Event Bulletin.

10.5. The Supplementary Regulations must specify the starting signal, the timing method, when timing commences and the method of allocating starting positions.

10.6. Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race.

10.7. Should any qualifiers be unable to take their place on the grid, the other starters in the race will move up and the last place on the grid will be taken by the next qualifier able to start.

11. FLAGS

11.1. Flags will be as specified in the FIA International Sporting Code, with the exception that a Green Flag and a Blue Flag will not be used.

11.2. Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red flag at the Start/Finish line. Competitors



will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts.

11.3. Re-runs will only be permitted at the discretion of the Clerk of the Course and:

- (a) When a red flag has been shown during a Heat or Final and/or
- (b) when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps.

11.4. Only the participants in the first start are entitled to participate in the re-run and must occupy the same grid place as for the previous start. In this case, any possible warnings or penalties will be carried forward to the re-run.

11.5. Where a driver in a Heat or Final causes a re-run, the driver concerned may be disqualified from the results. All other incidents will be treated as "force majeure".

11.6. If a Heat or Final is stopped by a Red flag and subsequently restarted, any driver who started in the original Heat or Final, but who is not able to start in the re-run, will be classified in front of any drivers who did not start at all.

11.7. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag.

11.8. No work may be carried out to cars on the grid unless on grounds of safety and only with the approval of the scrutineer.

11.9. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

11.10. If no cars are running under their own power, the Clerk of the Course may order the end of race signal to be displayed. The results will be declared on the relative positions of the cars as they crossed the finishing line at the end of the lap prior to that in which the last car crossed the finish line under its own power.

11.11. Any race stopped before the leader has completed one lap will be declared a "No Contest" and available cars will restart from their original grid positions.

12. TRACK REGULATIONS

12.1. Any driver intending to leave the course, or to enter the pits, shall signal his intention in good time and shall satisfy himself that it is safe to do so.

12.2. The driver of any car leaving the track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.

12.3. Should a car stop somewhere other than in the pit lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other drivers. If the driver is unable to move the car, marshals may assist. If such assistance results in the driver re-joining the race, this must be done without committing any breach of the regulations and without gaining any advantage.

12.4. No car able to proceed under its own power shall be stopped either on the track or the verges of the course but shall proceed to the pits or paddock or a place of safety unless in doing so causes a hazard to other competitors.

12.5. A car alone on the track may use the full width of the track. However, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity.

12.6. Overtaking, according to the circumstances, may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one car's width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences may be reported to the Clerk of Course.

12.7. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- (a) The white lines defining the track edges are considered to be part of the track.
- (b) A driver will be judged to have left the track if two wheels of the car go completely beyond either the outer edge of any kerb or the white line where there is no kerb.



12.8. Should a car leave the track for any reason and without prejudice to 12.9 below the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.

12.9. Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the disqualification of any driver concerned.

12.10. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed to be potentially dangerous to other drivers at any time.

12.11. Breaches of 12.7 may be reported and/or determined only by:

- (a) A duly appointed Judge of Fact and/or
- (b) Senior officials through the use of suitable equipment under the control of the organisers.

12.12. Breaches of 12.7 may be penalised using the following:

During races the following scale of penalties should be applied:

- 1st breach – no penalty
- 2nd breach – warning flag
- 3rd breach – 5 second penalty added to race time
- 4th breach – 10 second penalty added to race time
- 5th breach – black flag

12.13. Care should be taken to ensure that all signals (flag and board) must have been displayed to the driver concerned before moving up the penalty scale. All penalties applied should be noted upon the result sheet.

12.14. No competing car shall be driven in the reverse direction of the track except for the minimum distance to remove it from an unexpected situation and then only under official supervision.

12.15. The white lines, tyre stacks, marker poles or other devices identified by the Clerk of the Course during the briefing defining the track edges are considered to be part of the track.

12.16. The Clerk of the Course will identify, during the Drivers Briefing and in written form, the specific areas to be judged.

12.17. A driver will be judged to have left the track if two wheels of the car go beyond the outer edge of any kerb, the white line or track markers or should the car pass behind or substantially move any physical marker where there is no kerb.

12.18. Pushing or other contact resulting in a lasting advantage is strictly prohibited.

13. RACE FINISHES

13.1. After taking the Chequered Flag drivers are required to:

- a) progressively and safely slow down,
- b) remain behind any competitors ahead of them,
- c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- d) comply with any directions given by Marshals or Officials,
- e) keep their helmets on and harnesses done up while on the circuit or in the pit lane,
- f) place their car into the Parc Fermé where it must remain until released by the Chief Scrutineer or his deputy.
- g) Attend any podium presentation that may be required.

13.2. Parc Fermé conditions apply from the moment of taking the Chequered Flag until the time that the cars are released from Parc Fermé. Cars must not stop at the pit garage/paddock on the way to Parc Fermé. Team members are not permitted in the Parc Fermé area unless authorised by the Scrutineer or other Official.

14. RESULTS

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all cars are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

15. TIMING

15.1. At all times throughout the event, all competing car shall be fitted with a working timing transponder to enable each competing car to be timed.

15.2. The transponder should be securely fitted in the approved bracket fitted in the designated place as indicated by the Chief Scrutineer or as designated in Championship or Series regulations. This must be done prior to any practice or race. It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the car.

15.3. The transponder identification number should be submitted to the Event Secretary on the entry form.

15.4. The transponder must be of a type that is compatible with the timing equipment being used by the Chief Timekeeper and may be direct or battery powered.

15.5. Any competitor with an inoperative transponder will not be timed until the defect has been rectified or a replacement has been fitted.



15.6. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

16 CAMERAS

16.1. It is mandatory for all competitors to have video recording equipment fitted in their cars and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of circuit ahead (incorporating the steering wheel of the car) as would be expected to provide a representative driver's eye view.

16.2. All cameras must be in situ at the time the car is presented for pre-event scrutineering.

16.3. The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor. Competitors must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward-facing camera mandated, but any additional video recording equipment utilised on the car.

17. TELEMETRY/VOICE COMMUNICATIONS

17.1. Except for competitors competing in a Class for which a Speed National A licence is required, radio transmitters or receivers may not be carried. Any form of wireless/radio/telemetry data transmission between the vehicle car and any person and/or equipment is prohibited while the car is on the track.

17.2. This definition does not include:

- Voice radio communications between the driver and his/her team
- Transponder from the official timekeeping,
- Automatic timing recording
- On-board TV Cameras

17.3. None of the previously mentioned transmission data may in any way be connected with any other system of the car (except for an independent cable to the battery only).

17.4. On-board data recorders are allowed.

17.5. Data transmission through a temporary physical connection is allowed in the paddock only.

18. DRIVERS EQUIPMENT

The following items must be produced by competitors for inspection and approval at Scrutineering and be worn throughout the Competition, properly fastened and positioned:

18.1. A crash helmet, which fits properly, is in a serviceable condition and is in accordance with GCR Appendix 2 Section 17

18.2. Goggles or visor of splinter proof material (unless in a closed car with a full-size windscreen).

18.3. Current FIA homologated Flame retardant overalls, underwear, socks, boots, balaclava, gloves are compulsory. Flame retardant overalls must cover the arms to the wrists, the legs to the ankles and the torso to the neck during the competitive sections of the event.

18.4. An FIA approved FHR device, fitted in accordance with FIA regulations, is mandatory.

19. LICENCE EXCEPTION

19.1. Motorsport Ireland licence holders competing in Rallycross events with a Speed National B licence will be permitted to compete in a car with an engine capacity up to 2050cc and in car eligible for the Open Clubmans Rallycross Championship.

19.2. Any driver competing with an engine above 2050cc will require a Speed National A licence.

19.3. A Motorsport Ireland Junior Speed Licence holder from 13 years of age will be permitted to compete in any Motorsport Ireland approved Junior Rallycross Championship.



APPENDIX 85 - 87 AUTOCROSS

This section contains the following sections:

Appendix 85.1 MI National Autocross Championship – Grass Surface
Appendix 85.2 MI National Autocross Championship – Grass Surface – Additional Information
Appendix 85.3 MI National Autocross Championship – Loose Surface

Appendix 86 Standard Regulations for all Non-championship Autocross events

Appendix 87 Autocross Single-Seater Specials and Buggies

MOTORSPORT IRELAND (MI) NATIONAL AUTOCROSS CHAMPIONSHIP (Grass Surface)

1. GENERAL PRINCIPLES.

1.1. The Championship shall be decided in favour of the competitor who has the best performances in the number of selected events less one i.e. one dropped round score from the total number of events held. The number of selected events shall be decided annually with a view to facilitating clubs which are willing and considered competent to run championship events. Those selected will be designated (A) in the MI Calendar of Motoring Events.

1.2. The Championship shall be open to MI and Motorsport UK licence holders.

2. CLASSES - TO BE RUN STRICTLY TO CHAMPIONSHIP SPEC. BY CLUBS, AS FOLLOWS:

- 1 Sports Car & Saloons up to 1450cc with engine over driven wheels.
- 2 Saloons & Sports Cars from 1451cc to 1650 cc with engine over driven wheels.
- 3 All other Saloons & Sports Cars to 1650cc.
- 4 Saloons & Sports Cars over 1651cc with engine over driven wheels.
- 5 All other Saloons & Sports Cars not qualifying for Class 1, 2, 3 and 4. Super Saloons & all 4WD Cars will run in this Class.
- 6 Motorcycle Engined Specials over 1250cc up to 1400cc Maximum. Only open to competitors 17 years and over.
- 7 Car Engined Specials. Only open to competitors 17 years and over.
- 8 "Intermediate class" for 16 – 18 year olds, holding a "Speed National B" license in saloon cars up to 1650cc.
- 9A "Junior Saloon Class" for 13 – 16 year olds, holding a "Junior" licence in saloon cars up to 1450cc.

- 9B "J1000 drivers" aged 13 – 16 who are holders of Junior Speed licences with cars complying to the J1000 Technical Regulations as published on the MI Website.
Passenger/Mentor as per Appendix 85.1; 24.
10. Motorcycle Engined Specials including Buggies up to 600cc. Only open to competitors 17 years and over
11. Motorcycle Engined Specials including Buggies from 601cc to 750cc. Only open to competitors 17 years and over .
12. Motorcycle Engined Specials 751cc to 1249cc. Only open to competitors 17 years and over.
13. Motorcycle Engined Buggies up to 600cc. Only open to competitors between 13-16 years of age holding a Junior Speed Licence. See Notes on Classes for Specification.

Drivers in class 8, 9 & 13 must be 13 to 18 years old respectively on the 1st Day of the Championship Year.

NOTES ON CLASSES

Classes 1 - 4

Series Production cars. Cars which have been produced in identical examples by a manufacturer and which are destined for normal sale to the public. (2 Wheel Drive only). Engine block must be of a type fitted by any manufacturer as original equipment in a passenger car or an engine block derived there from and must remain in its original location. (No motorbike engines, Fwd to Rwd or 4wd to 2wd conversions allowed).

Class 5 "Super Saloons"

Based on Series Production shell no full space frames allowed. Cars must retain the following, original roof "A" "B" & "C" pillars, front



bulk head, chassis as far as the rear of the “B” pillar, original quarter panels, rear panel, sills, windscreen and operating doors. Engine block must be of a type fitted by any manufacturer as original equipment in a passenger car or an engine block derived there from and its location is free. Minimum weight 650Kg’s. (No motorbike engines)

Class 6, 7, 10, 11 & 12

A “Special” is a one off vehicle built in accordance with Appendix 87 of the current MI yearbook. A “Buggy” is a manufactured supplied “stressed integral tub” running to manufactures supplied specifications for tub and engine. Ballast weight may only be added between the axles and must be securely bolted down. Minimum weight for Specials & Buggies, see Appendix 87 / 12.

Class 13

- Factory Built Buggy with Manufacturers Certification.
- Engine must be Standard 600cc and restricted to 75BHP. Rolling Road Engine Report required to prove Engine Eligibility.
- Restrictor to be fitted to Air Intake Assembly and must be Examined and Sealed by the Technical Advisory Group.
- No Electrical Aids Allowed Le Paddle Shift/ Traction Control.
- Suspension is Free.
- Tyres must be Goldspeed Only.
- Minimum Weight 410Kg with the Driver.

Maximum Engine Capacities are as Follows:

Motorcycle Engine Buggy is 1000cc
 Motorcycle Engine Special is 1400cc
 Car Engine Special is 4000cc
 Junior Buggy Class is 600cc.

The onus rests with the competitor to enter a class for which their car is eligible. Classes are final at scrutiny.

NOVICE AWARD: “Best Novice” award each event to the fastest competitor holding a competition licence for his/her first year. Competitors must state on their entry form which class they are entering.

No extra classes to be added by Clubs “on the day”.

3. PENALTIES.

A penalty of 5 seconds will be imposed for knocking, striking, displacing or passing on the wrong side of a Penalty Marker. Penalty Markers must be indicated by event organisers at competitor briefing. In the case of a baulk only, penalties incurred in the original run will be carried forward to the re-run in all cases. Where Penalty Markers have been knocked down during a run and not replaced competitors are still required to follow the intended course otherwise penalties as above will be applied.

4. COURSES.

All courses must be laid out in a safe configuration for competitors and spectators.

4.1. It is recommended that the track width should be a minimum of 6 metres across.

4.2. All markers must be clearly visible and made of safe material. Bamboo and electrical conduit are prohibited for use as stakes for red flags. Corrugated board is not to be used as material for red flags.

4.3. No course must go within 30 feet of a boundary fence or other hazard. Course to be laid out with one colour flag on the inside and a different colour on the outside of the track. The use of bamboo as a flag pole is prohibited.

4.4. Starts.

Flying starts from a dummy grid placed approximately 5 yards behind the Timing/Start line. Timing to commence when the front of the car crosses the Timing/Start line. Start and finish lines must be clearly defined and should be on a reasonable level surface.

4.5. Corners.

Corners on adverse camber should be avoided if possible.

4.6. Surface.

Should be reasonably level whenever possible.

4.7. Track.

A number of right and left hand bends (changes of direction) are recommended. White Flags are to be placed on the INSIDE (Right hand side) of the Track and any other colour Flags on the OUTSIDE of the Track. Oval tracks are prohibited.

4.8. A Championship Autocross (Grass Surface) will be run in a 2X2 Format.

Following the completion of Runs 1 & 2 the course may, if deemed necessary by the COC, be altered for Runs 3 & 4, i.e. Badly Rutted Sections will be altered/removed.

Results will be determined by adding a competitors Fastest Time (including any penalties incurred) from Runs 1 & 2 to his/her Fastest Time (including any penalties incurred) from Runs 3 & 4.

4.9. Deleted (See App. 85.1; 12.4)

4.10. When possible, organising clubs should avail of the services of qualified personnel. Where heavy plant and machinery is utilized, only certified drivers can operate the equipment.

4.11. All individuals involved in the preparation of a venue should be signed on.

4.12. All timed runs must consist of a least 3 laps.

5. CARS ON COURSE.

There shall be no overtaking and cars will be started singly at such intervals as will ensure that not more than 3 cars are on the course at any one time, and that the possibility of baulking is reduced to a minimum. In dusty conditions organisers should satisfy themselves that the visibility is adequate for all competitors, and if it is not they must reduce the number of cars on the course to rectify the position. Corners should



be of a flowing nature, thereby avoiding tight turns and preventing rutting and undue damage to the field.

6. BAULKING.

Claims for baulking must be made at the end of the run in which the baulk occurred, and before the next run commences. A separate chute for baulked cars should be provided in clear view of timekeeper.

7. CARS AND EQUIPMENT.

Also to be read in conjunction with Appendix 2, Scrutiny Requirements.

7.1. Modifications.

All forms of tuning and lightening permitted, and cars fitted with super-chargers, turbo-chargers and forced induction carburettors will have their capacity multiplied by 1.7.

7.2. Twin engines NOT permitted.

7.3. Tyres.

Normal Production Car Road Tyres permitted including Mud and Snow type. Studded or altered pattern NOT permitted in any class.

Use of Quad or Agricultural and Unimog tyres are not permitted. From 1/1/20 the gap between two blocks measured perpendicularly or parallel to the tread may NOT exceed 10 mm.

7.4. Seat Belt Cutters must be carried in all Autocross Competing Vehicles.

7.5. Limited slip and locked differentials are permitted as a modification.

7.6. Cars and equipment must comply with the MI scrutiny requirements for speed events, including the use of roll bars in all cars and laminated or Poly-Carbonated windscreens in Saloons.

7.7. Competitor Number should be displayed on both sides of the car carrying the championship sponsors logo and should be a minimum of 6" high black on white background.

7.8. Crash Helmets must comply with MI specification as listed in Appendix 2 of this Yearbook.

7.9. Fire Extinguishers must be minimum 1.75 litre AFFF equivalent listed in Appendix 2.

7.10. Vehicle Logbooks are compulsory.

7.11. These regulations may be altered or updated during the year and such alterations will be published in motorsport bulletins.

8. DRIVERS.

Driving to a maximum of 3 drivers per car is permitted. Competitors must advise COC of

change of competition car and be inspected in the driving position by scrutineer or Safety Delegate.

9. ENTRY FEES.

9.1. Entry fees must not exceed **€120.00 per event. €75.00 per event** for classes 8 & 9. Entry Fees include CPA Insurance.

9.2. All club entry forms should carry the championship sponsor name.

9.3. Recommended start time for events:

Saturday - Start of timed races 3.00 p.m.

Sunday -Start of timed races **10.30 a.m.**

10. POSTPONEMENTS AND CANCELLATIONS.

Where weather conditions make the running of an event doubtful the decision for or against running shall rest with the club concerned up to midday of the day prior to the event. In the event of a sudden deterioration on the day of the event, the decision shall rest with the Clerk of the Course in consultation with the Stewards of the meeting. In these circumstances organisers must make every possible effort to notify intending competitors of the cancellation. Any Club cancelling an event on the advertised date shall be required to satisfy the Motor Sport Council that the decision could not have been taken before midday on a previous day, and in default of such evidence shall be liable for a fine of €150. In the case of such a cancellation the event will still count towards the Championship on a new date if granted by the MSC or another forum TBA in consultation with the Chairman and Registrar of the Autocross Sub-Commission. Should an event be abandoned for reasons of Force Majeure after one timed event the round will still count in the Championship provided the Stewards are satisfied the event could not continue. The Clerk of the Course at an event in conjunction with the Stewards of the Meeting may cancel an event if requested to do so by the land owner, or in the case of Force Majeure.

10.1. In the event of force majeure, the Championship Committee may reserve the right to change the date of an event, substitute an alternative event, cancel an event, or alter the number of counting rounds.

10.2. These Regulations may be altered or updated during the Year by the Championship Committee.

10.3. Any alterations to the Championship regulations shall only be effective from the date they are published in a Motorsport Ireland Bulletin. Bulletins will be deemed to part of the Championship regulations.

11. NOTIFICATION OF RESULTS.

11.1. The Registrar is to receive on the Friday before the event, a list of all entries that would be



eligible for Championship points. This will be strictly enforced.

11.2. Organising clubs shall prepare on the day a duplicate set of results giving the following information:

- Full details of event Starters including entered class.
- Full details of Competitors timed runs including Class Results and Overall Results.

11.3. Name, full initials, MI Licence No., and the times of all competitors in each class to reach: Brian Keegan, 39 Killakee Walk, Firhouse, Dublin 24 within 8 days of completion of the event. A penalty of €10 per week will be incurred for any delay in forwarding results after this 8 day period. Where results in any class or classes are the subject of an unresolved protest or appeal, the results of other classes shall be submitted within the time limit stated, together with provisional results for the disputed classes.

11.4. It is requested that clubs endeavour to telephone the registrar with the above results either the night of the event or the next day.

12. RECOMMENDATIONS TO ORGANISERS OF ALL AUTOCROSSES

12.1. Priority must be given to providing grass fields whenever possible.

12.2. It is strongly urged that a consistent time table be maintained throughout the series. It is recommended that Each Competitor would commence Practice immediately following Mechanical and Paper Scrutiny.

12.3. No alcohol should be allowed in paddock.

12.4. Running Order. In every timed run at all events, class 8 (intermediates) and class 9 (juniors) will run first (together) and then for each championship event in the season the remainder of the field as follows:

First event – Class 1

Second event – Class 2

Third event – Class 3

and continue for each event except that Class 7 (Specials) and classes 10, 11, 12 and 13 (buggies) always run after the saloons, in class order.

12.5. The attention of Specials' Entrants Drivers and Scrutineers is drawn to MI regulations covering speed events, with particular emphasis on fireproof bulkheads and bodywork.

12.6. Awards.

The following awards must be made each day:

FTD: Fastest Time of the Day. Fastest Saloon Driver (Class 1,2,3 & 4), Fastest Super Saloon Driver (Class 5) and Fastest Special/Buggy Driver (Class 6, 7, 10, 11 & 12).

Awards: 1st, 2nd and 3rd awards in each class

regardless of the number of competitors.

Ladies Awards: should also be made for 1st, 2nd and 3rd in the Ladies not receiving another class award.

Novice Award: should be made for the best Novice where applicable.

12.7. Adequate signposting from the nearest town(s) to the venue should be arranged. Clubs must make adequate efforts to publicise the events locally especially via community radio and press.

12.8. Organisers of Championship Events are requested to contact:

Brian Keegan,

39 Killakee Walk, Firhouse, Dublin 24.

Mobile: 086-6997474.

Email: briangkeegan@hotmail.com

12.9. Organisers are requested to have a properly laid out paddock for cars and trailers.

12.10. Organisers must provide an up to date results board on display throughout the event.

12.11. Organisers are strongly urged to hold at least 2 timed runs with a maximum of 4 timed runs per event.

12.12. Timing.

Timing is the responsibility of the club who are running the event. It must record times to 1/100th of a second (compulsory).

12.13. In the interest of preserving venues, organisers are requested to try and re-instate damage to fields caused by their event, or provide monetary assistance to the landowner to have this done.

12.14. Organisers should mark the surface of the course before practice.

12.15. Organisers are recommended to involve local charities in their events.

12.16. Each organiser shall appoint a Safety Delegate for their event who be should named on the regulations.

13. SAFETY PRECAUTIONS.

It is now mandatory for organising clubs to provide adequate fire extinguishers around the course at every event. Organisers are reminded that MI Rules for Speed events in relation to ambulances, fire extinguishers, crowd control etc. also apply to Autocross.

A suitable all terrain vehicle (eg Tractor or 4x4 Jeep) must be provided.

A suitable telephone communications system



must be provided by the club for emergency use.

14. APPLICATION OF RULES.

Refer to GCR's Chapter 14.

15. PRACTICE RUN.

15.1. All vehicles other than classes 8, 9, and 13 should complete a minimum of 1 lap of a **Practice** Run. Classes 8, 9, and 13 should complete a minimum of 2 laps. The **Practice** Run must **not** use a pace car or similar control. Cars arriving after the start of timed runs may not be given a **Practice** run.

15.2. No unofficial familiarisation is allowed by any driver or drivers representative in any form of vehicle or ATV. Penalty of Exclusion will be applied.

16. DOCTORS AND AMBULANCES.

Organisers should note that one approved Ambulance (see Appendix 109) must be in attendance throughout.

Clubs must provide an emergency route for the ambulance which must be kept clear at all times during the event. The organising club must provide the ambulance crew with route notes and a map to the nearest Hospital. The Safety Delegate should ensure that a person with knowledge of the route to the hospital, be assigned to the ambulance crew for the duration of the event. Refer to Appendix 109 for further information.

17. ANNOUNCEMENT OF RESULTS.

17.1. Organisers should make a special effort to announce results and present awards not later than 1 hour after the conclusion of the event and results must be properly signed.

17.2. Prize giving should be held at the venue on Sunday evening.

18. SAFETY PLAN.

A safety plan is compulsory for all autocross events. A sample plan showing the minimum requirement is available from MI. Each club must appoint a Safety Delegate for their event, and are requested to submit the safety plan with the permit application to MI. No permit shall be granted until a satisfactory plan has been received.

19. COURSE INSPECTION.

All Courses must be inspected well in advance by arrangement with a member of the MI Autocross Commission in conjunction with the Club's Safety Delegate. A Course Inspection Report must be completed and returned to MI when the applying for the event organising permit.

20. COURSE - ADDITIONAL.

20.1. Paddock should not be in the centre of the track.

20.2. Paddock should be clearly defined, separately from spectator parking areas.

20.3. No spectators should be located opposite the end of the straights.

20.4. Paddock exit/entry should have "holding lanes" for competitors entering and leaving the paddock, with a marshal in charge.

20.5. A separate area away from the Paddock and general public should be allocated for parking competitors' trailers if space restrictions dictate.

21. SAFETY REQUIREMENTS.

21.1. Competitors are reminded that flame resistant clothing is compulsory at all autocross events. Minimum requirements are set out on Appendix 2 & 3 for Autocross event.

21.2. Competitors not adhering to safety requirements while competing will not be allocated a time for that run.

22. COMPETITOR CHECKS DURING EVENT.

Clubs are requested to appoint an individual(s) to check the readiness of Competitors at the Start of each timed run (goggles, helmet fastening, harness, gloves, suits, fire extinguisher etc.).

This should be carried out at random and at a reasonable distance or time before cars are allowed approach the start line so as not to interfere with the Competitors and timekeepers as they prepare to start their timed run. Competitors should not be released to the start line if they do not comply.

23. A.T.V.'s.

Not allowed at autocross venues.

24. PASSENGERS.

No passengers allowed in competition vehicles during competition or practice, except that junior drivers may carry a parent/mentor in the vehicle during practice, subject to the parent/mentor :

A: holding the appropriate competition

licence,

B: ~~Deleted~~

C: signing the indemnity on the entry form,

D: paying the Competitors Personal

Accident Insurance fee.

E: Complying with requirements per GCR 108.2.3.



NATIONAL AUTOCROSS CHAMPIONSHIP INFORMATION

(Grass Surface)

30. POINTS TABLE.

30.1. Points as under will be allotted as per the final results as signed by Clerk of Course of each championship event of each registered Competitor, eg. 1st Registered Competitor, 2nd Registered Competitor etc.

Class Points System:

1st in Class	10 Points
2nd in Class	8 Points
3rd in Class	7 Points
4th in Class	6 Points
5th in Class	5 Points
6th in Class	4 Points

Each competitor who does not score points in the class structure and is deemed a starter by the Clerk of the Course of the event shall receive 3 points in the Class Results.

30.2. Lady Competitor shall score points towards the Ladies Award on the same scale as the Class Structure referred to in 30.1 above.

1st at each event in Championship
2nd at each event in Championship
3rd at each event in Championship

30.3. For the allocation of overall championship points the cars will be divided into three distinct groups, namely:

"Saloons" – Classes 1,2,3 & 4.

"Super Saloons" – Class 5.

"Specials and Buggies" – Class 6, 7, 10, 11 & 12.

"Intermediate Saloons" – Class 8.

"Junior Saloons" – Class 9A & 9B.

"Junior Buggies" – Class 13.

Points as under will be allotted based on the final results of the event for competitors in each group:

1st in group	– 20 points
2nd in group	– 18 points
3rd in group	– 16 points
4th in group	– 14 points
5th in group	– 13 points
6th in group	– 12 points
7th in group	– 11 points
8th in group	– 10 points
9th in group	– 9 points
10th in group	– 8 points
11th in group	– 7 points
12th in group	– 6 points
13th in group	– 5 points
14th in group	– 4 points

Each competitor who does not score points and is deemed a starter by the Clerk of the Course of the event shall receive 3 points on the Overall Results.

Each Competitor may score Additional Overall Championship Points based on the number of Timed Runs COMPLETED. Additional Points will be awarded as follows:

1 Timed Run Completed:	1 Point
2 Timed Runs Completed:	2 Points
3 Timed Runs Completed:	3 Points
4 Timed Runs Completed:	4 Points

30.4. The winner of the Saloons, Super Saloons & Specials and Buggies Group will receive a bonus 0.5 of a point in the Overall Championship Results.

30.5 Deleted.

31. TIES SHALL BE DECIDED AS UNDER.

31.1. In Counting Events, the points for a class place tied, and the points for the next lower class place or places shall be added together and divided equally between those tying.

31.2. In the Championship Overall; ties will be decided in favour of the competitor who obtains the most FTD's in their group in the series and if this fails to resolve the tie, the result will be determined in favour of the driver with the greatest number of firsts, seconds, etc. overall or in their class as appropriate and so on until the tie is resolved.

31.3. For the Fastest Time of the Day; there shall be a run off.

32. CHAMPIONSHIP AWARDS.

1st Overall Special (Barry Transport Trophy)
1st Overall Saloon (Kenequip Perpetual Trophy)
1st Overall Intermediate (Donie Lucey Trophy)
1st Overall Junior (M.A.G. Keegan Cup)
1st Overall Ladies (Pat Kerley Perpetual Trophy)
1st Overall Super Saloon (Pat Fay Perpetual Trophy)
1st Overall Junior Buggy (Whitby Moynan Memorial Perpetual Cup)

In addition to the above awards, there will be 1st, 2nd and 3rd in each class including ladies. No competitor may win more than one award in the championship. Lady competitors will be placed in the class for ladies in the championship overall in preference to their capacity class, and the next highest competitors will fill their places in the capacity classes.



33. REGISTRATION OF DRIVERS.

To be eligible to score points in the Championship, a driver must be registered. This may be done by completing the forms specified, available from the MI or directly with the registrar. A competitor may register at any time in the season but will only score points from that time. The registration form requires a driver to nominate the class in which he wishes to compete, and a competitor can only score points in his/her nominated class. Each registered competitor will be allocated a permanent competition number for the season, on payment to the registrar of €20. The Event Secretary must receive entry for the event on the previous Friday in order for registered competitors to be eligible for Championship points.

A competitor may use a fellow competitor's car providing:

- a) their own car is no longer serviceable
- b) they have the owners consent
- c) the car is eligible for the class originally entered
- d) They are inspected by COC or Safety Delegate in driving position.

34. CHAMPIONSHIP EVENTS.

The list of Championship events is: are available on the MI website

35. ADDITIONAL POINTS.

35.1. Bonus points per round will be added to each competitors final score who compete in all championship rounds.

35.2. . Registrar: Brian Keegan (086) 6997474

35.3. Deleted 1.1.12.



MI NATIONAL LOOSE SURFACE AUTOCROSS CHAMPIONSHIP

1. GENERAL PRINCIPLES.

1.1. All events in the Championship will adhere to these regulations and run under the GCR's of M.I. and under these appendices in the current Motorsport Ireland yearbook and any supplementary regulations for each counting round.

The Spirit of this Championship is of a "clubman" nature as determined by the Championship Committee.

1.2. To be eligible for championship points, all registered competitors must display championship decals on their competition car.

1.3. The Championship shall be decided in favour of the competitor who has the best performances in the number of counting events less one, i.e. one dropped score.

1.4. The Championship shall be open to MI & Motorsport UK licence holders.

2. CLASSES. (SEE ALSO ARTICLE 9.1)

Class 1: All Saloon cars up to 1450 c.c.

Class 2: All Saloon cars from 1451 c.c.to 1650 c.c. with not more than 2 valves per cylinder.

Class 3: All Saloon cars from 1451 c.c.to 1650 c.c. with more than 2 valves per cylinder.

Class 4: All Saloon cars from 1651 c.c.to 2100 c.c.

Class 5: All Saloon cars over 2100 c.c., 4WD & Turbo Charged Saloon Cars.

Class 6: Motorcycle Engined Specials over 1250cc up to 1400cc Maximum. Only open to competitors 17 years and over.

Class 7: Car Engined Specials. Only open to competitors 17 years and over.

Class 8: Class 8: "Intermediate class" for 16 – 18 year olds, holding a "Speed National B" license in saloon cars up to 1650cc.

Class 9: "Junior class" for 13 – 16 year olds, holding a "Junior" license in saloon cars up to 1450cc.

Drivers in class 8, 9 & 13 must be 13 to 18 years old respectively on the 1st Day of the Championship Year.

Class 10: Motorcycle Engined Specials including Buggies up to 600cc. Only open to competitors 17 years and over.

Class 11: Motorcycle Engined Specials including Buggies from 601cc to 750cc. Only open to competitors 17 years and over.

Class 12: Motorcycle Engined Specials 751cc to 1249cc. Only open to competitors 17 years and over.

Class 13: J1000

For holders of Junior Speed licences with cars complying to J1000 Technical Regulations as published on MI website, Co drivers are compulsory and must hold a minimum of National B competition licence and be 21 years old or over. Drivers must be 13 - 16 years of age.

Notes on Classes

Maximum Engine Capacities are as Follows:

Motorcycle Engine Buggy is 1000cc

Motorcycle Engine Special is 1400cc

Car Engine Special is 4000cc

The onus rests with the competitor to enter a class for which their car is eligible. Classes are final at scrutiny.

3. POSTPONEMENTS AND CANCELLATIONS.

3.1. In the event of force majeure, the Championship Committee may reserve the right to change the date of an event, substitute an alternative event, cancel an event, or alter the number of counting rounds.

3.2. These Regulations may be altered or up-dated during the Year by the Championship Committee.

3.3. Any alterations to the Championship regulations shall only be effective from the date they are published in a Motorsport Ireland Bulletin. Bulletins will be deemed to part of the Championship regulations.

4. CHAMPIONSHIP REGISTRATION & REGISTRAR.

4.1. The Championship Registrar is:

Eoin Longworth

Ballyvora,

Athlone Rd,

Ferbane,

Co Offaly.

Tel: (086) 8179297

Email: longwortheoin@gmail.com

To be eligible to score points in the Championship, a driver must be registered. This may be done by completing the forms specified, available from the MI Website or directly with the Championship



Registrar or Representative. The driver will only score points from the time of registration. The registration form requires a driver to nominate the class in which he wishes to compete, and a competitor can only score points in his/her nominated class. Registration Fee €20. A competitor may register at any time during the season. Competitors agree to be bound by these Regulations & any subsequent amendments issued by the Championship Promoters.

4.2. A Driver may nominate one class for scoring at each Event. Points will not be transferable from class to class in the case where competitors switch class from one event to another. Change of class MUST be notified to the Championship Registrar and Re Registration in the new class completed, PRIOR to starting the event in which the change occurs.

5. CHAMPIONSHIP ROUNDS.

For the full schedule, please see motorsportireland.com/fixtures.

6. AWARDS.

6.1.1. Overall - 1st Overall 2WD Saloon, 1st Overall 4WD Saloon & 1st Overall Special/Buggy, one trophy each. Overall winners will be determined by the highest points accumulated from their Group. The Championship shall be decided in favour of the competitor who has the best performances in the number of selected events less one i.e. one dropped score from the total number of events held.

6.1.2. Classes 1st, 2nd and 3rd in each class, one trophy each. The first three Overall winners will not be eligible for Class Awards.

6.1.3. Best Lady Award.

6.2. Deleted

6.3. Additional awards may be presented at the organising commissions discretion.

6.4. Deleted

7. POINTS SCORING.

7.1. Points as undernoted will be allotted as per the final results as signed by the Clerk of the Course for each championship event to each Competitor, eg. 1st Competitor, 2nd Competitor etc.

Class Points System:

1st in Class	10 Points
2nd in Class	8 Points
3rd in Class	7 Points
4th in Class	6 Points
5th in Class	5 Points
6th in Class	4 Points

Each competitor who does not score points in

the class structure and is deemed a starter by the Clerk of the Course of the event shall receive 3 points in the Class Results.

7.2. For the allocation of overall championship points the cars will be divided into three distinct groups, namely:

"2WD Saloons" - Classes 1, 2, 3, 4 & 5.

"4WD Saloons" - Class 5

"Specials and Buggies" - Classes 6, 7, 10, 11 & 12.

Points as undernoted will be allotted based on the final results of the event for competitors in each group:

1st in group	20 points
2nd in group	18 points
3rd in group	16 points
4th in group	14 points
5th in group	13 points
6th in group	12 points
7th in group	11 points
8th in group	10 points
9th in group	9 points
10th in group	8 points
11th in group	7 points
12th in group	6 points
13th in group	5 points
14th in group	4 points

Each competitor who does not score points and is deemed a starter by the Clerk of the Course of the event shall receive 3 points on the Overall Results.

"Fastest time run of the day" being the fastest time for one run as declared by the Final Results signed by the C.O.C. shall attract a bonus 0.5 of a point in the Overall Results to the winning competitor.

7.3. Bonus Points: A competitor that starts ALL counting rounds of the Championship will receive 1 point per Event Started. These Bonus Points will added into the overall points.

Each Competitor may score Additional Overall Championship Points based on the number of Timed Runs COMPLETED. Additional Points will be awarded as follows:

1 Timed Run Completed:	1 Point
2 Timed Runs Completed:	2 Points
3 Timed Runs Completed:	3 Points
4 Timed Runs Completed:	4 Points

7.4. Deleted.

8. CHAMPIONSHIP TIES.

8.1. In Counting Events, the points for a class place tied, and the points for the next lower class place or places shall be added together and divided equally between those tying.

8.2. In the Championship Overall; ties will be decided in favour of the competitor who obtains the most FTD's in their group in the series. If



this fails to resolve the tie, the result will be determined in favour of the driver with the greatest number of firsts, seconds, etc. overall or in their class as appropriate and so on until the tie is resolved.

9. CHAMPIONSHIP EVENT GUIDELINES.

Classes may be sub divided by clubs, but Championship points will be allocated based on the results within the amalgamated class.

9.1. A Draw will be held at drivers briefing to determine the class running order for the 1st Run. Clubs are free to decide the class running order for the subsequent timed runs.

9.2. All clubs are requested to make contact with the Championship Registrar at least 4 weeks prior to their event.

9.3. Entry Fees must not exceed **€130** including CPA Insurance.

9.4. EVENT AWARDS.

The following awards must be made each day:

FTD: 2WD Saloon Driver. (Class 1 – 5)

FTD: 4WD Saloon Driver (Class 5).

FTD: Special/Buggy Driver (Class 6,7,10, 11 & 12).

9.5. All Timed runs must have 3 Laps. There must be a minimum of 2 timed runs with a maximum of 4 timed runs per event.

9.6. PASSENGERS.

No passengers allowed in competition vehicles during competition or practice, except that junior drivers may carry a parent/mentor in the vehicle during practice, subject to the parent/mentor:

A: holding the appropriate competition licence,

B: **Deleted.**

C: signing an indemnity on the entry form'

D: paying the Competitors Personal Accident Insurance fee.

E: Complying with requirements per GCR 108.2.3.

10. CHAMPIONSHIP COMMITTEE.

Registrar:

Eoin Longworth,
Ballyvora, Athlone Rd, Ferbane, Co Offaly.

Tel: (086) 8179297

Email: longwortheoin@gmail.com

Secretary:

Brian Keegan,
39 Killakee Walk, Firhouse, Dublin 24.

Phone: 086 6997474.

Email: briangkeegan@hotmail.com

11. EVENT ORGANISATION

Guidelines for event organisation included in Appendix 86 apply to the Loose surface Championship events. In particular Articles 9 to 16.



STANDARD REGULATIONS FOR ALL NON-CHAMPIONSHIP AUTOCROSS EVENTS

(inc. Loose Surface and Grass Surface)

1. CLASSES.

At discretion of clubs:

1.1. All Specials and Buggy Drivers must be Minimum 17 Years of age, except for J600 Junior Buggy Class is 13 years for Grass Surface ONLY.

1.2. J1000 Drivers must be 13 to 18 years old respectively on the 1st Day of the Championship Year.

2. PENALTIES.

A penalty of 5 seconds will be imposed for knocking, striking, displacing or passing on the wrong side of a Penalty Marker. Penalty Markers must be indicated by event organisers at competitor briefing. In the case of a baulk only, penalties incurred in the original run will be carried forward to the re-run in all cases. Where Penalty Markers have been knocked down during a run and not replaced competitors are still required to follow the intended course otherwise penalties as above will be applied.

3. COURSES.

3.1. Starts.

Flying starts from a dummy grid placed approximately 5 yards behind the Timing/Start line. Timing to commence when the front of the car crosses the Timing/Start line. Start and finish lines must be clearly defined and should be on a reasonable level.

3.2. The club must provide a safe cordoned off area for spectators. Forbidden ground signs must be displayed where spectators are not allowed.

3.3. Changes to a course during an event between timed runs in the interest of safety to be at the sole discretion of the Clerk of the Course acting in consultation with the event Safety Delegate and MI stewards. The Clerk of the Course must then call drivers and advise them of changes to the course.

4. CARS ON COURSE.

There shall be no overtaking and cars will be started singly at such intervals as will ensure that not more than 4 cars are on the course at any one time, and that the possibility of baulking is reduced to a minimum. In dusty conditions organisers should satisfy themselves that the visibility is adequate for all competitors and if it is not they must reduce the number of cars on the course to rectify the position. Corners should be

of a flowing nature, thereby avoiding tight turns and preventing rutting and undue damage.

5. BAULKING.

Claims for baulking must be made at the end of the run in which the baulk occurred and before the next run begins.

6. CARS AND EQUIPMENT

6.1. Also to be read in conjunction with Appendix 2, Scrutiny Requirements.

6.2. Modifications.

All forms of tuning and lightening permitted and cars fitted with super-chargers, turbo-chargers and forced induction carburettors will have their capacity multiplied by 1.7.

6.3. Twin engines NOT permitted.

6.4. Tyres.

6.4.1. Deleted 1.1.11.

6.4.2. Use of Quad or Agricultural and Unimog tyres are not permitted. No gap between two blocks measured perpendicularly or parallel to the tread may exceed 15 mm.

6.5. Limited slip and locked differentials are permitted as a modification.

6.6. Cars and equipment must comply with MI Scrutiny Requirements for speed events, including the use of roll bars in all cars and laminated windcreens in saloons.

6.7. Competitor numbers should be displayed on both sides of the car. Numbers should be a minimum of 6" high, black on white background.

6.8. Crash Helmets must comply with MI specification as listed in Appendix 2.

6.9. Fire Extinguishers must be min 1.75 litre AFFF or equivalent as per Appendix 2.

6.10. Vehicle logbooks are compulsory.

6.11. All cars must be fitted with mudflaps on driven wheels.

6.12. Protective clothing must comply with the standards set out in Appendix 2 and 3 for autocross events.



7. DRIVERS.

Driving to a maximum of 3 drivers per car is permitted. Competitors must advise COC of change of competition car and be inspected in the driving position by scrutineer or Safety Delegate.

8. POSTPONEMENTS AND CANCELLATIONS.

Where weather conditions make the running of an event doubtful the decision for or against running shall rest with the Club concerned up to midday of the day prior to the event. In the event of a sudden deterioration on the day of the event, the decision shall rest with the Clerk of the Course in consultation with the Stewards of the Meeting. In these circumstances organisers must make every possible effort to notify intending competitors of the cancellation. Any Club cancelling an event on the advertised date shall be required to satisfy the Motor Sport Council that the decision could not have been taken before midday on the previous day, and in default of such evidence shall be liable for a fine of €150. The Clerk of the Course at an event in conjunction with the Stewards of the Meeting may cancel an event if requested to do so by the land owner, or in the case of Force Majeure.

9. RECOMMENDATIONS TO ORGANISERS OF ALL AUTOCROSSES.

9.1. Drivers briefing must be held before practice begins.

9.2. The attention of Specials Drivers and Scrutineers should be drawn to MI regulations covering speed events, with particular emphasis on fireproof bulkheads and bodywork.

9.3. Awards to be given out at Clubs discretion.

9.4. Adequate signposting from the nearest town(s) to the venue should be arranged and clubs make adequate efforts to publicise the events locally especially via local radio and press.

9.5. Organisers are requested to have a properly laid out paddock for cars.

9.6. Organisers must provide an up to date results board on display throughout the event.

9.7. Timing shall be at least 1/100th of a second. The Timekeeper must be in line with the start and finish line when timing.

9.8. No alcohol should be allowed and smoking is strictly prohibited in the paddock area.

10. SAFETY PRECAUTIONS.

It is now mandatory for organising clubs to provide adequate fire extinguishers around the course at every event. A suitable all terrain vehicle (eg tractor or 4x4 Jeep) must be provided. A suitable telephone communications system must be provided by the club for emergency use.

11. FAMILIARISATION RUN.

11.1. All cars should complete a minimum of 1 lap of a familiarisation run. Junior Licence holders will be allowed a minimum of 2 laps of a familiarisation run. allowed by any driver or driver representative in any form of vehicle or ATV. Penalty of Exclusion shall be applied.

12. DOCTORS AND AMBULANCES.

Organisers should note that one approved Ambulance (see Appendix 109) must be in attendance throughout.

Clubs must provide an emergency route for the ambulance which must be kept clear at all times during the event. The organising club must provide the ambulance crew with route notes and a map to the nearest Hospital. The Safety Delegate should ensure that a person with knowledge of the route to the hospital, be assigned to the ambulance crew for the duration of the event.

Refer to Appendix 109 for further information.

13. SAFETY PLAN.

A safety plan is compulsory for all autocross events. A sample plan showing the minimum requirement is available from Motorsport Ireland. Each club must appoint a Safety Delegate for their event, and are requested to submit the safety plan with the permit application to Motorsport Ireland. No permit shall be granted until a satisfactory plan has been received.

14. COURSE INSPECTION.

All Courses must be inspected well in advance by arrangement with a member of the MI Autocross commission in conjunction with the Club's Safety Delegate. A Course Inspection Report must be completed and returned to MI when the applying for the event organising permit.

The MI stewards and the Club Safety Delegate should jointly inspect the course prior to the commencement of practice.

15. COURSE ADDITIONAL.

15.1. Paddock should not be in the centre of the track.

15.2. Paddock should be clearly defined separately from Spectator parking areas.



15.3. No spectators should be located opposite the end of the straights.

15.4. Paddock exit/entry should have "holding lanes" for competitors leaving and entering the paddock, with a marshal in charge.

15.5. A separate area away from the paddock should be allocated for parking competitors' trailers.

15.6. All standing and dangerous objects must be adequately protected by straw bales or tyres.

15.7. Where possible, organising Clubs should avail of the services of qualified personnel. Where heavy plant and machinery is utilised, only certified drivers can operate the equipment.

15.8. All individuals involved in the preparation of a venue should be signed on.

16. SAFETY REQUIREMENTS.

Competitors not adhering to the safety requirements whilst competing will not be allocated a time for that run.

17. PASSENGERS.

No passengers allowed in competition vehicles during competition or practice, except that junior drivers may carry a parent/mentor in the vehicle during practice, subject to the parent/mentor:

- (a) holding the appropriate competition licence,
- (b) NOT COMPETING ON THE DAY,
- (c) signing an indemnity form,
- (d) paying the Competitors Personal Accident Insurance fee.

18. COMPETITOR CHECKS DURING EVENT.

Clubs are requested to appoint an individual(s) to check the readiness of Competitors at the Start of each timed run (goggles, helmet fastening, harness, gloves, suits, fire extinguisher etc.).

This should be carried out at random and at a reasonable distance or time before cars are allowed approach the start line so as not to interfere with the competitors and timekeepers as they prepare to start their timed run.

Competitors should not be released to the start line if they do not comply.



AUTOCROSS SINGLE-SEATER / SPECIALS AND BUGGIES

1. GENERAL.

No car may be driven in the event until it has been approved by an Motorsport Ireland (MI) Scrutineer of the meeting.

1.1. If after approval any car is dismantled or modified in a manner which may affect its safety or eligibility, it is involved in any incident which is likely to have a similar effect, or any aerodynamic devices is added or removed, it shall be represented for approval. The entrant shall be responsible for seeking such approval. Vehicle logbooks are compulsory.

2. NOISE.

A limit of 105 dB is imposed for all cars. The noise will be measured with a sonometer regulated at "A" and "SLOW", placed at an angle of 45° to and a distance of 50 cm from the exhaust outlet, with the car's engine running at 4500 rpm. A carpet of minimum 1.50 x 1.50 m must be placed over the relevant area of ground.

3. TOWING EYE.

Must be fitted at the front and at the rear. These eyes must not protrude beyond the perimeter of the bodywork seen from above. They should be painted a bright yellow, red or orange, and must be fitted so as to be easy to find for the rescue in case of emergency.

4. DRIVER'S SEAT.

A complete, FIA-Homologated seat is recommended. This seat may not be modified in any way. A seat which has not been Homologated by the FIA may be pierced to allow straps to be passed through it. These straps must comply with the traction angles shown in drawing 253-42. The shell of the seat must then be reinforced locally so that it at least retains its original resistance, and the trim must protect the straps from any risk of deterioration. The seat must be securely fixed; if it is mounted on rails, or if it has an adjustable back rest, it must be additionally secured so as to be absolutely immovable and rigid. The seat shall include a headrest. The dimensions of the headrest shall be such that the driver's head cannot be trapped between the rollbar and the headrest.

5. SPARE WHEEL.

Prohibited.

5.1. Wheel & Tyres.

The complete wheel (flange + rim + inflated tyre) must always fit inside a U-shaped gauge of which the extremities are 250 mm apart the measurement to be made on an unloaded part of

the tyre. Twin wheels and wheels fitted with chains are forbidden. Studded tyre's are forbidden. Tyres fitted with "knobbly" treads or rubber studs are not permitted. No gap between two blocks measured perpendicularly or parallel to the tread may exceed **10mm**. In the case of wear or tear of the corners, the measurement will be taken at the base of the block. In the case of circular or oval blocks, the measurement is taken at the tangent of the blocks; - the depth of the tread may not exceed **10mm**. These measurements do not apply over a width of 30 mm at the edge on each side of the tread, but the blocks may not extend beyond the vertical plane of the tyre walls. If wheels made from a material other than steel are used, the competitor must provide documentary evidence that these wheels have been supplied for a series production car either as original equipment or as alternative equipment. Home-made constructions are prohibited.

5.2. Use of Quad or Agricultural and Unimog tyres are not permitted.

6. THROTTLE.

There shall be a positive means of closing the throttle in the event of failure of the throttle linkage, by means of an external spring operating on each throttle spindle or slide. '

6.1. Fuel tank.

If a non-original tank is filled, it shall be located at least 30 cm from the bodyshell in both lateral and longitudinal directions, outside the driver's compartment, and must be separated from this compartment by a firewall or by a container, both of which shall be flame- proof and fire-resistant.

6.2. Fuel, oil and cooling water tanks.

They shall be isolated from the driving compartment by means of bulkheads so that in the case of spillage, leakage or failure of a tank, no liquid will pass into the driving compartment. The same applies to the fuel tanks vis-à-vis the engine compartment and exhaust system. The fuel tank be situated behind the seat. It must be mounted in a sufficiently protected location and be firmly attached to the car. It must not be in the driver's compartment, and must be separated from it by a fire-wall. Unless the fuel tank is isolated from the engine and the exhaust by a leak-proof, non-inflammable bulkhead, this tank must be situated at least 40 cm away from the cylinder head and the exhaust system. The filler caps of this fuel tank must be leak proof and must not protrude beyond the bodywork. The capacity of the fuel tank must not exceed 20 litres.



6.3. Fuel lines and pumps.

Fuel lines, oil lines and brake lines must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakage's, etc.), and inside the cockpit, as far as the fuel circuit is concerned, against all risks of fire. There must be no connections on the lines situated in the cockpit. Automatic fuel-flow cut-off: It is recommended that all fuel feed pipes going to the engine and return pipes from the engine be provided with automatic cut-off valves located directly on the fuel tank which automatically close all the fuel lines under pressure if one of these lines in the fuel system is fractured or leaks. The vent lines should also be fitted with a gravity activated roll-over valve. All the fuel pumps should only operate when the engine is running, or during the starting process.

7. STEERING COLUMN.

Anti-theft devices must be removed.

7.1. Steering.

Appendix 2 3.1

8. SAFETY HARNESS.

Compulsory, with at least six points conforming to the specification- of Article 253.6 of Appendix J. The two shoulder straps shall have separate anchorage points.'

9. SAFETY ROLLAGE.

Must be fitted, as defined in Appendix 2 16. with backstays and diagonal member. Recommendation that a three corner piece of steel is used to reinforce forward section of roll cage at each joint, from main hoop.

9.1. Autocross buggies must use an FIA Certified cell /cage.

10. CYLINDER CAPACITY.

The maximum corrected cylinder capacity is 4000 cm3 normally aspirated.

11. ENGINE PROTECTION.

A protective hoop is recommended for rear-engine. The rear part of this hoop must entirely envelope the engine including the exhaust and its outlet. This hoop must be braced in its centre. This may be connected to the underneath of the vehicle or to the main rollbar. The tubes used will have a minimum wall thickness of 1.5 mm. The protective hoop for the engine may be in several detachable parts, but in this case the joined tubes must be sleeved and the assembly effected by a bolt of 6 mm minimum diameter on each end of the sleeve, positioned at 90° the one to the other, separated by at least 30 mm. The diameter of the bolts to be used is at least 6 mm.

11.1. Lateral Protection.

This will consist of composite honeycomb structures solidly attached to steel tube structures

on each side of the car. These tube structures must conform to the material specifications given in article 253.8.3. of Appendix J, with the exception of the dimensions of the tubes, which must measure at least 30 x 2 mm. These structures must be fixed to the main structure of the car. The minimum thickness of the composite panels is 15 mm and they may be mounted on either side of the tubes. The outermost part of the protection shall be situated at the level of the centre of the wheel hubs, over a minimum length of 60 % of the wheel base. This protection shall extend outwards on both sides at least as far as the vertical planes passing through the middle of the foremost part of the rear tyre's and through the middle of the rear- most part of the front tyre's, but not further than the vertical planes passing through the outside of the foremost part of the rear tyre's and through the outside of the rearmost part of the front tyre's. The space between this protection and the bodywork must be covered, to prevent wheels penetrating it.

11.2. Bodywork.

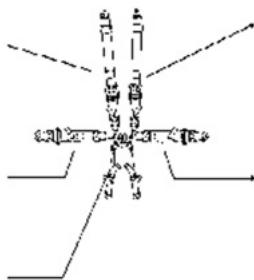
This must be impeccably finished, in no way of a makeshift nature. It must not have any sharp angles or sharp-edged or pointed parts and angles or corners must be rounded with a radius of not less than 15 mm. At the front and at the sides there must be hard, opaque bodywork providing protection against stones. This body work must rise at least to the level of the centre of the steering wheel, and its height must not be less than 42 cm measured from the driver's seat mounting. All mechanical elements necessary for propulsion (engine, transmission) must be covered by the bodywork or mudguards. Seen from above, all parts of the engine must be covered by sturdy, hard and opaque bodywork; the sides of the engine may be left uncovered. The panels used must not be more than 10 mm thick.

11.3. Cockpit.

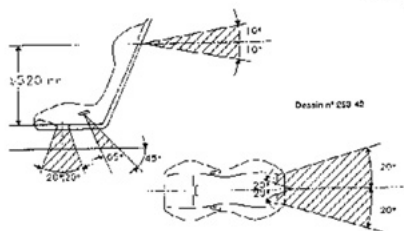
The width of the cockpit, maintained over 50 cm from the most rearward point of the seat in a horizontal plane towards the front, shall not be less than 60 cm. No part of the cockpit, or situated in the cockpit, may have sharp or pointed parts. Particular care must be taken to avoid any protrusion which could injure the driver. The two safety rollbars must be high enough for a line extended from the top of the main rollbar to the top of the front rollbar to pass at least 5 cm over the top of the drivers helmet when he is seated normally in the car with his Helmet on and his safety harness fastened. A rigid roof panel above the driver is permitted. Any transmission shaft joint situated beneath the floor of the cockpit must be enveloped by a band of mild steel at least 3 mm thick over a length of at least 25 cm, securely fixed to the chassis, in order to prevent the shaft from penetrating the cockpit or hitting the ground in case of failure of the joint. No mechanical part other than the Controls necessary for driving the vehicle



may be situated in the cockpit. It is recommended that lateral protection be provided as follows for the two side openings of the cockpit: These openings must be closed completely to prevent the passage of a hand or arm. This closing must be effected: - either by netting with a maximum mesh of 6 cm x 6 cm made from cords of at least 3 mm in diameter, this netting being fixed permanently at the top and rapidly detachable at the bottom from inside or outside; - or by a wire grille with a maximum mesh of 6 cm x 6 cm, the wire being at least 2 mm in diameter, this grille being attached by two hinges at the top and having an external quick release device at the bottom, also accessible from inside the car (an opening may be made for this purpose), allowing the grille to be swung upwards to a vertical position. - or by side windows made from polycarbonate, of a minimum thickness of 5 mm. A fireproof bulkhead is mandatory between fuel tanks and occupants, and between engine and occupants.



12. WEIGHT.

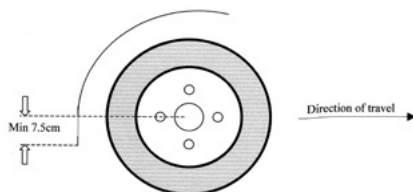


The minimum weight of the vehicle, without the driver on board, must at all times during the event be at least 320Kg.

13. MUDGUARDS.

Mudguards must be appropriately mounted and in close proximity to all driving wheels. They must be a minimum width and provide efficient covering as defined below:

Minimum width: Covering the entire width of the



tyre plus a minimum projection of 2.5cm on both sides of the tyre.

Efficient covering requirement: They must cover at least one third of the circumference of the tyre and descend towards the rear to at least 7.5cm below the centre line of the wheel at all times.

Mudguards must not have perforations or sharp edges. See diagram above.

13.1. Suspension.

The axles must be sprung. The mounting of axles directly onto the chassis is not allowed.

14. DYNAMOS, ALTERNATORS, BATTERIES.

Dynamos and alternators may be removed, but each car must have a fully charged battery. The use of any outside source of energy to start the engine of the car on the grid or during a race is forbidden.

15. COMPETITION NUMBER.

This must be displayed on each side of the car and on each side of a panel on the roof. The car must bear no other number likely to be confused with it. The roof number must be permanently fixed on a vertical support, 24 cm x 35 cm, with no sharp edges and must be positioned along the longitudinal axis of the car. The number must be 18 cm high and the strokes forming it must be 4 cm thick.



16. WINDSCREEN RECOMMENDED.

Where fitted this must be made of laminated glass, or of a polycarbonate at least 5 mm thick. Scrutineers will not accept cars whose windscreen shows traces of collision or cracks to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the event. The windscreen may be replaced, or protected, by a metal grille covering the entire surface of the windscreen opening. The mesh size shall be between 10 mm x 10 mm and 25 mm x 25 mm, and the minimum diameter of the wire of which the mesh is formed shall be 1 mm. In cars which have a laminated glass windscreen or which have the metal grille defined above and no polycarbonate windscreen, motorcycle type goggles or a visor fitted on the helmet must be worn by the driver. Apertures of a total area not exceeding 64 cm² may be made in the windscreen.

17. FUEL .

Appendix 2 28.2.

18. BATTERY.

Appendix 2 10.

19. FIRE EXTINGUISHER.

Appendix 2 6.3

20. BATTERY CUT OUT SWITCH.

Appendix 2 22. It must be operable from both inside and outside of the vehicle.

21.

Deleted

22. SIDE NETTING.

Side netting is compulsory on both sides and must be securely fitted while competing. Such side netting must be FIA approved.



SPORTING TRIALS REGULATIONS

1. SPONSORSHIP.

Sponsorship is deemed to be outside the spirit of the sport.

2. SCRUTINY.

A STRICT SCRUTINY WILL TAKE PLACE AT THE START OF EACH SEASON.

Scrutineering of cars will take place prior to the start of the first trial of every new season, organised by the Motorsport Ireland Trials Commission. Before being presented for scrutiny, cars must be declared to be in compliance with the regulations by their owners.

A competitor who is unable to be present at the official, organised pre-season scrutiny may make private arrangements with an MI appointed scrutineer for Sporting Trials, for which there may be a fee, the amount of which will be set by the Trials Commission.

A car may not be driven in an event until it has passed scrutiny for the current season.

A competitor who starts an event in a car that has not passed scrutiny for the current season, will be excluded from the results of that event. Furthermore, when the car is presented for scrutiny a fine equal to the amount of the scrutiny fee will be payable in addition to the scrutiny fee.

The onus is on the competitor to ensure the car in which they have entered has passed scrutiny before the event.

At the request of the Clerk of the Course, cars may be checked by the scrutineers for compliance with the Technical & Safety Regulations at any time during an event. Penalties for non compliance will apply as laid down in GCR 148, except that a breach of the minimum tyre pressure will incur a penalty of 10 Marks.

The penalty for breach of minimum tyre pressure will apply to the driver/drivers of that vehicle, excluding Junior clubman licence holders double driving a senior competitor's car.

3. CHAMPIONSHIPS.

It is recommended that there is no overall Annual Sporting Trials Championship.

4. PROCEDURES FOR DRIVERS AND OFFICIALS.

4.1. Standing Starts only permitted with front wheels on start line. A new draw should be made to decide the starting order of each driver at each event. Competitors must only start when observer is ready and must follow intended line

of section. ***Where an intended line is required, "via" stakes must be used to clearly define the intended line.***

4.2. ANY REARWARD MOTION excludes further scoring in that section.

4.3. When any part of car touches a marker stake the competitor is deemed to have finished in that section and receives the value for the last pair of markers through which the centre line of the front wheels have passed. Crossing of tracks within a section is permitted. Where a section is laid through undergrowth - ensure that it is cut.

4.4. In the event of a stall, use of the starter is not permitted. An unaided forward rolling start only is allowed to qualify further progress.

4.5. A competitor is permitted a reasonable time lapse (not more than 5 seconds at a time) with no forward motion, after which marks will be awarded according to progress to that point. Observers to signal end of the reasonable time.

4.6. Observers should always be in a good position to differentiate between a car touching a stake and the ground around it moving the stake.

4.7. Where a stake has been run down, care should be taken to ensure that it is replaced in exactly the same position to give equal opportunity to all drivers. Observers should use a reference point e.g. distance from tree, rock etc.

4.8. Competitors are not permitted to alter the course under any circumstances. ***Each breach will incur a 10 point penalty.***

4.9. When a competitor has failed in a section he should immediately be advised so that the course does not get unnecessarily broken up.

4.10. Drivers, Bouncers and Passengers feet must remain on the cockpit floor within the confines of the car. Standing not allowed.

No person (***including the observer***) outside the car may assist or direct the crew during any section ***once commenced***. A driver who receives verbal or physical assistance will be deemed to have failed and marks will be awarded for the subsection completed up to the point of failure. This rule does not apply to drivers in their first season, who should make their status known to the observer before they start the section.

4.10.1. A fellow competitor offering outside assistance to another may receive a 5 mark penalty.



4.11. The Clerk of the Course is responsible for vetting and approving the safety of the event, including the sections and section areas both prior to the start and during the trial. They or the Safety Officer, or both, should inspect all sections prior to the start and make changes if necessary on safety grounds or if conditions have changed since the section was laid. Only the COC can make changes after the event has commenced. It is recommended that the COC go around the course at the end of an event to advise officials when the trial is finished.

For the competitors and observers benefit the C.O.C. must be clearly identified at an event by either a hi-visibility armband or vest printed with the letters C.O.C

4.11.1 Where a COC changes a section on safety or other grounds during a trial (other than at the half time break), any competitor who has attempted the section prior to the change and failed at the changed gate, the preceding gate or the following gate, must be offered the opportunity of a re-run. If the offer is accepted the mark from the first attempt will be void and only the mark from the second attempt will be valid, except that any Roll penalty incurred in the first attempt will not be deleted. Any competitor who has already attempted the section but failed before the gate preceding the change or successfully negotiated the changed gate or the following gate will not be offered a re-run.

4.12. Start Order Draw

Organisers shall make a draw for the starting order, which shall be displayed at check in. They should endeavour to start an equal number of competitors at each of the sections. For the purposes of the draw, Grade 'A' & 'B' drivers will be combined and Grade 'C' & 'D' drivers will be combined. Grade A/B drivers must be drawn to start ahead of Grade C/D drivers in each section. Double drivers will be drawn to start at the same section and must start in their drawn order. Where one of the drivers is the holder of a junior licence/cover note (drivers aged 10 to 16 inclusive) and both are in the same grade, the junior driver must be drawn to start after their double driver. In circumstances where the parent/guardian of a driver holding a junior licence/cover note is entered in a different car, both cars will be drawn to start at the same section, with the parent/guardian starting before their junior. Competitors in this situation are requested to advise organisers when submitting their entry.

4.13. Lap 1: Drivers must start at the section at which they are drawn and then continue in sequence until each section is attempted. Each driver must start their first section in the position in which they are drawn (double drivers may NOT swap the order in which they start). For their second and subsequent sections, drivers may

start in a different order than on their first section, including double drivers, except that a junior licence/cover note holder (drivers aged 10 to 16 inclusive) must always start a section after their parent/guardian.

Lap 2: Drivers must start at the section at which they are drawn for lap 1 and then continue in sequence until each section is attempted. Drivers may start in any order, at their designated section, including double drivers, except that a junior licence/cover note holder (drivers aged 10 to 16 inclusive) must always start a section after their parent/guardian.

Double drivers must 'double up' on both laps. Where a driver arrives at a section having not completed the previous section (unless it is their first section) and/or starts a section out of order, then they may be penalised 10 marks for each offense.

4.14. Drivers must notify the Official at the check in control if they retire.

4.15. Drivers and Observers briefing will take place 15 minutes before the due start time.

4.16. The width of all "Gates" in a section be a minimum of seven (7) feet. Minimum height through the section should be at least six (6) feet. Red markers must always be on the left.

4.17. The Clerk of the Course may impose a penalty of up to 10 marks on a Competitor who arrives late at the event or at the first section dictated by the draw.

4.18. An overall time limit may be imposed by an organising club and a penalty maybe imposed for infringement of this requirement.

4.19. Organisers are required to provide and signpost a laid out practice section for use by all competitors. This practice area will be closed upon commencement of Drivers Briefing.

4.20. A 10 mark "roll" penalty for each roll by a driver will be added to their final score. Failure to report a roll to the COC in accordance with rule 4.20.1 will incur an additional penalty of 10 marks (i.e. total penalty 20 marks).

4.20.1. A roll is defined as - a driven vehicle that turns over either to its side or upside down or vertically ends up supported on its roll bar, engine or sump guard (anywhere within the confines of the overall trial venue) and which cannot be righted by the driver, acting with no outside assistance and while within the confines of the cockpit and subject to compliance with Article 4 sub sections 4.2, 4.3, 4.4 and 4.5 herein. Competitors are required to report all rolls to the C.O.C. so decisions can be made as to what action needs to be taken to ensure the continued safety of the event.



4.21. Misbehaviour, Unfair Practice, actual or threatened physical or verbal assault, abusive or intemperate language with an observer or any official of the event may receive a 10 point penalty, at the discretion of the CoC. This does not preclude any additional penalties under GCR 139.7.

4.22. In the event that the CoC becomes unable to perform their duties, a replacement will be selected from current CoC licence holders present at the event. They may be selected by means of a draw if necessary. If no current CoC licence holder is available the event will be postponed.

5. MARKING SYSTEM.

5.1. Zero marks will be awarded for a clean passage through an observed section. Sections to be sub-divided and if a car stops for more than 5 seconds or touches a marker pole it will be deemed to have failed that sub-section. Marks will be awarded for the sub-sections completed up to the point of failure.

5.2. The 10 mark "roll" penalty should be punched against the nearest section where it occurs in addition to the mark achieved on that section by either the observer or the CoC.

5.3. All ties will initially be decided in favour of the competitor with the most 0s, 1s, 2s etc. scored in the event.

5.3.1. Any ties that remain unresolved, excluding those in contention for the Premier Award, will be decided on the competitors ranking on the current grading list i.e. the lower position wins the tie.

5.3.2. Unresolvable ties for the Premier Award will be decided over an extra section, unless this is deemed impracticable by the CoC. In such a case the competitors ranking on the current grading list, as in 5.3.1. above, will be applied so a clear winner of the event is achieved.

The extra section is to be laid by CoC nominated course layers only, and approved by the Safety delegate. All others must maintain a distance determined by the CoC during the laying and driving of this section.

5.3.3. The CoC shall determine the driving order in the extra section by a drawing of the names with the first name out driving first, second name out driving second etc.

Competitors for this extra section will be allowed a maximum of 5 minutes to walk the section with up to 2 nominated advisors each. Once competition begins, all competing drivers must wait at an area determined by the CoC until they are called upon to compete, and are no longer allowed to walk the section.

5.3.4. Competitors driving the extra section will be placed in overall result according to their marks in the extra section. If the Premier Award is

unresolved after the first run of the extra section, then the section should be adjusted with only the driver's tieing on the lowest mark driving the altered section. This process may be repeated or, at the discretion of CoC, a result declared on the basis of the lower ranked driver on the grading list being declared the winner as in 5.3.1. above.

5.3.5. The results of all competitors taking part in the extra section shall determine the overall and class result for those drivers.

5.4. The winner of the overall award will be the driver with the lowest marks. No driver may win more than one award with the exception of age related memorial trophies. "Scratch" placings take precedence over handicap and Junior awards.

5.5. To be classified as a finisher, a competitor must attempt all sections run, in the same car.

6. GRADING SYSTEM.

6.1. A recorder, who will calculate the Grades, will be appointed by and report to the Trials commission. The organising Clubs must email the results of each event to the recorder immediately after each event.

Recorder: Roy Stewart.

Email: roy@roystewart.eu.

6.2. A system to grade drivers will be employed based solely on their performance and will reflect their average overall (scratch) result in each event. The Grades will be A, B, C and D. Drivers Grades will be determined by the **Recorder** in agreement with the Trials commission at:

- a) The start of the season effective September to end of December
- b) From 1st January to end of season.

6.3. The Premier Award will be decided as per 5.4. with ties resolved as per 5.3. and if unresolved per 5.3.2.

Grade awards will be presented in each of the Grades A, B, C and D as per 6.2. for 1st, 2nd, 3rd and at the discretion of the organizing club, 4th and 5th in each grade. Ties will be resolved as per 5.3. and 5.3.1.

The following additional awards may also be presented at the discretion of the organising club: Junior, Novice, Ladies, Handicap Awards.

7. JUNIOR AND 1 DAY COMPETITION LICENCE HOLDERS

7.1. Junior Clubman competition licences valid for Sporting Trials are available for competitors aged 10 to 16 inclusive. First Time licences are issued free of charge. **This licence is valid only when accompanied by a Minor Entrant Licence, Ref. GCR Chapter 7. 108.2.3.**



Competitors aged 10 to 13 years inclusive must have satisfactorily completed the Sporting Evaluation as per Appendix 1 Article 15.1, before they can be issued with a licence.

Competitors aged 10 to 13 years inclusive must be accompanied in the car at all times by the holder of a competition licence **and Minor Entrant Licence** and who is aged over 18.

Competitors aged 14 to 16 inclusive must be accompanied in the car at all times by the holder of a competition licence **and Minor Entrant** and who is aged over 18, but may drive alone in a section at the discretion of the COC and their parent/guardian.

It is the responsibility of the parent/guardian to ensure that their wards fully understand and adhere to the rules and regulations for Sporting Trials as issued under the General Competition Rules and Appendices 1 and 88 of the Motorsport Ireland Year Book.

Motor sport is inherently dangerous and it is the responsibility of parents/guardians to make sure their wards are familiar with, can properly operate and safely control a trials car prior to allowing them participate in a Sporting Trial.

Any competitor under 18 years of age must be accompanied by their Minor Entrant Licence holder at the event.

7.2. One-Day licence holders, who are deemed by the officials of the event to have inadequate sporting trials driving experience, must be accompanied in the car at all times by the holder of a competition licence and who is aged over 18, but may drive alone in a section at the discretion of the COC.

7.3. Both these classes of competitors are required to make use of the practice section prior to the start of the trial.

7.4. Competitors aged 10 to 13 years inclusive will compete on the regular sections up to the 5 marker.

7.5. Competitors aged 10 to 13 years inclusive must wear a distinctive bib as supplied at the event.

7.6. Competitors aged 10 to 13 years inclusive must wear a restraining strap while driving at all times.

7.7. Competitors aged 10-13 inclusive are not permitted to sit as passengers in a car while being driven in a section.

8. CREW.

8.1. Two entries will be accepted in respect of each car, with the exception that three entries will be permitted where at least one of the entries is from a driver aged 10-16 inclusive and one of the

entries is from a driver holding a Competition Licence for a category not less than Clubman National B. No competition car may be driven on any part of the course or adjoining lands by any person other than a person who is entered for the event and who has signed the official entry form. Passengers or Bouncers may be carried in competition cars subject to the following conditions.

8.2. All Passengers or Bouncers must sign the indemnity on the event entry form and pay the appropriate CPA insurance premium. In the case of passengers or Bouncers under 18 years of age, this must be counter signed by a Parent or Guardian.

8.3. Competition licences are not required for bouncers or passengers.

8.4. No passenger under 5 years of age may travel in a competition car on the course or any part of the adjoining lands. Passengers aged 5 to 13 inclusive may travel between sections only, on condition that they wear a restraining strap.

8.5. Only one Passenger permitted in a car at any one time.

8.6. Any driver carrying a Passenger not in compliance with 8.2 and 8.4 above may be excluded and be subject to such other penalty as the Clerk of the Course may decide.

9. FIRST AID

9.1. A basic first aid kit must be available at all trials. This kit must be located at the Start Control.

9.2. An Emergency Services Liaison Officer must be present at the event per Appendix 109 Article 3.6).

10. CHASSIS.

10.1. Free choice of design and construction.

10.2. Minimum wheel base 60".

10.3. Minimum track front 44" and rear 48".

11. ROLL OVER BAR.

11.1. To be made from adequate strength steel.

11.2. With a minimum outside diameter of 1 1/4", a wall thickness of min. 1/8" and a 1/8" witness hole.

11.3. To be securely mounted to the chassis at a place not less than the cockpit width.

11.4. To be a minimum of 2" above the heads of the occupants but also a minimum of 40" above the base of both seats.



13.5. To have a minimum horizontal width at the top of 10".

13.6. Both sides to be braced either forwards or backwards.

13.7. To provide driver/passenger equal protection in the event of rolling over.

13.8. Bar may be padded with material no thinner than .25" (e.g. central heating pipe type insulation), and cover the complete roll bar down to within 12" of the cockpit sides.

14. ENGINE.

14.1. Free choice of type up to 2000cc.

14.2. Free choice of location.

14.3. Any engine modification permitted.

14.4. Two throttle return springs required.

14.5. Exhaust to be effectively silenced.

14.6. Adequate guards to be fitted over exposed pulleys, fanblades, belts, etc.

14.7. The maximum noise level for Sporting Trials Cars is 95Db.

The procedure will be as follows:

- Measurements will be made at a distance of 3 metres and an angle of 45 degrees from the exhaust outlet.
- The engine is to be held at 50% power for duration of measurement.
- Measurements are to be taken outside, with no large reflecting surfaces (e.g. walls) within 3 metres. Background noise should be 10Db below the measured level.

15. TRANSMISSION.

15.1. Rear wheel drive only permitted.

15.2. A free turning differential must be used in the rear axle. A locked, solid or welded differential is not permitted in this position. Also, any form of mechanical, centrifugal, electronic, hydraulic or automatic anti-lock or torque biasing of the drive to the rear wheels is not permitted. This includes, but not limited to, proprietary or designer variations of:

ABS - automatic braking system
LSD - limited slip differential,
ETC - electronic traction control,
ATB - automatic torque bias,
ASP - advanced stability platform.

15.3. Car must have an operable reverse gear.

15.4. All gear selection must be possible from the driver's seated position.

15.5. Adequate guards to be fitted over any exposed moving propshafts.

16. SUSPENSION.

All wheels must have an operable suspension system. The medium of suspension is free.

17. STEERING.

17.1. Front wheel steering only permitted.

17.2. Conventional type steering wheel only permitted.

17.3. Only a steering wheel knob, similar in design to a "mushroom" topped proprietary type safety wheel knob, may be fitted.

18. BRAKES.

18.1. Rear brakes mandatory.

18.2. Independent operation permitted.

18.3. Front brakes optional.

18.4. Handbrake levers not to be higher than top of steering wheel and rough ends to be protected.

19. WHEELS.

Free choice.

20. TYRES.

20.1. The only rear tyre permitted are the Hakka M+S pattern car tyre, manufactured by Maxsport and the FEDIMA 175 x 65 x 15 TYPE F/M7 both tyres are as selected by the Trials Commission. Tyres must be inflated to a minimum of 5 psi.

20.2. The maximum permitted rear tyre cross section (width) is 175 mm and diameter up to a maximum of 15".

20.3. Front tyre size is unlimited and may be of any standard road going car or motorcycle pattern.

20.4. Cutting or altering of the tyre tread pattern is not permitted.

20.5. Chains, studs, etc. not permitted.

20.6. Tyre to rim security bolts permitted.

21. ELECTRICAL.

21.1. Battery to be adequately secured to chassis. All battery terminals must be covered.

21.2. Battery to be sealed to prevent acid spillage e.g. substantial plastic cover.

21.3. Ignition switch to be centrally mounted on



‘dashboard’ and clearly marked on/off.

21.4. All wiring to be of good workmanship, properly insulated and secured to chassis/bodywork.

21.5. Electrical wiring to be routed separately to fuel lines.

22. BODYWORK AND SAFETY EQUIPMENT.

22.1. The cockpit width to be a minimum of 32" and the sides to be a minimum of 4" above the seat base.

22.2. Cockpit to accommodate two adult sized seats, side by side, which must be adequately secured to car. Right hand driving position only permitted.

22.3. Every effort should be made to keep the centre of gravity as low as possible. The maximum height of the base of BOTH seats must not be more than 21" from the ground. It is strongly recommended that the seat height be lowered below this figure especially where a new car is being constructed. The seat measurement must be made with the car on level ground without occupants, tyre pressure at 5psi and suspension at normal ride level.

22.4. Rear mudguards to provide adequate protection for driver/passenger from wheel and tyre and must cover at least one third the width of the tyre. Front mudguards optional.

22.5. Fuel tanks to be secured to the chassis and be leakproof in the event of the car turning over.

22.6. A dry powder type fire extinguisher (or an alternative MI approved type) with a minimum capacity of 1kg. plus a condition gauge, to be fitted in an obvious and accessible position.

22.7. An adequate tow rope to be carried at all times, minimum length 15 feet, and to have appropriate hook/eye connections.

22.8. A solid and adequate floor to be fitted to provide protection to drivers/passengers feet and legs.

22.9. The bodywork to be a proper workmanlike construction providing a safe compartment for the driver and passenger. The bodywork also to be maintained to a standard where it will not bring the sport into disrepute.

22.10. A towing eye/hook to be fitted to the front and rear of all cars. Such eye/hook at the rear of the car should be fitted at the lowest possible point.

23. COMPETITION NUMBERS.

All cars must display a number on the rear panel. This number will be allocated at pre-season or subsequent scrutiny. The numbers must comply with the following dimensions: Height - 4 inches, width - 1.5 inches. The numbers to be black on white background.



SPORTING TRIALS

APPENDIX 88



4 x 4 CHAMPIONSHIP AND SAFETY REGULATIONS

1. FORMAT

1.1. The Championship will be run over a minimum of 8 rounds with the best 6 scores to count. If for any reason rounds are cancelled the following will apply:

1.2. One round cancelled, two scores may be dropped.

1.3. Two or more rounds cancelled, only one score to be dropped.

However if more than 8 rounds are run then 3 scores may be dropped.

2. POINTS SYSTEM.

Overall Position- Non registered competitors will be eliminated before points are awarded as follows- 1st Overall 30 points; 2nd Overall 29 points down to 1 point for 30th Overall.

Non registered competitors will be eliminated before class points are awarded as follows - 15 points for 1st in each class, down to 1 point for 15th in class.

In case of dispute refer to GCRs Chapter 14.

3. CHAMPIONSHIP AWARDS.

1st, 2nd, and 3rd overall and 1st, 2nd, and 3rd in each class. No competitor may win more than one award. If there are less than 6 competitors in any given class, there will only be a 1st and 2nd prize awarded.

Event Awards

1st, 2nd, and 3rd overall and 1st, 2nd, and 3rd in each class. No competitor may win more than one award.

4. TIES.

4.1. Overall.

The resolution of ties in the overall championship will be decided as follows:

4.1.1. Novice driver shall take precedence (Class 4 over Class 5, 2 and 1).

4.1.2. Class 1, 2, shall take precedence over Class 5.

4.1.3. Smaller engine size - Diesel engine = 1.5 times petrol and turbo diesel engines.

4.1.4. All leaf sprung over non all leaf sprung vehicles.

4.1.5. Long wheel base over short wheel base.

4.1.6. The greater number of wins in the current Championship.

4.1.7. The greater number of 2nd, 3rd, etc. placings in the current Championship.

4.1.8. The number of competitors beaten on the 1st, 2nd, 3rd etc. event in the current Championship.

4.2. Event.

The resolution of ties for championship points and class places in an individual event will be decided as follows:

4.2.1. Novice driver shall take precedence (Class 4 over Class 2 and 1).

4.2.2. Class 1, 2, shall take precedence over Class 5.

4.2.3. Smaller engine size - Diesel engine = 1.5 times petrol and turbo diesel engines.

4.2.4. All leaf sprung over non all leaf sprung vehicles.

4.2.5. The number of 0's, 1's, 2's, etc. scored on the event

4.2.6. Long wheel base over short wheel base.

5. REGISTRATION FOR THE CHAMPIONSHIP

In order to score points in the Championship all competitors - excluding Class 4 - must fill in, sign and return the Registration Form to the Event Secretary of the first qualifying round in which they compete. Points will not be awarded retrospectively.

6. DATES.

TBA

7. ELIGIBLE VEHICLES

7.1. Any production 4 wheel drive vehicle with 4x4 off road capabilities excluding those with LSD and/or lockable diffs. Vehicles with engine conversions (as decided by the Scrutineer / Organising Committee) are also eligible.

7.2. In the interest of economy, bumpers may be removed and air intakes may be altered.

7.3. Suspension modifications are not allowed. Haflingers, Steyrpuch, Unimogs and forward control landrovers are not allowed. 4 wheel steer and A.T.V.'s (quad/tricycle type) are also not allowed.

7.4. A roll-cage of minimum of 50 mm steel bar with wall thickness of tube to be minimum 2 mm with all 6 points properly secured to the vehicle structure generally to the shape of FIA drawing number 253.7 are mandatory for all vehicles.

7.5. Helmets and Full Harness type belts are mandatory for drivers and passengers. Helmets must comply with RTA regulations - S.I. No. 322 of 1993.

7.6. Passenger grab handles and a 2nd return spring on all throttles are mandatory for all vehicles.



7.7. If no windscreen present crews must wear full face protection helmet or goggles.

7.8. An isolation switch capable of being operated from both inside and outside the vehicle is strongly recommended.

7.9. Battery terminals must be fully insulated. All batteries must be enclosed in a solid container.

7.10. Side impact bars are mandatory for all open sided vehicles to a minimum height of 12" from the floor. Quick Release Window webbing / mesh is required in all vehicles, where the window is non existent or to remain open. If no windscreen present on vehicle a minimum 2" mesh is required.

7.11. No loose equipment may be carried in the vehicle.

7.12. All exhausts must be protected to ensure no hot pipes are exposed.

7.13. A working horn is required on all vehicles.

7.14. A firewall must exist between driver and fuel tank.

7.15. An effective parking brake is obligatory. It must simultaneously control the two wheels of the same axle. No wheel spacers allowed.

7.16. Competitors must carry the Championship sponsors decals and door plates displaying competitor number(s), as stipulated, on all counting rounds. No points will be allocated to any competitor who fails to comply with this regulation.

8. TYRES.

8.1. Any type of production tyre may be used but must not be fitted with studs or chains.

8.2. Tyres manufactured specifically for agricultural use or marked for use at limited speeds are not permitted. No Dumper pattern or low ground pressure "balloon" type tyres allowed. Hand cut tyres are not allowed.

8.3. Tyres with open centres or over aggressive thread patterns (as decided by the Scrutineer / organising committee) are not permitted.

9. FIRE EXTINGUISHERS.

All vehicles must carry a minimum of 2kg fire extinguisher with gauge or valid date on it, must be properly secured, cable ties not accepted.

10. TOWING EYES.

Closed towing points must be provided front and rear of the vehicle with the position of the towing

eyes marked by an obvious (red or yellow) arrow situated on the bonnet and rear of the vehicle above the water/mud line. All vehicles must carry a towing strap minimum of 2 metres long with 2 shackles in a suitable place above the water/mud line, coiled and ready for use. Wire ropes must NOT be used. Snatch Rescues may not be used.

11. CLASSES.

11.1. All Suzuki 4 wheel drive vehicles including Vitara with Suzuki SJ and Samurai front axle fitted in the original design i.e. axle over spring.

11.2. All remaining 4 wheel drive vehicles excluding Class 5.

11.3. Novices - the definition of a novice shall be any competitor who has not competed in any 4x4 event previously, or who has not won any prize at any previous Championship event. Status to remain until end of season in which first award is won. Novice class is only open to Drivers of Class 1 and 2 vehicles.

11.4. Modified Class - This class is open to any eligible vehicle which may be modified subject to the following restrictions:

11.4.1. Rigid chassis only.

11.4.2. Minimum wheel base length of 2000 mm.

11.4.3. One steering axle only.

And

11.4.4. Diff locks allowed.

11.4.5. Two independent braking systems required.

11.4.6. A three point full harness and helmet for both driver and passenger is compulsory.

11.4.7. A hand operated fiddle brake system is allowed on rear axle only and must not interfere with main hydraulic system.

Competitors in this class can only compete in one class per event.

12. STARTING ORDER.

Starting Order will be announced at drivers briefing.

13. THE COURSE.

13.1. The course will be of a sporting nature and will include observed sections only. The route will be marked and the onus will be on the competitor to follow the correct course.

13.2. At least 50% of all sections must be attempted or completed. The penalty for breach of this rule is automatic exclusion.

13.3. Any tests not attempted will carry an automatic penalty of 10 points.



13.4. All gates from number 10 to 6 will be a minimum of 3.5 metres wide with the remainder a minimum of 3 metres wide.

13.5. Where tapes is erected to define the course, competitors will be penalised for breaking it. The penalty will be that of the previous gate.

13.6. A Drivers Course Liaison Officer will be appointed for each event by the Organising Committee. He shall inspect the course in conjunction with the Assistant Clerk of the Course on the evening before the event. The role of Drivers Liaison Officer ceases once the drivers briefing is concluded.

13.7. The course may not be altered by the Drivers Liaison Officer (or any competitor) without the prior consent of the Clerk of the Course. No driver will be allowed to be Course Liaison Officer for more than two events in this Championship.

13.8. All competitors are required to sign on as marshals in the event of their vehicle not being capable of finishing the event.

14. PRACTICE AREA.

A practice area will be designated to all novice competitors only, after they have signed on and passed scrutiny. This practice area will be closed upon commencement of Drivers Briefing.

15. SHUNTING.

15.1. All vehicles without fiddle brakes and a wheel base length in excess of 2185mm are allowed a maximum of one shunt per test.

15.2. All vehicles entitled to a shunt will be so labelled by Scrutineer.

15.3. If the shunt is not nominated to the starting marshal (or if the shunt takes place other than between the gates nominated) the shunt will not be allowed and normal penalties will be incurred for the cessation of forward motion.

15.4. Competitors must nominate to the start marshal of each test the specific gates of the test between which the shunt will be executed. If the gates are not nominated the shunt will not be allowed and normal penalties will be incurred for cessation of forward motion.

15.5. After arriving at the nominated shunting area the vehicle must be brought to a complete stop and thereafter the vehicle will be allowed to reverse one vehicle length only. Any movement in excess of this will incur the penalty of the previous gate.

15.6. While the shunt is being executed the vehicle may cross its tracks but may not touch a marker pole or break the tape.

16. SECURITY.

No vehicles may be on the course outside competition times unless with explicit permission of the Clerk of the Course. All vehicles must go to Parc Ferme when not competing.

17. MARKS AND PENALTIES.

17.1. Penalty marks from 10 to 0 will be awarded to where the vehicle ceases forward motion or touches a marker pole or breaks the tape. The complete vehicle must pass cleanly through all marker gates.

17.2. A clean non-stop passage through an observed section will gain 0 penalties.

17.3. A vehicle may not cross its track at any stage in a test.

17.4. Looping around the Start and Finish areas is strictly forbidden. Smoking is not permitted by either driver or passenger while competing on a test and seat belts must be worn by crews while competing on tests. Breach of the above rules will automatically carry the maximum penalty of 10.

17.5. The driver who starts a test must finish the test. The penalty for breach of these rules is 10 points.

17.6. The penalty for breaches of Articles 18.8., 18.9. or 18.10 is 10 marks.

17.6.1. Competitors found to be carrying an unauthorised passenger will be excluded from result and be subject to any other penalty as the Clerk of the Course may decide.

17.6.2. Competition vehicles being driven during the event by other than registered competitors may result in both competitors being excluded at the discretion of the Clerk of the Course.

17.6.3. Competitors found to be driving from test to test at excessive speed will be immediately excluded from the event.

17.6.4. Outside Assistance is prohibited while the vehicle is in the Trial Zone and the penalty shall be 10 marks for a competitor receiving such assistance.

17.7. In deciding Overall/Event results modified cars competitors only will be scored as follows:

The higher of:

17.7.1. 1.25 times actual penalties accrued OR

17.7.2. 1.25 penalties per test in event.

(i.e. 8 tests = 10 or 16 tests = 20).

18. CREWS.

18.1. All competitors must be in possession of a current licence which must be produced at sign-on.

18.2. All competitors must have completed and signed an entry form, which is validated at sign-on. Competitors under 18 years of age must have



the entry form countersigned by a Parent or Guardian.

18.3. Competitors holding a Clubman National B licence are eligible to compete in all classes.

18.4. Competitors holding a Clubman Junior Licence or a One Day Licence and is under 17 years of age are only eligible to compete in Suzuki 4 wheel drive vehicles as laid down in Article 11.1.

18.5. Any competitor holding a Clubman Junior Licence or a One Day Licence who is under 17 years of age must be accompanied at all times by a competitor of 18 years of age or over with a current Clubman National B Licence.

18.6. A maximum of 2 drivers per vehicle is allowed.

18.7. Passengers are not required to hold a Competition Licence. Passengers must be 14 years of age or over and register and have signed an indemnity at sign-on. The organisers of each individual event have the discretion to waive the 72 hour entry requirement in the case of passengers only.

18.8. Only one passenger may be carried and must be using safety equipment in accordance with Article 7.

18.9. Crews must remain within passenger compartment of the vehicle. Neither member of the crew may leave the vehicle while it is on the Observed Section. See Article 17.6 for penalty.

18.10. Competitors may only drive or be a passenger in the vehicle in which they are entered. See Article 17.6. for penalty.

19. SCRUTINY.

19.1. Scrutiny will take place in a designated place and all competitors must proceed to that place and await their turn. Competitors are obliged to present their vehicles for scrutiny at least one hour before the due start time.

19.2. If any vehicle rolls onto its roof the driver must immediately present the vehicle to Scrutineer for inspection before proceeding to next test. Penalty for failure to do so is automatic exclusion.

20. BRIEFING.

20.1. Drivers briefing will take place at least 15 minutes before the due Start Time of each event.

20.2. The Championship Registrar (or his nominee) may address the drivers at every driver's briefing.

20.3. The organisers of any event may limit the number of competitors and entries will be accepted on a "first come first served" basis. Entry fee will be €50.00 (inclusive of Personal Accident Insurance) for all those who enter at least 3 days before Official Closing Date and will be €60.00 (inclusive of Personal Accident Insurance) thereafter. For competitors from other ASN's the entry fee is €30.00 (inclusive of Personal Accident Insurance).

20.4. No entries may be taken on the day.

20.5. All clubs reserve the right to refuse an entry without assigning a reason.

Registrar: The registrar of the Championship is
Mr. Pat Ryan
Hillcrest
Gurtnakisteen
Pallasgreen.
Co. Limerick
Tel :086 2711280 before 10pm
Email: cs4utipp@eircom.net



HEWISON TROPHY NATIONAL AUTOTEST CHAMPIONSHIP REGULATIONS

1. The Championship shall be decided on the best performance in a series of test trials **with the counting rounds to be set out by the Motorsport Ireland Autotest Commission.**

2. The number of events to count in each driver's final score will be as follows:

- 2.1. **1 dropped score if there are 6 or less events.**
- 2.2. **2 dropped scores if there are 8 or more events.**
- 2.3. **Deleted.**
- 2.4. **Deleted.**
- 2.5. **Deleted.**

3. The overall winner of the Championship will **be awarded** the Hewison Memorial Trophy (to be held for one year) and replica. **The overall winner of the Challenge will be awarded the Ascot trophy and a replica.** Awards will also be made to the 2nd and 3rd drivers overall and to the 1st, 2nd and 3rd drivers in each class, provided there are sufficient entries in each. Winners of overall awards will not be eligible for a class award.

4. The winner of the Novice class, **run within the Challenge only**, will **be awarded** the Europa Cars Trophy (to be held for one year) and replica. Awards will also be made to the 2nd and 3rd **Novice** drivers **and 1st in each class** provided there are sufficient entries. **Winners of overall awards will not be eligible for a class award.**

5. The Championship will be open to all holders of an MI Clubman National licence and to holders of Motorsport UK driver's licence of a grade not lower than RS Clubman.

6. **Championship classes will be as follows:**
Class 1: Front-wheel and Rear-wheel drive specials

Class 2: Rear-wheel drive sports cars and kit cars (manufacturer's defined wheelbase)

Class 3: Saloons under 11' 8" (3556 mm) in length (as defined in manufacturer's catalogue)

Class 4: Saloons of 11' 8" (3556 mm), or greater in length (as defined in manufacturer's catalogue)

Classes will be as follows:

A: All Mini Saloons.

B: Front wheel drive Mini Specials.

B1: Non-mini Front wheel drive Specials.

C: Rear wheel drive Sports Cars and Specials.

D: Non-Mini Saloon Cars up to 1350cc.

E: Non-Mini Saloons over 1350cc

F1: Road going front wheel drive cars

F2: Road going rear wheel drive cars

7. In each qualifying event, organisers must provide for classes **as in Rule 6**, although they may include extra classes at their discretion.

8. To encourage novices in all types of car, THERE MUST BE an award to the highest placed novice in each **Challenge class.**

9. **Deleted.**

10. A Novice is defined as a driver who has not won more than eight awards in OPEN autotests before the date of the first championship round in each season, except that 2nd or 3rd place awards in a novice class or any Beginners' awards will not count towards this total of eight. 1st place awards in a novice class or any awards in a "car class" or overall placing in any autotest (whether championship or not) other than a closed event will be counted towards a driver's total. Before the start of each season, and based on the results of the previous season, the Autotest Commission will decide who is to be promoted from the Novice class.

11. Any driver who is eligible for the Novice class at the date of the first championship round in each season will remain eligible for the full season.

12. Novice drivers will score points in both their car class and the novice class, each driver may be restricted to one award in each event, even where they have finished "in the awards" in both their car class and the novice section.



13.

Deleted.

14. QUALIFYING EVENTS.

Each qualifying event must comply with the following requirements:

14.1. The minimum number of tests which may be run is **9**. It is recommended that **AT LEAST THREE** different test sites be used in each event. Each test site must be properly prepared and manned by marshals prior to the arrival of the first competitor. ***In setting the tests, it is recommended that each Championship test should take approximately 55-60 seconds and each Challenge test should take approximately 45-50 seconds. Challenge Tests must be of the "open" type, designed as far as possible to be suitable for a roadgoing car.***

14.2. To ensure consistency, the tests for all Championship events will be designed by an experienced **Championship class** driver. Clubs will be notified which driver has been allocated to their event.

14.3. Once the first competitor has attempted a test, no alteration may be made to the test instructions. ***Competitors to be provided with a set of test diagrams in soft copy with the option also to provide printed test diagrams at the event.*** The intended manoeuvres during each test must be drawn in on these diagrams. ORGANISERS MUST NOT ISSUE TEST INSTRUCTIONS IN **NARRATIVE** FORM ONLY.

14.4. Pylons must be of a minimum height of 3 feet. **NO LARGE MOTORWAY-TYPE CONES WITH LARGE BASES MAY BE USED.**

14.5. All spots where pylons are placed must be marked on the ground, so that marshals know exactly where to replace them when they are moved. All lines used in a test must be **AT LEAST 3.5 METRES IN LENGTH** and all garages must be **AT LEAST 5.5 METRES LONG AND 3.5 METRES WIDE.**

14.6. In the interest of safety, no test may be started and finished on the same line. Two lines side-by-side may be used.

14.7. The finish line should have a box after it, 3.5m2, and shall be kept clear of vehicles and people to prevent any obstruction of a finishing car.

15.

For autotests which do not require the use of public roads, one event licences will be available in accordance with Appendix 1, Article 12.1.

16. TIMING AND PENALTIES.

16.1. Tests will be timed in **SECONDS** and **TENTHS OF SECONDS** (note that there may not be any rounding up or down). Where watches reading in hundredths of a second are used, the last digit must be **IGNORED**. Penalties in seconds will be added to these times and the competitor with the lowest aggregate in each event will be the winner of that event, with other competitors being placed in order of their total times. Ties will be decided by the better time (including penalties, if any) on test 1, failing that, test 2, and so on until the tie is resolved.

16.2. To ensure consistency in timing, the practice of having two timekeepers on a test who time alternate cars is forbidden.

16.3. Each test will have a flying start, with two lines laid out approx 30cm apart. Timing will begin when the car's front wheels cross the second line.

16.4. All cars must stop astride the finish line, and timing will stop **WHEN THE FRONT WHEELS CROSS THE LINE**. Stopping with either rear wheel past the finish line will incur a line fault.

16.5. During each test, all lines on which a car is required to stop must be crossed by a car's **LEADING WHEELS ONLY** - i.e. **ASTRIDE ALL LINES**. A line will be deemed to have been crossed when all the area of the leading tyres in contact with the ground has passed the full width of the line. Putting three or four wheels across a line will incur a line fault, as will putting only one wheel across a line.

16.6. A penalty of 5 seconds shall be incurred for a line fault or for each initial contact with a pylon **WHICH IS IN THE CORRECT POSITION**. (Where a pylon is touched by a car, is then replaced in its correct position and is again touched by the car later in the test, the driver should be penalised a second time, but if the pylon is out of position when touched a second time, only the first penalty can be applied).

16.7. If a driver has a re-run on a test because of a timing failure, any penalties already incurred will **NOT** carry forward to the re-run. If he has a re-run for any other reason, any penalty incurred during the first run shall be carried forward to the re-run.

16.8. Any driver who receives any outside physical assistance during a test shall be deemed to have incurred a fail on that test.

16.9. MAXIMUM PENALTIES.

16.9.1. The maximum penalty on any test, including failure, shall be the best correct performance in class on that test plus 20 seconds.



To ensure a consistent interpretation of a fail on a test, the following will apply: Where a driver has made a mistake in a test, he/she is allowed correct himself by going back to the point at which the mistake occurred and then completing the test correctly as required by the diagram. Once he completes the entire test correctly, he will not incur a fail for adding extra manoeuvres, even if these include the crossing of one or more lines in the wrong direction, or in the wrong order.

16.9.2. If a driver who fails a test is the only competitor in his class attempting that test, his fail time will be calculated by adding 20 seconds to his immediate previous time on that test (or, if he has failed at his first attempt on that test, by adding 20 seconds to his next time on that test).

16.9.3. For the purposes of calculating fail (maximum) times for novice drivers, they will be treated as being in a separate class from experts driving similar cars. Therefore, for example, if a novice driving a car in class A incurs a fail or maximum time on a test, his fail time will be based on the best time on that test by another novice in class A, and NOT on the best time by an expert in class A.

16.10. The only judges of fact for a particular test will be the marshals appointed for that test.

16.11. To be classified as a finisher a driver must complete not less than 50% of the total number of tests. He will be given a maximum penalty for any tests not attempted. In accordance with the M1 General Competition Rules, once a driver has started an event in a car, he may not change to another car.

16.12. In all events, drivers will be issued with A SEPARATE time card for each lap, on which timekeepers will record his time and penalties (if any) for each test. All penalties must be entered on this card as soon as the driver has finished each test. TO SPEED UP THE CALCULATION OF RESULTS, EACH DRIVER MUST EXCHANGE HIS CARD FOR A NEW CARD AT THE END OF EACH LAP. Results must be calculated from these time cards, in conjunction with marshals' check sheets.

17. POINTS SYSTEM:

17.1. Twenty five points will be awarded to the overall winner of each event **'s Championship and Challenge sections**, with one point less going to drivers in each successive place. In addition, **all** classes will be marked separately with the class winner receiving ten class points, with one point less going to drivers in each successive place. Points awarded in one class cannot be transferred to any other class.

17.2. Points for Novices will be scored as for all other classes, i.e., 10 points for the class winner,

with one point less going to drivers in each successive place, irrespective of the number of starters.

17.3. In the event of a tie for any place, the winner shall be the driver with the greater number of wins during the series and if a tie still persists, the greater number of second places, and so on, until the tie is resolved.

18. TEAM EVENTS:

18.1. Where selection of a team to represent the Republic of Ireland in team events is necessary, this will be done on the following basis: for the **any team event that takes place before 50% of the National Autotest Championship's season's events have run**, overall points (from the specified number of counting rounds) in the previous season's **National Autotest Championship**; for other team events **where more than 50% of the National Autotest Championship season's events have run**, overall points (from the specified number of best counting rounds) at a date two weeks before the date of the team event in question.

19. RECOMMENDATIONS TO CLUBS:

19.1. In the interests of encouraging newcomers, it is recommended that a reduction in entry fees be granted to drivers in the novice classes.

19.2. An award should be given for 1st overall in **both the Championship and Challenge Sections and 1st Novice at each event.**

19.3. Deleted.

19.4. Clubs are advised to start all events not later than 12 noon during the period covered by summer time and not later than 11.00 am during winter time. Also, a group of drivers (preferably from the same class) should be started at each test site in ALL EVENTS, to avoid one long queue at the first test site.

20.

All forms of electronic traction control are forbidden.

21.

Tyres which are listed on Lists 1B & 1C (Sports / Up-rated tyres suitable for Competition) of the Motorsport UK Yearbook MAY NOT BE USED ON THE DRIVEN WHEELS.

22. QUALIFYING EVENTS:

Events are listed on the MI Website.



23. SAFETY (SEE APPENDIX 2) CARS.

23.1. Must be presentable and well turned out.

23.2. Must be fitted with adequate silencing. Noise checks may be held at each event and drivers are requested to comply with Autotest Commission guidelines, to avoid the risk of losing venues.

23.3. It is MANDATORY that all cars be fitted with an operable fire extinguisher.

23.4. Roll over bars are compulsory on all open cars.

23.5. Lap belts must be fitted to all cars and must be worn during all tests.

23.6 The use of Hybrid, Electric or Battery powered vehicles is not permitted.

24. GUIDANCE FOR NEW COMPETITORS

24.1. **Deleted.**

24.2. **Deleted.**

24.3. A briefing to be held before the start for all one event licence users, explaining to them the basics of autotesting, including “dos and don’ts”.

24.4. A handout should be issued containing the points mentioned in item 25.3 above.

24.5. Both during and after the event, expert drivers should be encouraged to suggest to newcomers where they may improve their performance, and to point out anything which they are doing wrongly which might lead to problems if continued with.

25. ORGANISERS:

25.1. **Each test site to be taped off so** that all spectators are kept a reasonable distance from the nearest position which a car may reach during any test.

25.2. It is strongly recommended that a suitable fire extinguisher be located at each test site during each event.

25.3. Tests MAY NOT finish with a manoeuvre which involves a change of direction from reverse to forwards immediately before the finish line.

25.4. **Deleted.**



REGULATIONS FOR NON-HEWISON CHAMPIONSHIP AUTOTESTS, MULTI VENUE AUTOTESTS AND AUTOSOLO

1. NON-HEWISON AUTOTESTS.

It is recommended that classes A, B, C to G run as in Hewison Championship events, but organisers may, if they wish, choose different classes.

2. It is recommended that novice and beginners, awards be presented, as appropriate, to encourage newcomers.

3. A Novice is defined as a driver who has not won more than eight awards in OPEN autotests before the date of the first championship round in each season, except that 2nd or 3rd place awards in a novice class or any Beginners' awards will not count towards this total of eight. 1st place awards in a novice class or any awards in a "car class" or overall placing in any autotest (whether championship or not) other than a closed event will be counted towards a driver's total. Any driver who is eligible for the Novice class at the date of the first round of a championship will remain eligible for all the events in that championship.

4. It is recommended that AT LEAST FOUR different test sites be used in each event. Each test site must be properly prepared and manned by marshals prior to the arrival of the first competitor. Tests must be of the "open" type, designed as far as possible to equate the performance of cars of different size. Once the first competitor has attempted a test, NO ALTERATION MAY BE MADE TO THE TEST INSTRUCTIONS. ORGANISERS MUST NOT ISSUE TEST INSTRUCTIONS IN WORDING FORM ONLY. PYLONS MUST BE OF A MINIMUM HEIGHT OF 3 FEET. NO LARGE MOTORWAY-TYPE CONES WITH LARGE BASES MAY BE USED. All spots where pylons are placed should be marked on the ground, so that marshals know exactly where to replace them when they are moved. All lines used in a test should be AT LEAST 3.5 METRES IN LENGTH and all garages should be AT LEAST 5.5 METRES LONG AND 3.5 METRES WIDE. In the interest of safety, no test may be started and finished on the same line. Two lines side-by-side may be used. For safety reasons the finish line should have a box after it, 3.5m2, and shall be kept clear of vehicles and people to prevent any obstruction of a finishing car.

5. TIMING AND PENALTIES.

Article 8 of Appendix 90 (Hewison Championship Regulations) applies to all events.

6. SAFETY.

The Safety requirements listed in Appendix 90 apply to all events.

7. ONE EVENT LICENCES.

The guidelines listed in Appendix 90 apply to all events.

For Multi-Venue type autotests which do not require the use of public roads, one event licences will be available in accordance with Appendix 1, Article 12.1.

8. RECOMMENDATIONS TO CLUBS.

In the interests of encouraging newcomers, it is strongly recommended that a 33.3% reduction in entry fees be granted to drivers who are novices or beginners. An award should be given for 1st overall in each event, as well as the usual awards in each class. To encourage newcomers in all types of car, THERE SHOULD BE an award to the highest placed novice and/or beginner in each of classes A-F in every event. Clubs are advised to start all events not later than 12 noon during the period covered by summer time and not later than 11.00 am during winter time. Also, a group of drivers (preferably from the same class) should be started at each test site in ALL EVENTS, to avoid one long queue at the first test site.

9. MULTI VENUE AUTOTESTS.

9.1. Description: A Multi Venue Autotest is an autotest, in compliance with GCRs 25.6, 25.7 and 25.8, which includes a lesser amount of reversing than is required in traditional type autotests. All tests must take place on private property, but different locations may be used which may involve the use of public roads between test sites. All cars must be "road legal", whether or not public roads are used between test sites.

9.2. Competitors will not be required to travel in a forward or in reverse direction for a distance of more than 150 metres on each occasion in any one driving test (GCR 25.8). At the end of each manoeuvre, i.e., at a maximum distance of 150 metres from the previous manoeuvre, drivers must be required to do any one of the following:



1. Change direction from forward to reverse, or vice versa.
2. Carry out a complete circle of a pylon.
3. Turn a corner which is sharper than a right angle (90 degrees).
4. Stop astride a line and restart in the opposite direction (e.g., forwards on to a line and reverse off it, or vice versa).
5. Stop in a marshalled stop box and restart.
6. All cars must carry a fire extinguisher.

9.3. The carrying of a passenger is at the driver's option during tests except that an organising club may require that passengers be carried during a test where the start and finish lines are not adjacent to each other.

9.4. Both driver and passenger must wear seat belts.

9.5. Every passenger carried in a competing car at any time during a Multi Venue Autotest must sign the indemnity wording on the entry form for that car. In the case of passengers under 18 years of age, this must be countersigned by a parent or guardian. Passengers are not required to hold competition licences. All passengers must pay a Competitors' Personal Accident insurance premium in accordance with Appendix 7.

9.6. Only one passenger may be carried in any car at any time during an event and that passenger must have signed the indemnity wording on the entry form for that car.

9.7. The only form of time schedule that may be required is that an organising club may impose a time limit for all cars to arrive at the finish of the event and a time limit for cars to DEPART from the lunch halt (where provided).

9.8. For Multi-Venue Autotests which do not require the use of public roads, one event licences will be available in accordance with Appendix 1, Article 12.1.

Recommendations:

1. To be eligible to drive in a MVAT, a driver must have driven in at least two traditional autotests or have experience as a driver in another branch of motorsport.
2. An experienced regular driver should inspect and review the intended tests for each MVAT to ensure compliance with the regulations/recommendations.

9.9 The carrying or use of any form of car mounted video recording equipment, webcam, or other means of image recording during an MVAT is forbidden, with any breach of this regulation subject to a penalty of exclusion from the event.

10. AUTOSOLO.

10.1. Description.

An Autosolo is an autotest type event which does not involve any reversing.

10.2. Each test will be defined by a series of numbered cones or pylons of a minimum height of 1 metre, which must carry an arrow indicating the direction of travel.

Cones/pylons must be passed in the correct direction, in ascending numerical order. The maximum distance permitted between cones/pylons in a slalom is 20 metres. The course must consist of a series of gates, slaloms, and, at least every 60 metres, turns of a right angle (90 degrees) or sharper.

10.3. Cars.

Autosolos are intended to cater for standard, roadgoing cars. Autotest Specials are not permitted. All cars must be normally aspirated, with a maximum engine size of 2 litres. Any car fitted with any type of torque biasing differential will be subject to a handicap of 10% of its total time. Only standard road tyres may be used (no tyres marked "for competition use" or similar wordings).

10.4. Regulations covering timing, penalties, results, safety are as listed in Appendix 90.

10.5. The carrying of passengers is not allowed.



MIDGET RACING CAR CLUB OF IRELAND MIDGET CAR RACING REGULATIONS SPORTING REGULATIONS

1. BACKGROUND.

The Midget Racing Car Club of Ireland was formed in 1936 by Dudley Colley, Count Cyril McCormack, Cyril Murray (Car Rentals), George Reddy and Leo Manthorpe. They were a group of well respected gentlemen in the motor and horse trade and one of their main ideals was to keep the sport inexpensive. They laid down specifications for the building of single seater racing cars, constructed to a very high safety standard and racing under the rules and regulations as laid down by the Royal Irish Automobile Club. Their ideals certainly appealed to the man in the street and they enjoyed many seasons racing in front of large crowds on cinder surfaced tracks in Raheny, Santry, Chapelizod, Portmarnock and Shelbourne Park. With the outbreak of war all of these cars were garaged and the sport interrupted.

With the end of the war the cars were taken back to the racetracks and the sport enjoyed a boom. A son of one of the founder members returned from the USA and brought with him what was known as a Bantam car. This was quickly adopted for Midget Car Racing and with a group of already organised competitors from County Wicklow the basics were laid for the sport as we know it today. In fact the famous Bantam car silhouette is still displayed on club membership cards. Also with the end of the war came rapid industrial development which signified the end of the cinder tracks. The club was now faced with a very serious situation. A decision was taken to race the cars on grass. This was to prove a huge success, for it was not confined to stadiums but could now be held anywhere around the country and this is exactly how the sport survives today.

2. TRACK.

The track shall consist of a closed circuit on level ground and shall be marked by suitable boundaries and a suitable safety fence. The surface on which the racing takes place shall not be less than 30 feet wide at any point and may be banked to a max. incline of 1:2. The surface shall be of any material that the Council may consider suitable. There shall be clearly marked starting and finishing points. Both sides of the track must be at least 60 feet from any solid object.

3. RACES.

3.1. All races and heats of races shall be run over one or more laps of the track. They shall be so arranged that the first car to cross the finishing line, except in the case of the proper lodging of a protest or misconduct, shall be the winner of such

races or heats.

3.2. Races shall be either Standing Start Races or Flying Start Races, as laid down in the supplementary regulations for such events. Races shall be controlled by a system of flags.

3.3. The Handicapper in consultation with the Clerk of the Course may change some drivers in the heats, in the event of unequal numbers in each heat.

3.4. Cars to be changed by drawing numbers of Relevant Cards to get the amount needed.

4. CLOTHING.

4.1. All competitors must wear fire proof suits and underwear to MI specification. The minimum standard is two layers and no nylon clothing is to be worn. Helmets must also be to MI specification as listed in the appendices.

4.2. The specs as laid by M.R.C.C.I. is to be used for Midget Car Racing only, but in the event of Special Exhibition for any activity outside the Club, permission to do so will be at the discretion of the Committee.

5. ENTRIES.

A driver and double may only drive the car they have entered to race in. The driver only to go in the class race (eg. 850cc – 1000cc – 1300cc) a double driver may not go in the class race.

6. POINTS.

6.1. Points are awarded on the day as follows:

- 1st – 7 points
- 2nd – 5 points
- 3rd – 4 points
- 4th – 3 points
- 5th – 2 points
- 6th – 1 point

6.2. With the exception, if a driver wins a heat for the Schwarzopf and the same driver wins the final on the same day, he is awarded 8 points, for the final.

6.3. Where only one car is ready for starter's orders in any race, the driver is automatically awarded half points.

6.4. Two cars ready for starter's orders will make a race and are awarded FULL points. Gellar points are 1st – 7 points to 1 point for 10th place.

6.5. Points scored in Junior or Ladies Championship not to be counted in any other Championship.

7. SCRUTINY.

A driver must attend scrutiny with his car and other necessary equipment.

8. FINES.

Late arrivals and not attending to the fence may incur a €60 fine on the day.

9. PAYMENT AT GATE.

A driver and one helper or a driver and their spouse will be admitted free. Officials on the day will also be admitted free. Everyone else is obliged to pay at the gate.

10. NON-MEMBERS.

Non-Members may race in an OPEN Midget Car Race Meeting, but they must pay a dearer entry fee and may gain no points in the M.R.C.C.I. Championships.

11. REGISTRATION.

Existing drivers must register their intention to race before January 31st of each year.

12. EQUIPMENT.

With regard to stickers, badges, labels etc., on helmets and overalls. It is solely the responsibility of the driver to ensure that they remain intact, and if they are not legible, they may not pass scrutiny. So as not to bring the sport into disrepute, cars, overalls, helmets etc. must always be clean and in good order at the start of a meeting.

13. INTERMEDIATE JUNIOR CHAMPIONSHIP.

Junior Championship to be run over nine rounds, each of six laps, all rounds to count. A Junior may in the event of the car entered in breaking down before Junior race be allowed to drive another car in Junior Race only with the consent of the owner and Clerk of Course.

Intermediate Junior Drivers 16 – 18 years old, with a competition licence may race in open competitions all day and also compete in the Junior Race. Entry Fees €29 plus Insurance, €9 for one race only. €71 plus Insurance for all races.

14. JUNIOR CLASS.

Junior Competitors aged between 14 and 16 years may enter for this class. Such competitors must be in possession of a Junior Licence and accompanied by a parent or guardian at the events. Junior Class to be run over two heats and a final at each event. Junior's may not compete in other races on the day. Junior entries €35 plus Insurance.

15. QUALIFYING.

Only the first four cars to cross the finish line in the Schwarzkopf final. Where two drivers qualify in the one car, only one may compete and no other car may take the remaining place. Only the first eight cars in the Dublin and the Wicklow qualify for the Gellar final. Numbers on cars may not be changed or altered in any way.

16. JUMP START.

In the event of a jump start, the race will be restarted with the offenders at the back of the grid.

17. ROLL OVERS.

A roll over of a car is an automatic race stop situation – this being when the car is on or off the track. Officials will deal with any such events.

18. BREAKDOWNS.

If a car breaks down during a race, it must be removed from the track as soon as it is safe to do so. If a car is undergoing a verifiable repair and is not ready for the scratch race it is entered in, the driver may change to a different race subject to approval of Clerk of Course.

If a car is undergoing a repair and not ready for early heats, the driver may change car subject to approval of Clerk of Course. The Clerk of the Course may ask another driver to change to these heats to keep the balance of numbers of cars in each heat.

19. RE-RUNS OF A RACE.

In the event of a race being re-run; this being if less than two thirds of the race has been completed when it is stopped, the race must be re-run. The restart is to have the cars in their original positions on the grid. Only the cars that were in the race at the time it was stopped are to go in the re-run and the race is to be re-run over the full amount of laps.

20. CLASSES.

The Council has the power to equalise the number of cars in each class. Existing drivers registered in January have first preference in the class they raced in the previous year. No more than four existing drivers are allowed change class each year. All new drivers are to check with the Committee.

21. LADIES RACE.

Ladies with a competitive licence may double drive and also drive in the Ladies Championship. Ladies may also change the car they race in from the one they entered, this being in the event of the car they entered, not being ready for starter's orders and the fact that they only get one race per meeting.

Ladies must pay full amount as per MI List. Entry: €29 + €9 Insurance per race.

22. SPONSORSHIP.

Drivers may not accept individual sponsorship, either in goods or monies. All sponsorship for cars advertisements equipment etc. must go to the Club. Breach of this rule will warrant expulsion.

23. MEMBERSHIP.

Membership of the Club shall consist of those who have subscribed the fee fixed at the A.G.M. for the current year and who have been proposed and seconded by members and elected by the Council. The Council reserves the right to refuse to accept a proposed member without stating a reason. Honorary Members may be elected by the Council. They shall not have the power to vote at General Meetings of the Club.

24. EXPULSION.

24.1. Any member wilfully infringing or violating the rules of the Club or whose conduct in or out of the Club shall be deemed derogatory or injurious to the interests of the Club, shall be subject to expulsion by a Special General Meeting of the Club, which it shall be the duty of the Council to convene, either at their own discretion or on a requisition signed by a least 25 members of the Club. The opinion of such meeting shall be taken by ballot when, if two-thirds of the members voting shall decide that such member has merited expulsion, he shall cease to be a member of the Club. The Council shall have the power to suspend a member. Members are responsible for the people in their company or that they bring with them.

24.2. There are three technical officers which are appointed to advise on construction of new cars and reconstruction of old cars. The intention being to avoid anyone doing work that won't pass scrutiny. Members are advised to seek their advice a least four times.

They are: John Sheppard Tel: 046 54435
John Molloy Tel: 01-4932482
Fred Cross Tel: 087-2360661

25. QUERIES.

Complaints and queries about racing are to be given to the Clerk of the Course on the day, these to be dealt with at the next Committee Meeting. Complaints in general to be given, in writing, to the Secretary or any Committee Member, these also to be dealt with at the next Committee Meeting.

MIDGET RACING CAR CLUB OF IRELAND MIDGET CAR RACING REGULATIONS

TECHNICAL REGULATIONS

30. MIDGET CAR RACING.

The term Midget Car Racing shall mean the competition by racing of motor cars of smaller dimensions than normal motor cars, and constructed to certain maximum and minimum specifications as laid down in these racing rules.

31. POWER UNIT.

31.1. The power unit shall be one internal combustion engine, actuated by one or more pistons, and operating at atmospheric pressure. All engines must be fitted with one single choke carburettor with 11/4 (inch) or 32mm, maximum throttle outlet. There shall be two classes of cars. Front engine rear wheel drive, and rear engine rear wheel drive. Rear engine: shall be limited to 850cc Mini components as standard.

31.2. 1000cc – 1200cc Front engine rear wheel drive. The engine shall be placed forward of the driver and shall be connected to the rear driving wheels only by a friction clutch or other device in such a manner that a standing start may be made without outside assistance. The drive shaft must run down the centre line of the car. Chain drive must not be used anywhere in the transmission. Maximum capacity (i.e. swept volume) 1200 cc. Minimum capacity 490cc.

31.3. Rear engine, rear wheel drive, shall be limited to maximum 850cc B.M.C. engine, gearbox and subframe. Engine modifications are permitted similar to front engined cars. In both cases over boring is only permitted up to the manufacturer's recommended oversizes, and must not exceed 60 thou or one m/m in any case. Stroke to remain as standard. All other modifications allowed for 850 class.

31.4. 1000cc rear engined, rear wheel drive shall be limited to 1000cc B.M.C. A series engine gearbox and subframe. Engine to remain standard. In all cases, overboring is only allowed up to manufacturer's recommended sizes. Must not exceed 60 thou or one mm in any case. Stroke to remain as standard.

31.5. Up to 1300cc cars can be built using rear engine, rear wheel drive, only using any manufacturer's engine. But using the present general specifications of MRCCCI. (Excludes the use of BMC A Series engine box subframe.)

32. FUEL.

Only pump fuel to be used.

33. WHEELS.

Four road wheels, tyres shall be pneumatic and shall not have metal studs or other hard projections. All tyres shall be clearly stamped. Rear tyres shall have a maximum size of 165 by 13. Front tyres shall have a maximum size of 165 x 13 M&S. You may use radial or crossply tyres, standard road or track grip or any size less in diameter and or width as approved by the commission. Remoulds are permitted. Tyres cannot be altered. Hub centre shall not project more than 2 inches beyond the outer plane of the tyre. 155 x 12 Front 165 x 12 Rear recommended.

34. GENERAL DIMENSIONS.

Wheel Base (i.e. distance from centre point of contact of ground of other front or rear wheel)

Maximum 78 inches

Minimum 60 inches

35. TRACK.

(i.e. distance from centre point of contact with the ground of front or rear wheel to centre point of front or rear wheel to centre point of contact of ground of other front or rear wheel.)

Maximum 55 inches

Minimum 44 inches

Overall Length

Maximum 108 inches

36. ENGINE COMPARTMENT.

(i.e. portion of body including radiator, cowl, back to but not including the scuttle.) Maximum height from the ground 36 inches.

Maximum 38 inches

Maximum height from ground 45 inches

Minimum height from ground 30 inches

37. TAIL.

(i.e. the portion of body behind the driver)

Maximum height from ground 45 inches.

Minimum height from ground 30 inches.

38. NOSE.

Minimum height from ground 18 inches and must have a FLAT front at least 6 inches deep.

39. BODY.

(i.e. Metal shell surrounding engine, rear wheel drive, 850cc cars.)

40. WHEEL BASE.

(i.e. Distance front wheel centre to rear wheel centre.)

Maximum 78 inches

Minimum 60 inches

41. BODY.

(i.e. metal shell surrounding seat, pedals, tanks, etc. back to but not including engine compartment.)

Maximum width 30 inches

Minimum width 36 inches

42. PEDALS.

Must be fitted behind centre line of front axle.

43. GENERAL SPECIFICATIONS.

43.1. Midget cars shall be soundly constructed on accepted engineering principles. They shall be well finished and must satisfy the Technical Officer of the Club and the M.I. Scrutineer that they are safe and suitable for racing. The steering wheel and seat shall be approx. on the centre line of the car. No steering system which relies solely on welding will be allowed. All cars to be fitted with rear mud flaps grounds clearance 2 inches max.

43.2. BODY WORK.

The body shall be constructed of sheet metal, shall be finished in such a manner that there are no sharp projections or unprotected edges. It shall have it's engine, bonnet and other hinged or detachable parts of its structure provided with such fastening as shall, in the opinion of the Scrutineers that it will not bring the sport into disrepute.

43.3. BRAKES.

Efficient brakes shall be fitted to all four wheels.

43.4. EXHAUST PIPES.

Shall be so constructed that they shall carry the exhaust gases clear of the bodywork. Normally they shall be constructed in such a way that they bring the exhaust gases to the back of the car. The end of such exhaust pipes shall not be cut off square. All exhausts outside the body to be covered with a heat shield.

44. COLOUR.

44.1. Midget cars are to be painted in bright high gloss colour or colours. Bare sheet metal does not constitute a colour. The entrant has the choice of colour, but if too many cars are painted the same, then the Council of the Club shall demand the colours be changed. This will apply to the most recently constructed cars.

44.2. A rubber protection bumper must be fitted to the front and the rear of the cars, it must be the width of the car, 3 inches high and no more than two inches thick. It must be bolted on and painted. It is optional.

44.3. Roll Bars.

Cars shall be equipped with a roll bar to protect the driver in case a car turns over. It shall be formally attached to the chassis structure and designed to withstand compression forces from the weight of the car, as well as fore and aft loads from horizontal forces. It shall be placed behind the driver and

must come to a minimum level of 6 inches above the drivers helmet when seated. It must be constructed of tubing of not less than 40mm diameter if 3ml gauge tubing (a small hole must be bored for inspection purposes). In order to withstand fore and aft loads, the roll bar will have some form of inclined strut or diagonal bracing. The main roll hoop must be one continuous piece.

44.4. Safety.

Cut out switch to be fitted on or under the protection of the roll bar. The on/off position must be clearly marked.

44.5. Belts.

A full safety harness must be fitted and properly secured. Helmets must be up to current M.I. specifications. Appendix 2 Art. 17.

A drip tray to be fitted underneath the carburettor this to include a drainage pipe. All cars to have a seal battery securely fitted. A red light must be fitted at least 43cms from ground level. It must be in working order with a separate switch in the cockpit and be fitted with a 21 watt bulb. Where the battery is situated beside the petrol tank, they must be delivered by a metal plate. The battery must be sealed.

45. NUMBER.

The competition number allotted to the car must be painted in unobscured positions on both sides of the body work in such a way that they are visible from the oblique front on either side. They shall be in figures at least 10 inches high and 1.5 inches in width throughout (on a plain circular background preferably) and generally displayed so as to be easily legible under all racing conditions. Numbers at least 8 inches high and 1 inches wide may be displayed on the front of the car. 850cc cars to have red numbers on a white background; 1000cc cars have to have black numbers on white background.

Neither paper or water soluble colours shall be used for competition numbers. The duty of providing the car with the allotted numbers and of doing so in every respect to the satisfaction of the Council shall rest solely with the competitor concerned. The number allotted shall be based on the points gained in the previous season (if the car is still in possession of the winner of such points) and shall be normally carried throughout the season. Newly constructed cars and cars which have changed ownership shall be allotted numbers in rotation.

46. ALTERATIONS TO A SPECIFICATIONS OF MIDGET CARS.

Any alteration to the spec as laid down in these rules shall be made only at a General Meeting of the Club. Such alterations shall come into force at the start of the following Racing Season or later if the club decides. All members shall be notified immediately of such alterations.



REQUIREMENTS FOR THE ISSUE OF OFFICIALS' LICENCES

100

All Rally, Race, Karting, Hillclimb/Sprint and Rallycross Officials, as detailed in GCR 123, must have a current MI Officials Licence to officiate at MI permitted events.

Applicants for all Official Licence grades must apply **through the Motorsport Ireland website: app.motorsportireland.com**

All Official applicants must be a minimum of 18 years.

All Race and Kart Senior Officials must be successfully Garda Vetted before an Official Licence can be issued.

TRAINING AND APPROVAL REQUIREMENTS

All individuals holding an Officials Licence must at all times act in a manner that shows respect to all those with whom they are dealing and conform to the MI General Code of Conduct as set out in Appendix 122 and the Notes under Article 8 of this Appendix.

1. STEWARDS AND SAFETY DELEGATES (RALLIES).

1.1. Licence for Steward or Safety Delegate (Motorsport Ireland appointment).

In order to obtain a Stewards or Safety Delegates Licence to act as an MI Official the applicant must attend an MI course for Rally Senior Officials every 3 years.

1.2. Licence for Steward or Safety Delegate (Club appointment only):

To act as Steward or Safety Delegate appointed by the Club the Official must be nominated by his / her Affiliated Club to act as Steward / Safety Delegate.

It is preferable that Club appointed Stewards and Safety Delegates attend the MI Rally Course.

2. STEWARDS AND SAFETY DELEGATES (HILLCLIMB/SPRINT).

2.1. In order to obtain a Stewards or Safety Delegates Licence to act as an MI Official the applicant must attend an MI Race, Rally or Hillclimb / Sprint course for Senior Officials every 3 years.

2.2. To act as Club Steward or Safety Delegate the Official must be nominated by his / her Affiliated Club to act as Steward / Safety Delegate.

It is recommended that all Club Stewards and Safety Delegates attend MI Race, Rally or Hillclimb / Sprint Senior Official Training. Club appointed Stewards and Safety Delegate. must be nominated by their Club to obtain their licence.

3. STEWARDS (RACING, RALLYCROSS AND KARTING).

It is mandatory for all MI Stewards to attend Senior Official Training for their discipline. Club Stewards for Circuit Racing must attend the MI Race Senior Official training. Club Stewards for Karting and Rallycross must be nominated by their Club to obtain their licence. It is recommended that they attend training. MI Race or Rally Senior Official Training is also acceptable for Kart Stewards.

4. CLERK OF THE COURSE (RALLY, RACE, KARTING, HILLCLIMB/SPRINT AND RALLYCROSS).

4.1. First Time: Officials wishing to obtain their first Clerk of the Course licence must attend the MI course for Senior Officials and be nominated by his / her Affiliated Club, for Rally and Hillclimb / Sprint Clerks of the Course he / she must have acted as deputy/assistant clerk of the course once.

4.2. Renewal.

All Clerks of the Course wishing to renew their licence must attend the appropriate training course once every 3 years.

4.3. Rally Senior Officials training is acceptable for Hillclimb CoC's. Race Senior Officials training is acceptable for Hillclimb and Kart CoC's.

4.4 All Race Clerk of the Course licences are subject to Race Commission approval.

5. DEPUTY CLERK OF THE COURSE (ALL DISCIPLINES).

Must be nominated by their Affiliated Club and for rally events must have attended the MI Senior Officials training.

6. STAGE COMMANDERS (RALLY ONLY).

In order to obtain (and maintain) a full Stage Commanders licence you must attend a Stage Commanders Seminar once every 3 years.

First time stage commanders will be issued a deputy licence and must act as deputy/assistant at two events before they will be issued a full stage commanders licence.



7. SCRUTINEERS (ALL DISCIPLINES).

All Scrutineer applications to be approved by the Technical Commission. It is recommended that all Scrutineers attend a seminar each year. All Scrutineers must attend a minimum of 1 seminar in 3 years.

8. NOTES.

8.1. All MI licenced Officials must agree to abide by the MI regulations and policies and not do anything that may damage the reputation of motorsport in Ireland.

8.2. Officials should not exercise the privileges of their licence if they are aware of any medical or other reason that renders them unfit to do so.

8.3. MI may take disciplinary action against any Official who does anything to damage the reputation of motorsport in Ireland.

8.4. No individual who is named as an Official for an event may compete in that event.

8.5. No individual is allowed hold more than one Official position at an event.

8.6. Licences are valid to the 31st of December of the year indicated on the licence.

8.7. A passport photograph must accompany all first time applications.

8.8. Licences without passport photograph are not valid.

8.9. Clubs will be advised of dates and venues for all training courses; they will also be advertised on the Motorsport Ireland website. (www.motorsportireland.com).

9. CLUB CHILDREN'S OFFICER

All Club Children's officers must be Garda Vetted and licenced. Garda Vetting is valid for 3 years. Club Children's officers may officiate across all disciplines. Safeguarding courses 1 and 2 are compulsory. These courses are organised through Local Sports Partnerships. Application forms for both Garda Vetting and Official's licences are available on Motorsport Ireland website. Garda Vetting fee €20. Completed application forms must be posted to Motorsport Ireland. (original forms only to be sent, scans or photocopies will not be accepted by the Gardai).

- All MI licensed officials must agree to abide by the MI regulations, in particular, Chapter 9 of the GCRs and Appendix 100 and must not do anything that may damage the reputation of motorsport in Ireland.
- MI may take disciplinary action against any official who does something to damage the reputation of motorsport in Ireland.
- No individual who is named as an official for an event may compete in that event.
- No individual is allowed hold more than one official position at an event.
- Expiry date of the licence is stated on that licence.
- A new photograph may be requested by MI at any time.

RALLY LICENCE NOTES

	TRAINING ^[1]	EVENT EXPERIENCE	CLUB NOMINATION
STEWARD	MANDATORY	NO	NO
CLUB STEWARD	RECOMMENDED	NO	YES
SAFETY DELEGATE	MANDATORY	NO	NO
CLUB SAFETY DELEGATE	RECOMMENDED	NO	YES
CLERK OF THE COURSE	MANDATORY	YES ^[2]	YES ^[4]
DEPUTY CLERK OF THE COURSE	MANDATORY	NO	YES
00 SAFETY CAR	MANDATORY	YES	YES
STAGE COMMANDER	MANDATORY	YES ^[3]	NO
DEPUTY STAGE COMMANDER	RECOMMENDED	NO	YES

1. All training is valid for 2 years for renewals and 1 year for first timers.
2. For first time licences only. One event as Deputy Clerk of the Course. Upgrade card to be signed.
3. Two events as Deputy or Assistant Stage Commander. Upgrade card to be signed.
4. First time only.

HILLCLIMB & SPRINT LICENCE NOTES

	TRAINING ^[1]	EVENT EXPERIENCE	CLUB NOMINATION
STEWARD	MANDATORY	NO	NO
CLUB STEWARD	RECOMMENDED	NO	YES
SAFETY DELEGATE	MANDATORY	NO	NO
CLUB SAFETY DELEGATE	RECOMMENDED	NO	YES
CLERK OF THE COURSE	MANDATORY	YES ^[2]	YES ^[3]
DEPUTY CLERK OF THE COURSE	RECOMMENDED	NO	YES

1. Training is valid for 2 years for renewal & 1 year for first timers. Rally and Race Senior Official training can be accepted for this grade of licence.
2. For first time licences only. One event as Deputy Clerk of the Course. Upgrade card to be signed.
3. First time application only.

KART LICENCE NOTES ^[5]

	TRAINING ^[1]	CLUB NOMINATION	GARDA VETTING
STEWARD	MANDATORY ^[2]	NO	MANDATORY
CLUB STEWARD	RECOMMENDED ^[3]	YES	MANDATORY
CLERK OF THE COURSE	MANDATORY	YES ^[4]	MANDATORY
DEPUTY CLERK OF THE COURSE	RECOMMENDED	YES	MANDATORY

1. Training is valid for 2 years for renewals and 1 year for first timers.
2. Rally and Race Senior Official training can be accepted for this grade of licence.
3. Race Senior Official training can be accepted for this grade of licence.
4. First time application only.



OFFICIALS' LICENCES

APPENDIX 100

100

RACE & RALLYCROSS LICENCE NOTES

	TRAINING ^[1]	EVENT EXPERIENCE	CLUB NOMINATION
STEWARD – RACE ^[7]	MANDATORY	YES ^[4]	NO
STEWARD – RALLYCROSS	MANDATORY	NO	NO
CLUB STEWARD – RALLYCROSS ONLY	RECOMMENDED	NO	YES
CLERK OF THE COURSE – RACE ^[7]	MANDATORY	YES ^{[2] [4]}	YES ^{[3] [4]}
CLERK OF THE COURSE – RALLYCROSS	MANDATORY	NO	YES ^[2]
DEPUTY CLERK OF THE COURSE – RACE ^[7]	MANDATORY	NO	YES ^[4]
DEPUTY CLERK OF THE COURSE - RALLYCROSS	RECOMMENDED	NO	YES

1. Training valid for 2 years for renewal & 1 year for first timers

2. First time application only.

3. All Race Clerk of the Course Licences (first time and renewal) are subject to Race Committee approval.

4. First time and Renewal Applications.

5. First time application only.

6. Renewal: Details must be provided on application of all events officiated at as Steward or Clerk of the Course.

7. Garda Vetting Mandatory

SCRUTINEER LICENCE NOTES

	TRAINING ^[1]	TAG APPROVAL
ALL GRADES	MANDATORY	YES
TECHNICAL ASSISTANT	SEE NOTE 2	YES

1. Training is valid for 2 years.

2. Training is recommended for a First Time Technical Assistant licence (valid for 1 year) and mandatory for all licences issued thereafter.

TIMEKEEPER LICENCE NOTES

	TRAINING ^[1]	APPROVAL	NOMINATION ^[2]
INTERNATIONAL	RECOMMENDED	YES	NO
NATIONAL RALLY	RECOMMENDED	YES	FIRST TIME ONLY ^[4]
NATIONAL RACE	RECOMMENDED	YES	FIRST TIME ONLY ^[4]
ASSISTANT	RECOMMENDED ^[1]	NO	YES ^[3]

1. Training is valid for 3 years.

2. Nomination must be from a currently licensed International or National Timekeeper licence holder.

3. Nomination is not mandatory where training has been attended.

4. Nomination must be in the form of a letter providing details of the training carried out by the licensed Timekeeper and confirming the suitability of the Assistant to become a National Licence holder.

MARSHAL LICENCE NOTES

	TRAINING
MARSHAL	YES ^[1]
SECTOR MARSHAL	YES ^[3]
FIRE MARSHAL	YES ^[2]

1. Training is valid for 3 years.

2. Training is valid for 2 years.

3. Training is valid for 3 years.

CLUB CHILDREN'S OFFICER'S NOTES.

	TRAINING	GARDA VETTING
ALL DISCIPLINES	MANDATORY	MANDATORY

1. Training required, Safeguarding 1 + 2, valid for 3 years.

2. Garda vetting valid for 3 years.

Official's & Marshal's application form and Garda Vetting Form available at:
[Motorsportireland.com/Standard Forms/Officials.aspx](https://motorsportireland.com/StandardForms/Officials.aspx)



COMMISSION STRUCTURES

1. The Chair of Specialist Commissions will be proposed by the President, subject to ratification by the Motor Sport Council (MSC).

2. When Safety or Driver Representatives are appointed to Commissions they will be nominated by the MSC in consultation with the Chair of the relevant Commission.

3. The nomination of the chairs of Rally Sub-commissions will be made by the Rallies Commission chair, subject to ratification by the MSC. The remaining MSC nominations will not necessarily be members of the MSC.

4. In the interests of improved continuity in carrying out the work of the commissions, nominations from eligible clubs in each discipline will be sought on a rolling basis. Club Representatives should be submitted by the club secretary in writing before the 30th September each year. The accompanying tables for the commissions concerned indicate how the system operates.

5. A member of a commission nominated by a club may serve a 2-year term and does not need to be nominated again for the second year.

6. A person appointed as Commission Chair may serve 4 years in that position, even though they may have served previously on the relevant commission. All other Representatives may serve a maximum of 4 continuous years on the same commission, other than the Safety, Technical, Volunteers & Officials and Rules commission nominees. Championship registrars who sit on commissions are not subject to the four year rule. Their appointment to be proposed by the chair of the discipline commission and ratified at MSC each year.

7. It is permissible for the same person to serve a maximum of two consecutive terms as outlined in Article 5 above as a member of the same commission, but only as a representative or nominee of two separate Clubs or bodies.

8. Appointments to Commissions are normally for a period of one year ceasing 31st December.

9. It is the responsibility of each Specialist Commission to maintain the commission / sub-commission rosters to ensure that the appropriate clubs are included or removed as necessary. All updated rosters must be submitted to the MSC for approval.

10. Clubs whose turn it is to make a nomination or in the previous year, for a particular discipline must be active at the time of nomination in

running an event in the discipline concerned. In the case of the Rally Commission the club must have a stages rally on the motorsport calendar at the time of nomination or in the previous year.

11. Clubs should liaise with those other clubs that are entitled to make nominations for the same discipline at the same time.

12. A first time club, i.e. a club running an event in a discipline for the first time will be placed at the end of the rota list. That is in a position immediately before that of the club(s) who has a nominated member(s) serving in the year in which the first time club runs an event.

13. The person being nominated need not necessarily be a member of the club but preferably be the "best person for the job". In addition, the person should confirm that they are willing to serve on the commission in question, to work for the overall benefit of the discipline/sport and be able to attend meetings in accordance with the normal frequency for that commission.

14.

14.1. Vacancies occasioned by:

- a. ineligibility or failure of a club to nominate,
- b. ineligibility under Article 10 of this Appendix, or

c. disqualification imposed under GCR 152, will be filled by the MSC.

14.2. Vacancies arising for any other reason, e.g. death or illness will be filled by the MSC, having regard to maintaining, in so far as possible, the balance of representation as set down in this Appendix and taking into consideration, any suggestions submitted by the nominating club.

14.3. In the case of sub-commissions, these vacancies will be filled by the main commission e.g. Rallies, subject to MSC approval.

15. The President may not hold any additional office on a Specialist Commission during their period of appointment.

16. A commission may appoint one person to act as secretarial assistant, subject to MSC approval. This person will not have a vote and the role is restricted to secretarial duties.

17. Deleted.

18. Deleted

19. Terms of Reference for the commissions can be found in Appendix 102.



OVERALL COUNCIL STRUCTURE

Motorsport Council (MSC)

The membership of the MSC shall not exceed twenty-two and shall comprise the following:

President / Vice President

The President and Vice President of the MSC shall be elected by the MSC members from its own membership in accordance with the rules published annually in the Motorsport Ireland Yearbook.

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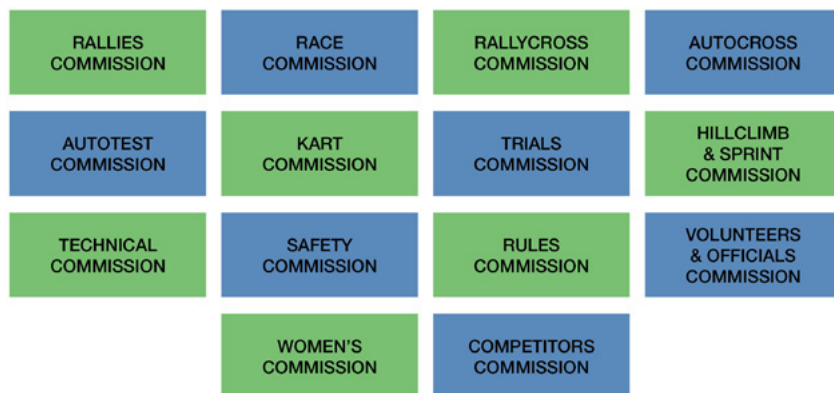
Members

- (a) Three persons nominated from time to time by the IAC.
- (b) Three persons nominated by the Board of Directors of the IMF.
- (c) The Secretary of IMF.
- (d) Regional Representatives which are for the time being:
 - (I) Eastern: ALMC, GSMC, Co.Kildare MC, Leinster MC, MEC, MRCCI, TDC, IMRC, Laois Rallysport Club, Mondello Park Sports Club.
 - (II) West/North: Mayo & Dist. MC, Birr & Dist. MC, Clare MC, Connacht MC, Donegal MC, Galway MC, Midland MC, Co.Monaghan MC, Co.Cavan MC, Westmeath & Dist. MC.
 - (II) Southern: Carrick-on-Suir MC, Cork MC, Kerry MC, Killarney & Dist. MC, Limerick MC, Tipperary LC&MCC, Skibbereen & Dist. CC, Wexford MC, Carlow CC, Munster Car Club, Munster Kart Club, Imokilly Motor Club.
- (e) The Chair of the Karting, Race, Rally, Technical, Safety, Volunteers & Officials and Rules Specialist Commissions (SC).
- (f) The Representative of each of the Clubman and Speed Groupings which are for the time being:
 - (I) Autotest and Trials
 - (II) Autocross, Hillclimb/Sprint and Rallycross.

The Representative for each Grouping to be agreed by the Chairs of the Specialist Commissions in each Grouping.
- (g) Such other person(s) as the Board of Directors of IMF from time to time shall nominate.



COMMISSION STRUCTURE





COMMISSION STRUCTURES

APPENDIX 101

Rallies Commission

12 Members

6 MSC Nominations (inc. Chair and Technical)

6 Club Representatives

RALLIES COMMISSIONS

2023	Carrick-On-Suir Westmeath (MSC)	GSMC Birr	Connacht Clare
2024	Westmeath (MSC) Munster	Birr Wexford	Clare Laois
2025	Munster Monaghan	Wexford Galway	Laois Donegal
2026	Monaghan Skibbereen	Galway Limerick	Donegal Midland
2027	Skibbereen Killarney	Limerick Imokilly	Midland Cavan
2028	Killarney Cork	Imokilly Mayo	Cavan ALMC
2029	Cork Carlow	Mayo Kerry	ALMC Tipperary

Rallies Sub Commission

5 Members

3 Rallies Commission Nominations (Chairman, Championship Registrar plus one)

2 Club Nominations

RALLIES SUB-COMMISSIONS

Year	National Stages Rally	National Forestry Rally	National Navigation
2023	Clare Kerry (MSC)	Mayo Cork	ALMC Cavan
2024	Kerry (MSC) Connacht	Cork Tipperary	Cavan Skibbereen
2025	Connacht Cavan	Tipperary Killarney	Skibbereen Monaghan
2026	Cavan Carrick-On-Suir	Killarney Munster	Monaghan Cork
2027	Carrick-On-Suir Tipperary	Munster Midland	Cork Birr
2028	Tipperary Galway	Midland Carrick-On-Suir	Birr Donegal
2029	Galway Skibbereen	Carrick-On-Suir Limerick	Donegal Midland



COMMISSION STRUCTURES

APPENDIX 101

Race Commission

Rallycross Commission

Autocross Commission

8 Members

4 MSC Nominations (inc Chair)

4 Club Representatives

2025 - Imokilly, Westmeath, Midland, GSMC

2026 - Midland, GSMC, **Galway Limerick**

2027 - Galway, Limerick, Cavan, Munster

2028 - Cavan, Munster, Clare, Mayo

2029 - Cavan, Cork, Munster, Clare

Autotest Commission

8 Members

2 MSC Nominations (inc Chair)

6 Club Representatives

2023 - Cork, Connacht, Galway (MSC), Laois (MSC)

2024 - Galway (MSC), Laois (MSC), TDC,
Skibbereen, Cavan, Killarney

2025 - Skibbereen, Cavan, Killarney, TDC,
Munster, Birr

2026 - TDC, Munster, Birr, ALMC, Limerick,
Mayo

Kart Race Commission

Up to 6 Members

Trials Commission (incl. Sporting & 4x4 and Production Trials)

6 Members

3 MSC Nomination (inc Chair)

3 Club Representatives – 2 Sporting Trials,
1 from 4x4.

Hillclimb & Sprint Commission

7 Members

3 MSC Nominations (inc Chair)

4 Club Representatives

2023 - MEC, Donegal, Carlow, Limerick

2024 - Carlow, Limerick, Connacht, Wexford

2025 - Connacht, Wexford, Carrick-On-Suir, Clare

2026 - Carrick-On-Suir, Clare, Galway, GSMC

2027 - Galway, GSMC, Westmeath, Kerry

Technical Commission

Up to 8 members

8 MSC Nominations

Representative of a range of disciplines



Safety Commission

Up to 10 members
10 MSC Nominations

Safety Sub-Commissions:

Up to 7 members each Sub-Commission
7 MSC Nominations

Volunteers & Officials Commission

10 members
10 MSC Nominations

Volunteers & Officials Sub-Commissions:

Up to 8 members each Sub-Commission
8 MSC Nominations

Marshals Sub-Commission:

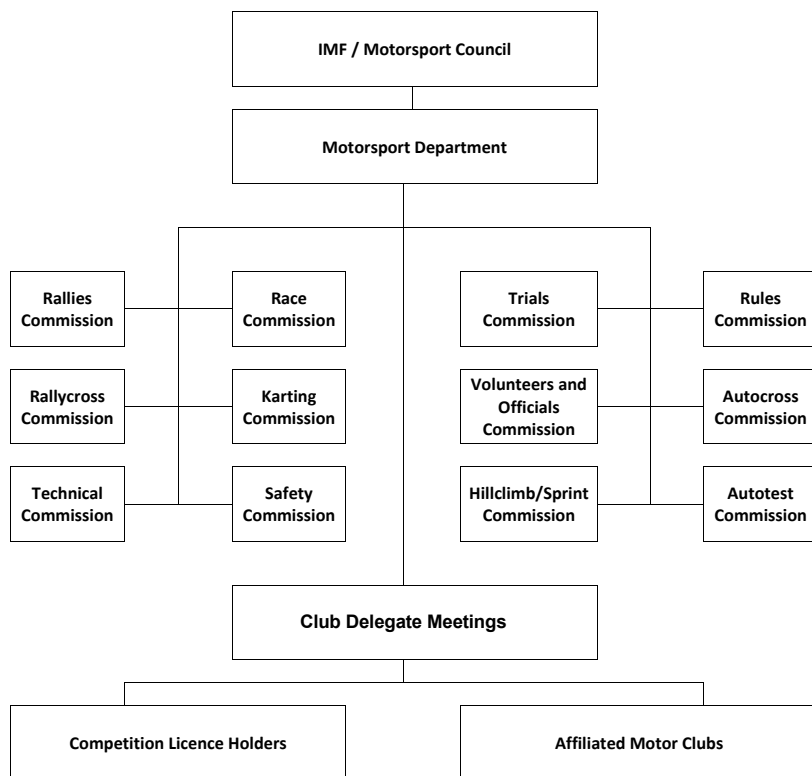
Up to 12 members
8 MSC Nominations

Rules Commission

5 MSC Nominations



Organisational Structure:





TERMS OF REFERENCE

1. ALL COMMISSIONS

1. All Commissions.

1.1. Specialist commissions are responsible for the development, planning and supervision of their discipline / specialist area.

This includes:

- Oversee and Review Safety Policy in conjunction with the Safety Commission.
- Arranging for the organisation of national championships and the approval of permits for same.
- Proposing the regulations for inclusion in the Yearbook.
- Submitting a list of names nominated as Stewards and Safety Delegates (as appropriate) for events from the relevant panel of licensed officials for approval by the MSC.
- When nominating Stewards the commission **chair** should not be nominating for events in his/ her own discipline. Nomination of **chair** from other disciplines is permitted.
- Arranging championship awards presentations.
- Addressing the future of the sport.
- Dealing with business that does not require MSC input.
- Reviewing Stewards' reports as a source of information on standards of organisation and on-event problems.
- Ensuring the receipt of all Stewards' reports within a defined period set by commission.
- Submitting an annual report to the Motorsport Department, together with a Statement of Account should income be generated. This report should include details of any difficulties encountered, as well as proposals for any improvements recommended for the future.
- Bring to the attention of the Motorsport Department any matter which may need to be considered.
- To ratify final championship results as presented by the Championship Registrar.
- Put forward proposals to the MSC for approval.
- No Commission has the authority to amend the rules or grant derogations from such rules, any such proposal must be forwarded to the MSC for approval.

The President and Chair of the relevant associated commission, in consultation with the CEO or Vice President, will make decisions concerning minor issues and they will be accountable to the MSC for these decisions.

1.2. Minutes of all meetings must be submitted to the Motorsport Department for circulation to the members of the MSC.

1.3. The associated commissions are permitted to apply to the MSC for approval to set up working groups provided the reason for setting them up is given.

Such working groups:

- To address specific tasks and within a specific period.
- To have a membership of not more than five persons whose names must be submitted to the MSC for approval.
- To meet independently and not become part of the associated commission.
- To submit all reports in writing to the associated commission for approval.

1.4. Commissions need not necessarily meet monthly. It may be more effective to have less frequent formal meetings but to make them properly structured and business like. To help this, all meetings should have an agenda.

1.5. To facilitate members who travel long distances all meetings should end no later than 22.30 hrs.

1.6. It is important that commission members keep in close contact with clubs who do not have a nomination in any particular year and vice versa. Wide soundings to find out general views should be part of the commissions' normal practice.

1.7 Equipment.

1.7.1. The present equipment list is to be kept updated together with a record of the whereabouts of each item.

1.7.2. A replacement policy must be formulated.

1.7.3. The equipment is to be calibrated as required and the original certificates lodged with the Motorsport Department.

2. TECHNICAL COMMISSION

2.1. Eligibility.

Create a clear and concise guide to the procedures to be carried out by scrutineers where components are to be sealed for eligibility inspection.

2.2. Appointments.

2.2.1. The issue of a licence to a scrutineer is the responsibility of the Technical Commission subject to approved training.

2.2.2. The criteria for the Licensing of scrutineers to be set down in writing. It may be appropriate to identify separately safety and eligibility approval.

2.2.3. In support of licensees, training seminars, to cover subjects such as documentation and safety in conjunction with other appropriate



commissions and the Safety and Training Executive should be held.

2.2.4. Scrutineers for events to be appointed by the Technical Commission on behalf of Motorsport Ireland.

2.3. Communication.

2.3.1. The in-charge scrutineer must make a report to the Technical Commission after each event.

2.3.2. The Technical Commission will nominate a specific member to act as the official contact for each major discipline (Race, Rally, Karting, Autocross, Hillclimb/Sprint etc.)

2.3.3. The Technical Commission will advise the Motorsport Department of any proposed changes to National and International technical regulations so that these can be considered by the MSC and published in the Motorsport Bulletin if approved.

2.3.4. A list of appointments to be circulated to all relevant commissions.

3. SAFETY COMMISSION.

3.1. The Members of the Safety Commission are appointed by the MSC. The membership will normally comprise: The Chair plus five other members

3.2 The Safety commission should meet at the discretion of the Chair, but not less than 4 times per year.

3.3 The duties of the Commission will include: (a)the appointment of MI Safety delegates to events in all disciplines. This responsibility can be delegated to the stewards of the event, for events taking place at Mondello Park only, (b)and keep a register of trained Safety Officials. In this respect they will liaise with the Volunteer and Officials Commission.

3.4 The Commission will monitor Safety Delegate reports as sent to the Discipline Commissions and such other incidents relevant to them.

3.5 The Commission will keep informed of Safety developments in the FIA and in the wider motorsport community.

3.6 The Commission may form Sub-Commissions which for the moment will be Medical, Rescue, Rally, Circuit/ Hillclimb & Research, any changes to this list will require MSC approval.

4. VOLUNTEER AND OFFICIALS COMMISSION

4.1 The members of the Volunteers and Officials Commission are appointed by the MSC. The membership will normally comprise: The Chair plus five other members.

4.2 The Volunteer and Officials Commission should meet at the discretion of the Chair.

4.3 The duties of the Commission will include liaison with MI for the organisation of Training. The compilation of a guide to the necessary requirements to be met for the grading officials for the various roles.

4.4 The Commission will arrange approaches to encourage a wider range of participants by Volunteers in events.

This should include efforts to build a range of younger people to take up official roles.

4.5 The Commission should keep informed of Volunteer and Official developments at FIA and other ASN level.

5. RULES COMMISSION

Remit of Rules Commission.

5.1. All proposed changes to following must be submitted to the Rules Commission for approval.

5.1.1. General Competition Rules (GCR's).

5.1.2. Appendices to the GCR's.

5.1.3. Technical Regulations and Information (published on website only).

5.2. Such proposals may be made only by

5.2.1. the MSC;

5.2.2. the Specialist Commissions;

5.2.3. the Motor Sport Department;

5.2.4. the Rules Commission itself.

5.2.5. Deleted

5.3. Alterations to the GCRs and Appendices when approved by the Rules Commission must be submitted for approval to the MSC.

5.4. The role of the Rules Commission is to ensure that there is no conflict in rules between the GCRs and the Appendices. While it is not the brief of the Rules Commission to say whether a proposed rule is right or wrong, they should ensure, as far as possible, that the wording of the rule is clear in its intention and not open to alternative interpretation.

6. MONITORING BY THE MOTORSPORT COUNCIL

6.1. The Motorsport Council will monitor the operation of the various commissions to ensure that they are meeting the objectives for which they were formed.

6.2. Attendance of individual members at Commission meetings is to be recording in the Minutes. Any member who is unable or unwilling to attend meetings on a reasonably regular basis may have his/her appointment to a commission reviewed by the MSC.

6.3. All matters pertaining to the organisation and control of Motorsport within the jurisdiction of MI are at all times subject to the approval of the MSC, within the terms of the constitution of Irish Motorsport Federation Ltd.



STANDING ORDERS ADOPTED BY THE MOTORSPORT COUNCIL

1. These standing Orders govern meetings of
- The Motorsport Council.
- The Specialist Commissions and other groups authorised by the Motorsport Council.

2. Of the above bodies, those which meet regularly should do so on the same day each month unless circumstances necessitate a temporary change in this arrangement. The remaining bodies should meet as required but in all cases, unless in the case of an emergency the date for the following meeting should be agreed at the previous one.

3. Only persons properly authorised by the Motorsport Council may attend meetings governed by these Orders, the Chair being empowered to ensure that those not so entitled leave before business commences.

4. An agenda, supported by any additional documentation considered appropriate, should be provided. Items for inclusion on an agenda should be in writing and be with the person charged with preparing the agenda at least seventy two hours prior to the meeting.

5. All members of the above bodies will, at meetings, conduct themselves in what is generally acknowledged to be a relevant constructive manner. The Chairman is empowered to deal with any person(s) who may act otherwise. In this respect such powers entitle the Chair to:

- Rule the offender out of order and/or call upon him/her to tender an apology.
- Expel the offender from the meeting, but only if a majority of the entitled members present agree with such action.
- Adjourn / suspend a meeting at which disruptive behaviour by a member or members has occurred.

6. All questions of order and relevance shall be decided by the Chair.

7. The Chair shall regulate the proceedings of the meeting in all matters not provided for in these Orders by analogy to parliamentary practice.

8. Items of an urgent nature may be introduced by means of a motion agreed by the meeting to "Suspend Standing Orders".

9. The quorum for meetings shall be 60% of the membership, present in person & entitled to vote.

10. The President or relevant Chairman or Convener or his appointed deputy shall preside at all meetings. If at any meeting the Chairman, President or his appointed deputy is not present within fifteen minutes after the time appointed for holding of same, the members of the Council/Commission/Committee may choose one of their number to be Chairman of the Meeting

11. In the case of all bodies other than the MSC, all motions shall be decided by a simple majority of those present in person and entitled to vote. In all such cases, the Chairman or convener shall have a second or casting vote in the event of an initial equality of votes.

11.1. - 11.14. Deleted 2015.

12. The President of the MSC shall be elected annually by secret ballot of MSC members in accordance with the details set out in the constitution of the IMF, and shall hold office in accordance with the terms of that Constitution.

12.1. Use of Electronic Media, i.e. email, conference calls or similar methods of communication, may be used by members as alternative to face to face meetings.

12.2. Emails circulated within a group should be sent only to the chairman, secretary or other specifically nominated person, who will then email all members. Individual members shall not send circular emails to all other members but this does not preclude members sending emails to a limited number of members for discussion purposes on a particular issue they may be considering in preparation for a meeting, or in connection with a task agreed at a previous meeting.



12.3. The contemporaneous linking together by telephone or other means of audio communication of a number of members, not less than the quorum, shall be deemed to constitute a meeting, and all the provisions in these rules as to the conduct of meetings shall apply to such meetings. Each of the members taking part in the meeting must be able to hear each of the other members taking part. At the commencement of the meeting each member must acknowledge his presence and that he accepts that the conversation shall be deemed to be a meeting of that relevant Council, Commission, Committee or Group. A member may not cease to take part in the meeting by disconnecting his telephone or other means of communication unless he has previously obtained the express consent of the chairman of the meeting, and a member shall be conclusively presumed to have been present and to have formed part of the quorum at all times during the meeting unless he has previously obtained the express consent of the chairman of the meeting to leave the meeting as aforesaid.

A minute of the proceedings at such meeting by telephone or other means of communication shall be sufficient evidence of such proceedings and of the observance of all necessary formalities if certified as a correct minute by the chairman of the meeting.



GUIDELINES FOR THE REIMBURSEMENT OF OFFICIALS EXPENSES BY EVENT ORGANISERS

The following officials: Stewards, Safety Delegate and Scrutineers, who have been appointed by Motorsport Ireland, shall be reimbursed for their expenses by the event organisers.

When appropriate, overnight accommodation is to be provided by the event organisers with B+B the minimum requirement.

What can be claimed for:

Mileage:

Travel will be reimbursed at the rate of €0.32 per Km and will be calculated by reference to the AA route planner (<http://www.theaa.com/route-planner>).

Officials may only claim for mileage incurred at their own expense e.g. if a vehicle has been provided by the organisers for use by the official then this mileage may not be claimed for.

Stewards and Safety Delegate may claim for the distance from their home to the nearest town immediately at or beyond the event HQ and where appropriate, in the case of a Stage Rally or Navigation Trial, the total road mileage of the event as specified in the 'Roadbook' or 'Supplementary Regulations'.

Scrutineers may claim for the distance from their home to the nearest town immediately at or beyond the event HQ and where appropriate, mileage incurred in the course of their duties.

Meals.

Clubs are required to provide one meal per day (in addition to breakfast, where an overnight stay has occurred). If one meal per day has not already been provided by the club, €25.00 for each day, or part of day official is on duty, may be claimed.

Where the position is one of Safety Delegate the mileage for the initial inspection of the stages plus meals may also be claimed. Also, where a note taker is required, this person's meals may be claimed. On rally events, only the MI Safety Officer/MI Steward may have a note taker.

How to Claim.

Each official may apply for reimbursement of expenses by completing Form R1. This form has two parts, a 'Club Copy' and 'Official's Copy'.

The completed form must be given to the event Secretary before departure from the event.

The Secretary must sign in the 'Received by' box and retain the 'Club Copy'. The 'Official's Copy' is to be retained by the official.

The organising club must reimburse the official within 30 days of the date of the event.

If payment is not received within the specified time, the official concerned should inform the Motorsport Department.



BASIC SAFETY REQUIREMENTS FOR PERMANENT MOTOR RACING CIRCUITS

The following basic safety requirements are mandatory for all meetings catering for racing cars held on the approved Mondello Park Circuit. These requirements will be under constant review and may be amended or added to as required. They do not relate to Rallycross or Rally Sprint events, which are catered for separately.

1. CIRCUIT - GENERAL REQUIREMENTS.

The racing surface to be maintained in a consistent smooth condition with a near uniform level of adhesion. Concrete edging on outside of bends to have a marked "rumble" element, painted to delineate it clearly. Specific irregularities such as surface drainage gullies also to be painted.

Infield grass to be cut regularly so that it will not obstruct drivers views across a corner.

Sand traps to be raked regularly and maintained in loose condition and weed free.

2. SURROUND.

Fences acting as spectator barriers around the circuit and the paddock to be maintained in good condition and so constructed that spectators cannot sit on top of the fences with their legs on the inside.

Perimeter protection banks to be faced regularly to maintain a near vertical surface.

Entrance gates to the track from main entrance and from paddock to be permanently manned during a meeting and kept closed when practice is taking place.

3. CIRCUIT APPROVAL.

The permit for each event must indicate which Track will be used. Only one Track may be utilised per event.

The circuit is inspected annually for clockwise racing. Any other formats will require additional specific approval before they are used, as will any alterations effecting circuit layout or changes impinging on safety considerations for Competitors or Spectators.

4. GRID SIZES.

Refer to track licence for details of permitted number of starters.

5. PITS.

A siren is to be installed and permanently manned during racing to give audible warning of cars entering the pit lane.

Both Entrance and Exit gates from the Paddock must be permanently manned during practice and racing.

Marshals must be provided to control movement throughout the pit area and around the base of the Tower.

The Pits are a No Smoking area. Children are not permitted in the pit area. Bottles/Glasses are not permitted in this area.

Each competitor will be provided with two pit passes. Only persons with valid passes are allowed on the pit road or pit wall, competent marshals must be assigned to control this area. A notice to this effect must be placed in the Final Instructions.

A single yellow line should extend from the end of the pit lane armco. This line should run parallel with the inside of the track at a distance of 150cm approx.

6. FLAG MARSHALS.

The location and protection of Flag Marshal posts needs to be reviewed annually to ensure that signals can be clearly seen by drivers on all occasions. The use of light signals may be necessary in some positions where it would be unsafe to locate Marshals. The number of any other non-marshal personnel required to be present in the vicinity of Marshals Posts must be strictly limited. They will only be allowed if specially authorised by the Promoting Club for specific purposes. They must sign-on the Club Insurance in advance and must not remain near the Marshals post longer than necessary.

7. FIRE EXTINGUISHERS.

It is a requirement that 72 extinguishers be available, located as required around the circuit. The existing cartridge type tend to be less reliable and should be replaced as necessary by the retained pressure type.

8. RESCUE UNIT.

A Rescue Unit with equipment and staff similar to that outlined in Appendix 108 of the MI Yearbook must be present during all Race Meetings. In the absence of the the normal



M.S.R.S. unit, a suitable alternative with duplicate equipment, as available from M.S.R.S., must be provided.

9. MEDICAL.

9.1. While it is desirable to have two ambulances in attendance for all race meetings, it is mandatory to have vehicles in accordance with Appendix 109; 3.4. Ambulance crews must be familiar with a designated route to the nearest Hospital. The departure route from the Circuit must be kept clear at all times.

Clinical Staff must be provided as laid down in Appendix 109; 3.4.

A First Aid Centre must be kept in clean and tidy condition and contain the following minimum equipment.

9.2. Race Medical Centre.

9.2.1. A Resuscitation kit which should comprise a hand operated bag type ventilator together with a full set of equipment for endotracheal intubation. 1 hand or foot operated suction unit able to obtain 300mm mercury suction and with a container of not less than 350ml or overspill system and a full selection of catheters including a Yankaur type.

Intravenous Fluids:

- 8 x 500ml Haemaccel or equivalent
- 6 x 500ml Hartmann's Solution
- 2 x 500ml 5% Dextrose
- 8 Intravenous giving sets and Cannulae (e.g. 14, 16, 18)

Airways: 8

- 2 x Laryngoscope and cuffed endotracheal tubes

(3) and syringe to inflate Portable 'Entronox' set with a supply of 2 cylinders is strongly recommended Powerful hand torch.

A means of collecting blood for cross matchings

- 1 dozen large field dressings or mine dressings.
- 1 sphygmomanometer
- 1 stethoscope
- Burn dressings

9.2.2. Drugs which are necessary for resuscitation and for analgesia are not listed as these must only be carried by the individual doctor concerned because of local Drug regulations. It is essential however that the doctor equip himself/herself with those drugs which he/she feels may be necessary in such rescue work, e.g. Adrenaline, Lignocaine, and Atrophine for cardiac arrest, and Nailbuphine and Ketamine for parental analgesia.

9.2.3. The Minimum equipment which must be provided at the Medical Centre is:

- 9.2.3.1. Needle holders
- 9.2.3.2. Dressing forceps
- 9.2.3.3. Artery forceps
- 9.2.3.4. Large and small scissors
- 9.2.3.5. Scalpels and blades
- 9.2.3.6. Suture materials
- 9.2.3.7. Adequate supply of bandages and splints
- 9.2.3.8. Small Autoclave recommended
- 9.2.3.9. Cervical Collar
- 9.2.3.10. Defibrillator and ECG monitor (desirable)
- 9.2.3.11. Scoop stretcher
- 9.2.3.12. Oxygen cylinder (size F-1360 litres, 48 cu.ft) and spare, together with necessary pressure reducing valve and equipment.
- 9.2.3.13. Chest drainage kit
- 9.2.3.14. Facilities for cricothyrotomy
- 9.2.3.15. Casualty immobiliser (vacuum mattress) recommended
- 9.2.3.16. Stretcher for Emergency Ambulance [18.1.7]
- 9.2.3.17. At International Race Meetings - a Pulse Oximeter. (NB This recommended for other race meetings.)

Prior to every Race Meeting the above facilities must be checked and the relevant Hospital put on alert.

10. COMMUNICATIONS.

The use of effective Radio units is essential. A Control unit and 10 field units are required for Marshals posts and in addition up to 6 units may be required for Club use.

It is important that after any serious incident on the track reliable and accurate information should be relayed to the Public Address to allay concern and anxiety amongst competitors and spectators.

11. OBSERVERS.

Incident Officers may act as Observers but it is desirable to have a trained selected group of Observers available to act in conjunction with the I.O.'s.

12. SCRUTINY.

Scrutiny should be operated on a suitable timetable and for meetings having a large entry, two streams should be in use. Drivers should be able to avoid undue time pressure prior to their emergence for practice or racing.

13. CLUB/CIRCUIT MANAGEMENT LIMITED LIAISON.

About one week prior to every race meeting the Clerk of the Course must contact Circuit Management to discuss the general and safety conditions prevailing and any special requirements or temporary alterations that the Promoting Club seeks.



SAFETY CRITERIA FOR TEMPORARY MOTORSPORT VENUES

1. OBJECT.

1.1. These criteria define the conditions that should be satisfied for a speed event held at a temporary venue on roads or tracks closed to the public, before being accepted by the Motorsport Ireland MOTEV Group. Alternative solutions or exceptions might be accepted only as the result of a study by the MOTEV Group of each case individually, in consideration of past experience gained in the case of an existing course, or other special circumstances in the case of a new course.

1.2. A course is seen as a road or track in open country, closed to the public for the duration of an event. Built up areas are not considered as suitable for speed events and if requested would be subject to the full safety precautions needed for circuit racing. Built up areas are defined as roads bounded by kerbs or footpaths backed by either private houses or commercial buildings that have direct access on the footpath. They may also include obstacles such as lampposts, telegraph poles, traffic signs etc.

2. APPROVAL.

Approval is granted following a Safety Inspection arranged through Motorsport Ireland. For new venues, a minimum of 12 weeks notice must be given.

3. COURSE LAYOUT.

3.1. The shape of the course, both in plan and profile, is not in general subject to restrictions in these regulations, as it is dictated by certain variable factors: the character of the terrain, consideration of the economics, aesthetics, tradition, the type and speed potential of vehicles envisaged, etc. Areas presenting any special risk should be referred to MI by the Safety Delegate.

3.2. Surface.

The surface may be one of the metallised types commonly used for public roads and must be well maintained where possible. Changes of surface should not occur in curves or areas of hard braking or acceleration.

3.3. Track Edges and Verges.

In principle, both sides of the track should have verges at least 2m wide. This is not applicable to hillclimbs/sprints.

3.4. Visibility.

From any point on the course, the driver of the fastest car should have unobstructed forward vision for a distance along the course equal to the car's braking distance. Should this not be possible a signalling system should be installed to give warning.

3.5. Protection to the Public.

The public will only be admitted to those areas that can be fully controlled and where they are not exposed to danger, taking into account the distance from and the height above the course, also the speeds attained there. The public should at all times be behind suitable protection, be it natural or installed.

3.6. Prohibited Areas.

Prohibited areas must be fully defined by the Safety Officer. Under no circumstances should spectators, or unauthorised personnel, be allowed in these areas whilst events Safety Delegate are in progress. Prohibited area signs must be displayed.

4. COURSE INSTALLATIONS.

4.1. Paddock.

The Paddock Area is subject to proposals and study by the Safety Delegate.

4.2. Observation/Marshals Posts.

The posts are intended to provide Observers and Marshals with the necessary facilities to perform their duties during events. These posts, set adjacent to the track, should provide sufficient stabilised area, protected from competing cars.

4.3. Number and Location.

These are determined for each course by studying the circuit characteristics and vision. Visual contact must be maintained between preceding and following posts. Each post must be numbered in sequence from the Start to Finish.

Locations will be proposed by the Clerk of the Course and agreed with the Safety Delegate.

4.4. Protection.

The posts must be situated so that only in case of an incident the staff would be forced to operate unprotected. Hillclimb and sprints marshals are generally encouraged not to vacate their posts, but to wait for assistance. Ideally they should have the same protection as at Race Circuits. Where this is not possible / practical, the Safety Delegate, in conjunction with the Clerk of the Course, will study each post situation.



TEMPORARY VENUES APPENDIX 106

4.5. Course Control.

The Clerk of the Course must be based close to the track and have direct access to the competition area. The Clerk of the Course and his team need the facilities necessary to perform their duties in satisfactory working conditions. Course control must have access to an outside network telephone connection.

4.6. Equipment.

For race only the Clerk of the Course must be linked by either radio or telephone with the main posts on the course and those that are not linked to Course Control must be in direct contact with the main posts.

4.7. Return Routes.

Return routes, other than the track, shall be controlled at all times during events and marshalled at both ends. Strict control must be maintained upon the movement of vehicles and a system of signalling when the route is in operation.

4.8. Course Maintenance.

Proper maintenance of the course, its installations and its facilities, is a condition of the licence. Courses should be checked on a routine basis also directly after events to make sure that repair and refurbishment programmes are initiated without delay.

5. SERVICES.

5.1. A Doctor, two ambulances (one for hillclimbs/sprints), a rescue vehicle and a recovery vehicle must be provided at each event. In addition, an evacuation route must be planned and kept open during the meeting. The nearest suitable hospital must be notified.

5.2. Fire extinguishers must be provided at the start and finish and all other points as agreed with the Safety Delegate and personnel must be competent to operate them.

5.3. Toilet Facilities.

Toilet Facilities must be provided at all temporary venues, this is to include a Portaloo toilet located within a 100-metre radius of the arrival control on all stage rally events.

In the absence of permanent toilet facilities, a minimum of 6 Portaloo's comprising 3 standard, 2 female only and 1 Accessible, must be located in any area listed as a service area on a stage rally event.

N.B All Portaloo's must be serviced daily.

6. An Inspection Fee of €100.00 will apply to all venues inspected both permanent and temporary, (see Appendix 15, and the GCR's).

For all new venues the promoting club must notify MI 12 weeks prior to the event and include plans and a description of the venue, the Safety Plan, together with details of classes proposed. A Safety Inspection will be carried out as soon as possible.



MINIMUM CRITERIA FOR MOTORSPORT IRELAND LICENSED PERMANENT COMPETITOR COACHING VENUES

To obtain an MI Licence for a Permanent Competitor Coaching Venue, the following minimum criteria must be met:

Application form C1 must be completed and submitted to MI accompanied by the relevant fee/s. This form is available from the MI office and on the MI website: www.motorsportireland.com.

1. INSURANCE.

1.1. Public Liability Insurance must be in place to cover participants on the course and any guests they may bring with them.

1.2. Employee Liability Insurance must be in place to cover the Coaches.

2. INDOOR TRAINING FACILITIES.

2.1. An adequate size classroom must be available including the necessary Audio Visual equipment and coaching materials. A list of recommended equipment is available from MI.

2.2. The room must be adequately lit, with ventilation and heating as necessary.

2.3. Adequate seating and tables must be provided.

2.4. In the case of karts and single-seaters, suitable covered facilities must be provided for vehicle familiarisation prior to going on track.

3. FOOD PREPARATION AND EATING AREAS.

3.1. If food prepared at the venue is available, the food preparation and hygiene standards must comply with current Government Regulations.

3.2. A suitable seated area, preferably with tables, must be provided for eating. This area must be kept clean and hygienic.

4. MALE/FEMALE TOILETS & CHANGING AREAS.

4.1. Suitable clean and hygienic male and female toilet facilities must be available.

4.2. Male and female changing rooms must be provided and these should be of suitable size to allow competitors to change into protective clothing.

5. OFFICE FACILITIES.

5.1. The venue must have a suitable system of administration in place in order to organise each coaching course, record participation and liaise with MI.

5.2. A contact telephone number for normal office hours (i.e. 9 am-5 pm Monday to Friday) must be provided.

6. PROTECTIVE CLOTHING & EQUIPMENT.

6.1. Suitable clean protective clothing must be available for all participants in a full range of sizes.

6.2. A good range of helmets of a suitable standard and in a full range of sizes must be provided. Minimum standard BS6658-85 Type A or Snell SA95.

6.3. At least one full set of MI Approved standard protective clothing and helmet must be provided for demonstration purposes.

7. FIRE PREVENTION FACILITIES.

7.1. All vehicles, with the exception of karts, must be fitted with suitable fire extinguishers with current valid in-service certificates attached.

7.2. The venue must have an adequate number of visible fire stop points around the circuit.

7.3. The venue must have suitable fire prevention, control and escape measures in place for all relevant buildings and structures.

8. MEDICAL FACILITIES.

8.1. All staff and coaches should ideally have First-Aid Training.

8.2. A written emergency procedure must be in place and available at all times.

8.3. A well-stocked suitable First-Aid kit must be available.

9. VEHICLES.

9.1. An up-to-date maintenance record must be kept for each vehicle.

9.2. All vehicles must be prepared to a standard to pass MI competition scrutiny (with the exception of fire extinguishers which may comply with 7.1 above).



9.3. Replacement vehicles must be available in case of mechanical failure.

10. COURSE / VENUE.

10.1. The configuration of the course, both in terms of surface material and layout, must be of a type compatible with the vehicles being used for coaching and the speeds being attained.

10.2. Each course/venue will be subject to inspection and licensing by MI on a bi-annual basis.

10.3. The responsibility for arranging timely inspections will rest with the owner/occupier of the course/venue.

11. TRACK INSPECTION & LICENSING FEES.

11.1. Track Inspection and licensing fees will be in accordance with MI General Competition Rules (GCRs) Schedule of fees, Article 4.



MINIMUM EQUIPMENT SPECIFICATION FOR RESCUE UNIT

1. DEFINITION OF A RESCUE UNIT.

A set of resources comprising no less than 2 crew, a vehicle and equipment complying with the minimum equipment list as defined by MI Regulations.

2. ROLE.

To provide rapid medical, fire and extrication intervention at rally, race and such speed events as required by MI Regulations. To isolate and control scene hazards so as to provide a safe working environment to access and treat injured parties. To resuscitate, stabilise and extricate injured parties in conjunction with the doctor and ambulance service.

To conduct incident clean-up procedures so as to ensure the environment is returned to a safe condition and that those hazards that still exist are minimised to the satisfaction of the Stewards. To provide full cooperation where local authority emergency services are in attendance.

3. VEHICLE.

Type of Vehicle: Free

Equipment must be carried in no more than 1 vehicle or vehicle/trailer. This vehicle must be suitable for the weight carried.

Number of Crew: 2

Light Bar Colour: Red or Amber

Blue only if vehicle is registered ambulance / rescue with local authority

Rally Frequency Radio Fitted: 1

Markings: 1 per side of Vehicle to be clearly marked "Rescue"

4. CREW PERSONAL KIT (PER CREW MEMBER)

Eye Protection : 1

Notes: All Personnel must be clearly identified as Rescue Personnel on scene

Leather / Fire Gloves 1 pair

Latex / medical gloves 3 pairs

Overalls / turnout gear 1 pair

Steel toe capped boots 1 pair

HiVis Jacket / Waistcoat 1 pair

5. MEDICAL KITS.

Equipment carried must meet or exceed the standard Medical Kit list from MI.

Listing available from MI office.

6. FIRE FIGHTING EQUIPMENT.

9 kg Dry Powder stored
pressure extinguisher 2

9 litre AFFF (Foam) stored
pressure extinguisher 2

Fire Resistant
Blanket 1m x 1m 1

Fire suppression systems based on tanks and hoses may also comply.

Each system will be considered on its effectiveness. All fire fighting equipment must have valid annual test certificate.

7. HYDRAULIC CUTTING GEAR.

The choice of tools is open to the operator, however each operator must ensure that their choice of tools will allow them to deal with the types of accidents encountered in the motorsport environment. All cutting equipment must have valid certification from the manufacturer or his designated service agent.

Hydraulic tools for spreading open doors, cutting and removing A,B,C posts and roll cages must be carried. Tools carried must be suitable for use on modern cars using the latest materials and constriction techniques.

It is mandatory that the following equipment is carried :

1. Two hydraulic pumps
2. A motor / battery operated powered cutter and spreader

A single cutter and spreader combined into a combi-tool is acceptable.

A power ram is optional. Where a power ram is carried the 10 ton ram from the manual powered hydraulics (Article 8) including extensions may be omitted.

Where a powered system is carried fuel must be in an approved safety container. Spare spark plugs, engine oil and hydraulic fluid must also be carried

8. MANUAL POWERED HYDRAULICS.

Pedal cutter
(Min 3 cm opening) 1

Trolley Jack
(2000 kg capacity min) 1

Bottle Jack
(2000 kg capacity min) 1

10 ton hydraulic body kit 1



To include ram extensions, wedgie and pump.
Where a powered ram is carried the 10 ton ram may be omitted from this section .
Fuel and all flammable liquid must be carried in an approved safety container.

9. RECIPROCATING SAW.

One reciprocating saw with a minimum of 10 spare blades. Powered by air, electrical or battery.
For battery operated units at least 1 spare battery to be carried.

10. LIGHTING.

2 Vehicle or generator powered lights.
2 Torches.
1 Warning Triangle.

11. HAND TOOLS.

1 Crowbar at least 1m long.
1 Hand Axe.
1 Bushman Saw.
Selection of Screwdrivers, cross head and flat head.
Selection of Allen keys.
Selection of Sockets both metric and imperial including ratchets and extensions.
Selection of Spanners both metric and imperial sizes.
Adjustable Spanners 1 large and 1 small.
Selection of Pliers.
Hammers: 1 Engineers and 1 2lb club.
Centre Punch.
Glass saw including 1 spare blades.
Bolt Cutters.
Hacksaws including 10 spare blades.
Knife (Stanley type) including 10 spare blades.
"Selection" means of sizes and type suitable for automotive disassembly.

12. VEHICLE STABILISATION.

4 Wedges.
4 Stop Chocks suitable for weights in excess of 2 ton.
Assorted blocking suitable for weights in excess of 2 ton.
2 Ropes: one must be a minimum of 10m long.
2 Ratchet straps of 1000 kg capacity minimum.

13. PATIENT PROTECTION.

1 Head protective shield.
2 Heavy duty plastic sheeting.
Materials for protecting sharp edges.

14. MISCELLANEOUS.

1 Camera with spare recording media.
10 MI Accident report forms.
Suitable Car Cover e.g. Salvage Sheets to provide privacy when required.

All Equipment carried must be serviced and inspected in accordance with manufacturers recommendations.

It is recommended that a Logbook showing a record of all checks and maintenance carried out on equipment is held by each Rescue Unit.



REQUIREMENT FOR PRE-HOSPITAL EMERGENCY CARE SERVICES AT MOTORSPORT IRELAND PERMITTED EVENTS

The aim of pre-hospital emergency care at a Motorsport Ireland event is to provide a comprehensive and coordinated approach to the management of an injured or ill person(s) in the most appropriate timeframe.

Abbreviations

PHECC	Pre-Hospital Emergency Care Council
EFR	Emergency First Responder
EMT	Emergency Medical Technician
P	Paramedic
AP	Advanced Paramedic
MP (MD)	Medical Practitioner (Doctor)
HSE	Health Service Executive
CPG	Clinical Practice Guidelines
CMO	Chief Medical Officer
ESLO	Emergency Services Liaison Officer
MI	Motorsport Ireland.
MCRN	Medical Council Registration Number

Websites:

Motorsport Ireland:

www.motorsportireland.com

Pre-Hospital Emergency Care Council:

www.phecc.ie

Medical Council of Ireland:

www.medicalcouncil.ie

1. PRE-HOSPITAL EMERGENCY CARE.

1.1. The Pre-Hospital Emergency Care Council (PHECC) is an independent statutory organisation responsible for implementing, monitoring and further developing the standards of care provided by all statutory, private and voluntary ambulance services in the Republic of Ireland. It is also responsible for conducting examinations at six levels of pre-hospital care, the control of ambulance

practitioner registration and the publication of clinical practice guidelines. The levels that are relevant to motorsport events are:

1.2. Responders:

Responder levels of care are designed to provide basic medical training to lay people, non-medical emergency services staff (Gardaí, Fire Services), sports club staff and those designated to provide first aid at work. Responders should have current certification.



Emergency First Responders (EFR)

1.3. Practitioners:

Practitioners must register annually with PHECC for authorisation to practice.

Upon qualification and registration, a practitioner is issued with a licence and unique PIN which should be presented when treating a patient either on or off-duty.



Indicates the level of the Licensed Practitioner

There are three levels of practitioners:



Emergency Medical Technician.

An Emergency Medical Technician (EMT) is a registered practitioner who has completed PHECC's Standard of Education & Training at EMT level. This is the minimum clinical level that is recommended to provide care and transport of an ill or injured patient.



Paramedic

A Paramedic (P) is a registered practitioner who has completed PHECC's Standard of Education & Training at Paramedic Level. This is the minimum clinical level that is recommended to provide care and transport of an ill or injured patient following a 999 / 112 call for assistance.



Advanced Paramedic

An Advanced Paramedic (AP) is a registered practitioner who has at least 3 years experience as a Paramedic and has completed the AP standard of education and training for the role as clinical leaders and expert practitioners in the field of pre-hospital emergency care. AP's provide advanced life support care

1.4. Medical Doctors.



Doctors / Medical Practitioners wishing to practice medicine in Ireland must by law be registered with the Medical Council of Ireland.

Doctors/Medical Practitioners must provide the motorsport event organisers with their Medical Council Registration Number (MCRN) prior to the event.

The Medical Registration number should also use this number on all official / clinical documentation associated with the event.

The MCRN of the event doctors maybe requested by the appointed MI Stewards.

1.5. Ambulances.

Ambulances maybe sourced from any provider that is currently approved to implement Clinical Practice Guidelines (CPG's) by PHECC. (Current list on PHECC website: www.phecit.ie).

All ambulances must contain the appropriate equipment and medication to allow the practitioners employed to operate fully within their scope of clinical practice (see Medication and Skills Matrix on the PHECC website).

The currently registered practitioners of EMT or Paramedics or Advanced Paramedics provided at MI event must be acting on behalf of one of the providers currently listed on the PHECC Website.

The minimum skill level of a practitioner required on an ambulance that shall be used to transport ill or injured patients to hospital is an EMT.

2. EVENT OFFICIALS.

2.1. Chief Medical Officer (CMO).

The Chief Medical Officer must be a Medical Practitioner. The following events require a Chief Medical Officer as a named official: Stage Rallies (**sealed and loose surface**) - which include Single Stage, Mini Stage and Multi Stage events.

Role of the Chief Medical Officer:

It is essential that the Chief Medical Officer is aware that he / she is fulfilling a specified role concerning the overall safety of the event.

The Chief Medical Officer is responsible for the supervision of all medical resources, including doctors and ambulance personnel. This supervisory role is exercised where appropriate in consultation with the COC. (App 25, 3.6.2.4 and 3.6.2.5 of MI Yearbook). The Chief Medical Officer (CMO) must be in attendance at the event.

2.2. Emergency Services Liaison Officer (ESLO).

Every MI permitted racing, rally and speed event must appoint an Emergency Services Liaison Officer. Full duties of the ESLO will be outlined in the event Medical Plan. The ESLO must be present for the duration of the event and must be in contact with the event radio network.

Role of Emergency Services Liaison Officer for:

2.3. Stage Rallies, Hill Climbs and any other event where public roads are closed.

2.3.1. Establish what hospitals in the region will accept ambulance transports of Adult and Paediatric patients to their Emergency Departments. Patients aged less than 16 years of age (Paediatrics), must be transported to a hospital providing ED for Paediatrics.

2.3.2. Deleted.

2.3.3. Prior to event, communicate to the HSE Regional Emergency Management office a Medical Plan (format as per the relevant MI Medical Plan Template). This plan will include:

- Maps providing information of closed public roads and ambulance routes to hospital(s) and details on road closed dates and times. This information should be copied to the local HSE ambulance base.
- Information regarding emergency medical cover at the event.
- Name of Ambulance Provider (Organisation) and contact details.
- Name and Phone contact number for Chief Medical Officer.
- Name and Phone contact number for Emergency Services Liaison Officer.
- An emergency phone number for the Event Control.

2.3.4. The ESLO must ensure that:

- The Ambulance provider on the day provides ambulance practitioners as specified.
- The ambulance practitioners are provided with maps of closed roads.
- The ambulance practitioners are provided with ambulance routes to hospital and any other assistance required to ensure that the ambulance crew are familiar with the route to the specified hospital.
- Contact number(s) for the crew of each ambulance is available to the ESLO and CMO .



2.3.5. Ensure that Ambulance practitioners provide a report of all incidents to CMO / ESLO.

2.4. Race Track events, Karting, Autocross.

2.4.1. Establish what hospitals in the region will accept ambulance transports of Adult and Paediatric patients to their Emergency Departments. Patients aged less than 16 years of age (Paediatrics), must be transported to a hospital providing ED for Paediatrics.

2.4.2. Deleted.

2.4.3. The ESLO must ensure that the Ambulance provider:

- Provides ambulance practitioners as specified.
- Are advised what hospitals injured parties may be transported to.
- Provide contact number for crew of each ambulance to ESLO.

2.4.4. Ensure that Ambulance personnel provide a report of all incidents to CMO / ESLO.

2.5. Sporting and 4 X 4 Production Vehicle Trials, Midget Car Racing, Autotest and Autosolo events, Navigation and Retrospective Trials and Endurance Trials.











2.5.1. Ensure that contact numbers are available at event for Emergency Services (999 / 112).

2.5.2. Ensure a nominated person or persons (Emergency Services Liaison Officer) are informed on how to contact the emergency services. Provide Red Card Information (Appendix 1)

2.5.3. If the emergency services are required, ensure that GPS location detail is available.



3. EMERGENCY SERVICES REQUIREMENTS FOR MI PERMITTED EVENTS.

3.1 Special Stage Rallies (Sealed and loose surface)		
Location	Vehicle	Clinical Staff Level
Stage Start	Own Car or Travel with Stage Commander	 or 
	MI Rescue Unit	 (Rescue Team)
	Ambulance	 +  (Or higher, i.e. P or AP)
Central Location	Spare Ambulance	 + 
Service Area	Ambulance	 + 
Chief Medical Officer (Medical Practitioner) The Chief Medical Officer must be in addition to the Emergency Practitioners required at the start of the stage		
<p>Note: If any of the medical services from the stage starts are required to travel to hospital, the stage cannot restart until all these services are back in position. Consideration should be given to the employment of extra medical services in order to cover this eventuality.</p> <p>For example, if the ambulance at the stage start were to be crewed by one Paramedic and one EMT (instead of two EMT's), this would significantly reduce the possibility of the doctor being required to travel to hospital in the ambulance with any injured parties.</p> <p>REQUIREMENT: Ambulance provider to provide Vacuum Mattress in each Ambulance and ambulance Practitioners to be competent in its use.</p>		



Medical Practitioner



Emergency First Responder



Emergency Medical Technician



Paramedic








Advanced Paramedic

All Ambulances must:

Be sourced only from **PHECC approved Providers**.

- Contain the appropriate equipment and medication to allow the practitioners employed to operate fully within their scope of clinical practice.
- Any Pre-Hospital Practitioners (EMT, P or AP) employed must be acting on behalf of PHECC approved Provider, this includes any use of AP instead of a Medical Practitioner (doctor)**



3.2 Hill Climb & Sprint & Rally Sprint		
Location	Vehicle Type	Clinical Staff Level
Start	Own Car or Travel with Stage Commander	 MP or  AP
	MI Rescue Unit	 EFR (Rescue Team)
	Ambulance	 EMT +  EMT (Or higher, i.e. P or AP)
Emergency Services Liaison Officer		
<p>Note: It must be noted that if any of the medical services are required to travel to hospital, the event cannot restart until all these services are back in position.</p> <p>Recommendation: The ambulance be crewed by one Paramedic and one EMT (instead of two EMT's). This would significantly reduce the possibility of the doctor being required to travel to hospital in the ambulance with any injured parties.</p>		
<p>REQUIREMENT: ambulance provider to provide Vacuum Mattress in each Ambulance and ambulance Practitioners to be competent in its use.</p>		



Medical Practitioner



Emergency First Responder



Emergency Medical Technician



Paramedic







Advanced Paramedic

All Ambulances must:

Be sourced only from **PHECC approved Providers**.

- Contain the appropriate equipment and medication to allow the practitioners employed to operate fully within their scope of clinical practice.
- Any Pre-Hospital Practitioners (EMT, P or AP) employed must be acting on behalf of a PHECC approved Provider, this includes any use of AP instead of a Medical Practitioner (doctor)



3.3 Karting		
Location	Vehicle Type	Clinical Staff Level
On Site	Ambulance	 or 
		 +  (Or higher, i.e. P or AP)
Emergency Services Liaison Officer		
Note: It must be noted that if any of the medical services are required to travel to hospital the event cannot restart until these services are back in position. Consideration should be given to the employment of extra medical services in order to cover this eventuality		
REQUIREMENT: ambulance provider to provide Vacuum Mattress in each Ambulance and ambulance Practitioners to be competent in its use.		



Medical Practitioner



Emergency Medical Technician



Paramedic











Advanced Paramedic

All Ambulances must:



Be sourced only from **PHECC approved Providers**.




- Contain the appropriate equipment and medication to allow the practitioners employed to operate fully within their scope of clinical practice.
- Any Pre-Hospital Practitioners (EMT, P or AP) employed must be acting on behalf of a PHECC approved Provider, this includes any use of AP instead of a Medical Practitioner (doctor)**



3.4 Race and Rallycross on Licensed Track		
Location	Vehicle Type	Clinical Staff Level
(Race)		
On Site	MI Rescue Unit	 MP or  AP  EFR (Rescue Team)
Medical Centre	Ambulance	 EMT +  EMT (Or higher, i.e. P or AP)
(Qualifying)		
	MI Rescue Unit	 EFR (Rescue Team)
	Ambulance	 EMT +  EMT (Or higher, i.e. P or AP)
Emergency Services Liaison Officer		
Note: It must be noted that if any of medical services are required to travel to hospital the event cannot restart until these services are back in position. Consideration should be given to the employment of extra medical services in order to cover this eventuality		
REQUIREMENT: ambulance provider to provide Vacuum Mattress in each Ambulance and ambulance Practitioners to be competent in its use.		

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 **MP** Medical Practitioner
  **EFR** Emergency First Responder



 **EMT** Emergency Medical Technician
  **P** Paramedic
  **AP** Advanced Paramedic

All Ambulances must:

- Be sourced only from **PHECC approved Providers**.
- Contain the appropriate equipment and medication to allow the practitioners employed to operate fully within their scope of clinical practice.

Any Pre-Hospital Practitioners (EMT, P or AP) employed must be acting on behalf of a PHECC approved Provider, this includes any use of AP instead of a Medical Practitioner (doctor)



3.5 Autocross		
Location	Vehicle Type	Clinical Staff Level
On Site	Ambulance	 + 
Emergency Services Liaison Officer		
<p>Note: It must be noted that if any of medical services are required to travel to hospital the event cannot restart until these services are back in position. Consideration should be given to the employment of extra medical services in order to cover this eventuality.</p> <p>REQUIREMENT: ambulance provider to provide Vacuum Mattress in each Ambulance and ambulance Practitioners to be competent in its use.</p>		




Emergency Medical Technician



Paramedic

<p>All Ambulances must:</p> <ul style="list-style-type: none"> Be sourced only from PHECC approved Providers. Contain the appropriate equipment and medication to allow the practitioners employed to operate fully within their scope of clinical practice. <p>Any Pre-Hospital Practitioners (EMT, P or AP) employed must be acting on behalf of a PHECC approved Provider, this includes any use of AP instead of a Medical Practitioner (doctor)</p>
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3.6 Sporting and 4 & 4 Production Vehicle Trials, Midget Car Racing, Autotest and Autosolo events. Navigation and Retrospective Trials and Endurance Trials	
Recommended	
Emergency Services Liaison Officer	



Emergency First Responder



Appendix 1. Red Card

(Red Cards can be obtained from Motorsport Ireland or purchased directly from Pre-Hospital Emergency Care Council)

When calling an Ambulance to an emergency -



Request Emergency Dispatch (RED) Card

We have developed the RED card to help you prepare the information you will need before you call an ambulance to an emergency incident. Using the RED card will help the person taking your call to arrange an appropriate and fast response when you call for an ambulance.

Please follow the steps over when calling Ambulance Control 999 or 112

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Detail Required

Order in which Detail is to be given

RED Card

Information and sequence required by Ambulance Control when requesting an emergency ambulance response:

1.	Phone number you are calling from	
2.	Location of incident	
3.	Chief complaint	
4.	Number of patients	
5.	Age (approximate)	
6.	Gender	
7.	Conscious?	Yes/No
8.	Breathing normally?	Yes/No
If >35 years	Chest pain?	Yes/No
If trauma	Severe bleeding?	Yes/No



CONSTITUTION FOR IRISH MOTORSPORT FEDERATION'S COUNCIL INCORPORATING ITS SPECIALIST COMMISSIONS

AS ADOPTED BY THE BOARD OF THE IMF ON 25 JANUARY 2024

The rules for the Specialist Commissions / Advisory Groups published annually in the Motorsport Ireland Year Book should be read in conjunction with this Constitution.

CONSTITUTION

1. NAME.

The Irish Motorsport Federation Limited (hereinafter called "IMF") shall constitute a Committee to be known as 'Motorsport Council' (hereinafter called "the MSC").

2. ADDRESS.

The business of the MSC will be conducted from the offices of IMF, currently at 34 Dawson Street, Dublin 2.

3. STATUS.

3.1. The Council is hereby constituted by IMF trading as Motorsport Ireland (MI) and its constitution may only be amended by a resolution of the Board of IMF.

WHEREAS

3.2. The Irish Automobile Club Ltd (hereinafter called "the IAC") has been designated by the Federation Internationale de l'Automobile (hereinafter called the FIA) as having the right to control automobile and kart sports and competitions in the Republic of Ireland and IAC has delegated this power to IMF.

3.3. IMF has (by virtue of that delegation) the right to promote, organise and administer events.

3.4. IMF has the right to initiate, control, promote, organise, and administer the Irish National Championship competitions for automobiles and karts (hereinafter called the Championships).

3.5. IMF hereby designates the MSC as the Sporting Committee of IMF for the purposes of Art. 5 of the Statutes of the FIA having the powers set out in this constitution.

OPERATIVE DATE:

3.6. This version of the Constitution shall have effect from 25 January 2024, and from that date, any previous version of the Constitution shall be disregarded.

4. THE MOTORSPORT COUNCIL

4.1. MSC-OBJECTS .

4.1.1. The MSC shall constitute the legislative assembly for the control of motor sports in the Republic of Ireland and will decide on questions of Automobile and Kart motor sporting regulatory matters.

4.1.2. The MSC shall nominate from time to time people or an organisation who will constitute the National Court of Appeal for the purposes of the FIA's International Sporting Code.

4.1.3. The MSC shall exercise the judicial powers and responsibilities for national motor sports in the Republic of Ireland. The MSC's decisions and those of its Courts shall be final and not subject to review otherwise than by Judicial Review.

4.1.4. Any decision (other than a judicial one) of the MSC which has in the opinion of the Secretary of IMF a financial impact on the business of IMF will be subject to ratification by the Board of IMF. The MSC shall report to the Board of IMF.

4.1.5 The three Motorsport Ireland nominations to the board of IMF will be proposed by the President and shall be subject to ratification by the MSC. This is in alignment with Article 5.2.1.

4.2 MSC - MEMBERSHIP.

The membership of the MSC shall not exceed twenty- two and shall comprise the following:

4.2.1. President / Vice President

The President and Vice President of the MSC shall be elected by the MSC members from its own membership

4.2.2. Members

(a) 3 persons nominated from time to time by the IAC.

(b) 3 persons nominated by the Board of Directors of IMF.

(c) The Secretary of IMF.

(d) 3 Representatives of the Affiliated Clubs, selected by the Clubs based on Geographical Groupings and selection methods as set out from time to time by the MSC and published annually in the MI Yearbook

(e) The Chairman of the Karting, Race, Rally Technical, Safety, Volunteers & Officials and Rules Specialist Commissions (SC).

(f) The Representative of each of the Clubman and Speed Groupings which are for the time being;

(i) Autotest, and Trials

(ii) Autocross, Hilclimb/Sprint, Rallycross respectively.



SPECIALIST COMMISSIONS AND ADVISORY GROUPS APPENDIX 110

The Representative for each Grouping to be agreed by the Chairmen of the Specialist Commissions in each Grouping.

- (g) 3 persons, being The Conveners (or their representatives) of the IMF's Advisory Groups (AGs) as set out at 6.1.1 hereunder
- (h) Such other person(s) as the Board of Directors of IMF from time to time shall nominate.

4.3. MSC - QUORUM .

A quorum for meetings shall be 60% of the membership, present in person, or attending by electronic means, and entitled to vote.

4.4. MSC - VOTING.

Motions at meetings shall require a majority of 75% of members present in person, or attending by electronic means, and entitled to vote.

4.5. MSC - FREQUENCY OF MEETINGS.

The MSC will meet at least quarterly during the course of each year. Additional meetings may be called by the President. Meetings may be held in person or by electronic means or a combination of both.

4.6. ELECTION OF PRESIDENT & VICE PRESIDENT OF THE MOTORSPORT COUNCIL(MSC).

4.6.1. The President shall be elected every year at the first meeting of the MSC in that calendar year.

4.6.2. The election shall be by secret ballot and the following procedures shall apply:

4.6.2.1. Voting papers shall be pre-printed forms supplied by the Motorsport Department (MSD).

4.6.2.2. A candidate who receives more than 50% of the vote cast shall be declared elected.

4.6.2.3. If no candidate receives more than 50% of the votes cast, the candidate with the lowest number of votes shall be eliminated and another secret ballot shall be held, and so on, until one candidate receives more than 50% of the votes cast.

4.6.2.4. In the event of a tie, another ballot shall be held, after which the President of the Royal Irish Automobile Club (RIAC) will have the casting vote.

4.6.3. Those entitled to vote shall all be members of the MSC for the year of the election.

4.6.4. The Returning Officer shall be a member of the MSD, selected by the Motorsport CEO or IMF Chair.

4.6.5. The maximum number of consecutive terms of office a person may serve as President is four. A term is defined as the period beginning on the election of the President and ending on the election of the President at the next such election.

4.6.6. A sitting President who wishes to retire before the end of their fourth consecutive term should preferably give the MSC at least three months notice.

4.6.7. When a sitting President is retiring at the end of their fourth consecutive term, prospective candidates for the position, who comply

with 4.6.10, should preferably announce their intentions at least three months before the end of the term and be entitled to make submissions to the MSC, after which an agreed candidate may emerge.

4.6.8. There shall be no limit to the maximum number of non-consecutive terms a member may serve as President.

4.6.9. The outgoing President shall always be eligible for election provided they have not served four consecutive terms and provided they are nominated as in 4.6.11 and 4.6.12 below.

4.6.10. A candidate for the position of President must be a member of the MSC in the year of their election and for at least two of the previous five years prior to the year of their nomination for election. A President who, for whatever reason, does not fulfil a full term of office, shall not be eligible for election to the position again until at least 12 months have elapsed since ceasing to hold the position of President.

4.6.11. A candidate for the position of President must be nominated, that is proposed and seconded, by at least two current members of the MSC for the year of the election.

4.6.12. Nominations for the post of President must be made on a pre-printed form, received from the MSD, signed by the proposer and seconded and lodged with the Motorsport department not later than 17.00 hours on the day which is 7 days before the date of the MSC Meeting at which the election is to take place.

4.6.13. All members of the MSC who are entitled to vote shall receive the names of the candidates together with the names of the proposer and seconded, at least 4 days before the date of the MSC meeting at which the election is to take place.

4.6.14. Candidates shall be entitled to provide members with written submissions which must be circulated as set out in 4.6.13 above and shall be entitled to address the MSC for no longer than 5 minutes each before the election, if they so wish

4.6.15. The Vice President shall be elected annually at the MSC meeting following the Meeting at which the President is deemed elected. The general manner of eligibility, nomination and election is to be as set out herein in respect of the President, save that the requirement to have served at least two of the previous 5 years on the MSC is reduced to a requirement to have served 1 such year.

4.6.16. In the event that, for whatever reason, the office of President becomes vacant during a term, then the Vice President, if available and willing to do so, shall assume the duties of, and shall be considered as, President for the remainder of the term, and an election for Vice President shall take place at the first possible subsequent meeting of the MSC, with due allowance for time required for nomination, etc. In the event of the Vice President not being so available and willing, then the Office of President will be left temporarily vacant with the Vice President acting



SPECIALIST COMMISSIONS AND ADVISORY GROUPS APPENDIX 110

temporarily, and an Election for President shall take place at the earliest MSC meeting at which such election is possible, due allowance being made for the nomination process as set out in 4.6.12 above. For the avoidance of doubt, where advance notice of a vacancy is given, the nomination and election process, may, but is not required to, take place while the departing President is still in office, and if the departing president, at the relevant time in each case, is still a member of the MSC, he shall have rights of nomination and voting.

5. SPECIALIST COMMISSIONS (SC'S).

5.1. SPECIALIST COMMISSIONS - GENERAL.

5.1.1. The MSC shall form standing commissions (hereinafter called Specialist Commissions) all of which will be subject to appointment or re-appointment by the MSC on 1st January annually.

5.1.2 SPECIALIST COMMISSIONS - OBJECTS

5.1.2.1. The Specialist Commissions are responsible for the general administration and control of the discipline or specialist area which are relevant to them, and for dealing with all matters in relation to same which do not require an MSC input. This function is to be carried out in accordance with Terms of Reference, Standing Orders and other details as drawn up by the MSC and published annually in the MI Yearbook.

5.1.3. SPECIALIST COMMISSIONS - SUBCOMMITTEES & WORKING GROUPS

5.1.3.1. A Specialist Commission, subject to the approval of the MSC, may form (or may dissolve) a Sub-Commission or Working Group to assist in its work. Such Sub-Commission or Working Group shall comprise such numbers and members as the Specialist Commission thinks fit, and shall report back to that Specialist Commissions. Sub-Commissions will normally be dissolved once the assigned task has been completed. However, subject to the approval of the MSC, standing Sub-Commissions may be formed in respect of a particular sub-discipline or issue. All such Sub-Commissions and Working Groups shall operate under terms of Reference drawn up by the MSC and published annually in the MI Yearbook.

5.1.4 The MSC for the present has formed the following Specialist Commissions:

- Autotest Autocross
- Hillclimb/Sprint Karting
- Race Rally
- Rallycross Trials
- Safety
- Rules
- Volunteers & Officials
- Technical

but may, from time to time, vary these.

5.2. SPECIALIST COMMISSIONS - MEMBERSHIP.

5.2.1. The Chairs of Commissions will be proposed by the President and shall be subject to ratification by the MSC.

5.2.2. The members of every Specialist Commission to be appointed in accordance with the rules drawn up by the MSC and published annually in the MI Yearbook.

5.2.3. The Chairmen and members shall hold office in accordance with the rules drawn up by the MSC and published annually in the MI Yearbook.

5.2.4 *Deleted.*

6. RULE CHANGES

All rule changes to GCRs & Appendices must be approved by the MSC, who may set out detailed procedures for the process.

7. FINANCE AND ADMINISTRATION.

7.1. Membership of the MSC, its Specialist Commissions, including Sub-Commissions is honorary and unremunerated. A Member attending a meeting of a Commission shall be entitled to claim a contribution towards his/her out of pocket travel expenses, which will be reimbursed in accordance with an expense reimbursement scale, published from time to time by IMF.

7.2. IMF shall indemnify the MSC, its Specialist Commissions, including Sub-Commissions from and against all costs, claims, losses, expenses, liabilities, payments and demands of whatever nature arising as a direct result of the exercise of the powers granted to them.

7.3. IMF shall, as it may deem necessary, provide resources required to facilitate the conduct of the business and meet the objectives of the MSC, the Specialist Commissions including Sub Commissions.

7.4 The three Motorsport Ireland nominations to the board of IMF will be proposed by the President and shall be subject to ratification by the MSC.

7.5. Each member of MSC, its Specialist Commissions, including Sub-Commissions must sign annually and be bound by the conditions of the 'Code of Conduct for Members of the Motorsport Ireland Council and Commissions'. Persons cannot take their seat on their respective Council/Commission/Sub-Commission until they have signed said document and returned it to the President, Commission Chairman or MSD.

8. ANTI-DOPING

8.1. The anti-doping rules of Motorsport Ireland are the Irish Anti-Doping Rules as amended from time to time.



MOTOR SPORT PUBLICITY

If you are unhappy or indeed happy with the coverage given to Irish Motor Sport then please inform the relevant person listed below. It could make all the difference. We need your help so perhaps you should keep this by your phone!

Publication	Sports Editor	Phone	E-mail
Irish Times	Malachy Logan	01 6758000	mlogan@irish-times.ie
Irish Independent	Dave Courtney	01 7055333	dcourtney@independent.ie
Sunday Independent	John Greene	01 7055333	jgreene@independent.ie
Evening Herald	Pat Keane	01 7055333	pkeane@independent.ie
Sunday Times	Michael Foley	01 4792424	michael.foley@sunday-times.ie
The Examiner	Tony Leen	021 2300500	sport@examiner.ie
Evening Echo	John McHale	021 4802228	john.mchale@eecho.ie
Irish Mail on Sunday	Jack White	01 6375854	jack.white@mailonsunday.ie
Irish Daily Mail	Joe Callaghan	01 6375854	joe.calaghan@dailymail.ie
The Irish Mirror	Neil Fullerton	048 90-568000	irishsport@mirror.co.uk
Irish Daily Star	Eoin Brannigan	01 4901228	eoin.brannigan@thestar.ie
Sunday World	Eamon Gibson	01 8848952	eamon.gibson@sundayworld.com
Irish Sun	Geoff Thompson	01 4792579	geoff.thompson@the-sun.ie
RTE Radio	Gary Moran	01 2082426	gary.moran@rte.ie
Virgin Media	Kieran Holden	01 4193358	kieran.holden@virginmedia.ie
TG4	Ronan O'Coisdealbha	091 505050	ronan.o.coisdealbha@tg4.ie
Newstalk 106-108FM	Ger Gilroy	01 6445100	ger@newstalk.ie

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Website: www.motorsportireland.com



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MOTORSPORT IRELAND GENERAL CODE OF CONDUCT

1. GENERAL CODE OF CONDUCT

Motorsport Ireland expects you, and your associates, at all times to:

- Abide by Motorsports Ireland's regulations
- Respect the decisions of event officials
- Treat all competitors, marshals and officials equally with respect
- Maintain the highest standards of driving behaviour
- Conduct yourself in a proper manner at all times and always behave in the best interest of Irish motor sport
- Make every effort to minimise the impact of your activities on the environment around you

Abuse

Motorport Ireland will not tolerate any form of abuse or aggression towards officials, marshals, spectators and competitors.

Motorsport Ireland and the National **Court** will impose the most stringent sanction against any transgression.

Safety

You are reminded that participation in motor sport carries an inherent risk and the ultimate responsibility for safety lies with the individual. Motorsport Ireland urges you to make the maximum possible effort to ensure your own safety at all times.

2. CODE OF CONDUCT OUTSIDE OF COMPETITION.

Behaviours expected of all involved in Motorsport, its governance and development.

The guiding principles for the Code are trust, respect, fair competition and co-operation, and the pursuit of disciplined and responsible enjoyment and fun in the sport for all current and future participants.

The overriding principal for officeholders is the sustainable development of Motorsport in Ireland. This involves a whole of sport view, a balance between the short and longer term and an approach to action that is co-operative and altruistic.

The reputation of the sport and its ability to govern itself are crucial to its future success. All behaviours of those involved must be consistent with maintenance of the good reputation of the sport and its national governing body, Motorsport Ireland.

The sport is competitive and inherently dangerous if not conducted with safety in mind. The conduct of people within the sport can also result in hurt, even if this is not physical hurt. The principals of respect and trust should be evident in the behaviours of all involved in the sport. Though not tangible, poor behaviours can and should be identified and challenged through the procedures listed in below. Examples of these are given for illustrative purposes and additions may be made to this list by putting a proposal, supported by two-thirds (66%) of registered clubs, to the Motorsport Council for consideration:

Side deals or agreements at informal meetings before the main meeting are not a valid way of conducting business as they are outside the regulated channels. Such deals are null and void unless brought to the relevant decision-making body for discussion and decision.

The use of the media as a method of exerting additional pressure towards an outcome is not a behaviour that is consistent with this Code.

Support to an individual who is in a difficult spot, at an individual level if not for the position taken, is a positive behaviour. This could include a phone call providing moral or emotional support or a quiet word of support at a human level on the margins of the meeting.

The outcome of decisions should be communicated as agreed. When it is agreed that a topic, or the points raised in discussion on a topic-, are confidential, members of the Commission /club /commission will not divulge that information to non-members of that governing structure.

DISPUTE RESOLUTION

The following procedures must be conducted in keeping with the Code of Conduct. The parties willingly participating in this dispute resolution procedure (DRP) must not comment publicly on the matter under consideration until all elements of the DRP have been exhausted.

1. Where the behaviour of an individual or a group of individuals is alleged to be in breach of the Code of Conduct the individuals can be called to account using the procedures set out below, through a formal complaint made by two-thirds (66%) of the members of the Council (MSC) or two-thirds of the specialist commission of the discipline in the sport. Note that in all cases the two-thirds refers to the total membership of the commission, not just those in attendance.



GENERAL CODE OF CONDUCT

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2. The matter arising may be brought to the notice of the MSC or CEO, or at his request, the relevant discipline commission.

3. In the first instance those directly involved will identify the problem and address it.

4. If (3) does not happen or does not resolve the issue the CEO, or at his request, the relevant commission, will speak with those directly involved to determine the issue, the views and seek to find a resolution.

5. If (4) does not resolve the issue or if the matter is one falling outside the remit of an individual Commission, the case will be referred to the President of the MSC who will attempt to find a solution, or rule on the matter, or refer the matter as set out in (9) below.

6. If the dispute directly involves the President of the MSC the matter shall be brought before the MSC. The parties to the dispute can present their case in person, either to the entire MSC, or to a group of not less than 3 MSC members selected by the MSC, who will report to the MSC. The MSC, not the lesser group, can find a solution or make a ruling or refer the matter as set out in (9) below.

7. The President of the MSC, to allow for discussion to take place towards a solution of the dispute, may declare a cooling off period of up to 4 weeks. This period will be respected and no action will be taken during the cooling off period by any sides to the dispute, other than to participate in the resolution process if requested.

8. At any of the stages listed above, no legal representation is permitted, but where a single individual is involved on one side of an issue, they may be accompanied by another person, who may not represent that individual. In all cases a parent or guardian may accompany and/or represent a minor.

9. If the above steps are not successful, the issue will be referred to Just Sport Ireland (JSI) (an independent arbitrator which specialises in sports disputes). The notes and submission for the various steps in the resolution process will be made available to the arbitrator and they may call parties to participate in the arbitration process. Legal representation is permitted during arbitration.

10. The arbitrator will rule on the matter. This decision will be binding and will conclude the matter under arbitration.



CODE OF CONDUCT FOR CHILDREN'S SPORT

1. MOTORSPORT IRELAND'S POLICY STATEMENT

Motorsport Ireland is fully committed to safeguarding the well being of its members. Every individual in the organisation should at all times, show respect and understanding for members rights, safety and welfare and conduct themselves in a way that reflects the principles of the organisation and the guidelines contained in the Code of Ethics and Good Practice for Children's Sport. The purpose of this code is to ensure that children can strive to achieve in competition and still be protected from the vulnerabilities of childhood.

2. GUIDING PRINCIPLES

For the purposes of this code, a child/young person is defined by the Irish Sports Council as any person under 18 years of age. The guidance given in this code of conduct is based on the principles set out in the following publications:

- "Code of Ethics and Good Practice for Children's Sport", Irish Sports Council.
- "Children First" National Guidelines for the Protection and Welfare of Children.
- "Our Duty to Care" Dept. of Health & Children, April 2002.
- "Children First Act 2015" and in line with current legislation.

Useful links and references:

Sport Ireland:

[www.sportireland.ie/Participation/Code of Ethics](http://www.sportireland.ie/Participation/Code_of_Ethics)

Tusla:

www.tusla.ie/services/child-protection-welfare

The aim of this code is to promote best practice by everyone involved in Motorsport and to provide a safe, healthy, enjoyable environment for young members.

3. MOTORSPORT IRELAND'S CORE VALUES IN YOUNG PEOPLE'S SPORT

INTEGRITY IN RELATIONSHIPS:

Adults interacting with children in sport should do so with integrity and respect for the child. There is a danger that sporting contexts can be used to exploit or undermine children. All adult actions in sport should be guided by what is best for the child and in the context of quality, open working relationships. Verbal, physical, neglect, emotional or sexual abuse of any kind is unacceptable within sport.

FAIR PLAY:

All children's sport should be conducted in an atmosphere of fair play. Ireland has contributed and is committed to the European Code of Sports Ethics, which defines fair play as: "much more than playing within the rules". It incorporates the concepts of friendship, respect for others and always playing with the right spirit. Fair play is defined as a way of thinking, not just behaving. It incorporates issues concerned with the elimination of opportunities, excessive commercialisation and corruption". (European Sports Charter and Code of Ethics, Council of Europe, 1993).

QUALITY ATMOSPHERE AND ETHOS:

Children's sport should be conducted in a safe, positive and encouraging atmosphere. A Child centred ethos will help to ensure that competition and specialisation are kept in their appropriate place. Too often competitive demands are placed on children too early and results in excessive levels of pressure on them and as a consequence, high levels of dropout from sport.

EQUALITY:

All children should be treated in an equitable and fair manner regardless of age, ability, sex, religion, social and ethnic background or political persuasion. Children with disability should be involved in sports activities in an integrated way, thus allowing them to participate to their potential alongside other children.

Leaders in children's sport should strive to create a positive environment for the children in their care. They have an overall responsibility to take the steps necessary to ensure that positive and healthy experiences are provided.

4. MOTORSPORT IRELAND GUIDELINES FOR YOUNG COMPETITORS:

Motorsport Ireland wishes to provide the best possible environment for all young people involved in the sport. Young competitors deserve to be given enjoyable, safe sporting opportunities, free of abuse of any kind. These competitors have rights, which must be respected, and responsibilities, which they must accept.

YOUNG COMPETITORS ARE ENTITLED TO:

- Be treated with dignity and respect.
- Be safe and to feel safe.
- To get help against bullies.
- To be listened to.
- To be believed.
- To protect their own bodies.
- To be free from inappropriate touches.



CODE OF CONDUCT FOR CHILDREN'S SPORT

APPENDIX 123

- To be happy, have fun and enjoy sport.
- To experience competition and the desire to win as a positive and healthy outcome of striving for best performance.

YOUNG COMPETITORS SHOULD:

- Abide by the rules of the sport.
- Treat all coaches, team managers/owners, selectors, club and event organisers and officials with respect.
- Avoid behaviour, conduct or language that may bring the sport into disrepute.
- Abide by the rules set down by team managers/owners when travelling to away events.
- Take responsibility for their own safety and the safety of others while driving a competition vehicle.

YOUNG COMPETITORS SHOULD NOT:

- Use unfair or bullying tactics to gain advantage on or off the track.
- Use bullying tactics to isolate another competitor.
- Pass on gossip about another competitor or adult.
- Make false allegations against other competitors or adults.
- Use drugs, alcohol or tobacco at Motorsport Ireland activities.

5. BULLYING

"Bullying is repeated aggression (verbal, psychological or physical) conducted by an individual or group against others."

It thrives in an atmosphere of uncertainty and secrecy, where the victim feels a sense of hopelessness against the power of the bully.

Some Types of Bullying:

- Physical aggression
- Damage to property
- "Slagging" involving personal remarks
- Extortion
- Intimidation
- Abusive phone calls, texts or internet messages.
- Isolation
- Name-calling
- Sarcasm
- Humiliation
- Threatening behaviour

Bullying of any kind is unacceptable within motorsport.

6. MOTORSPORT IRELAND GUIDELINES FOR PARENTS/ GUARDIANS:

Motorsport Ireland is committed to providing a safe and fair environment for all juvenile competitors. MI's duty of care and jurisdiction only extends from 8.00am on the day of the event for which we have issued a Permit, until the end

of the event when the competition has finished. Parents/guardians must understand that they have the ultimate responsibility for the safety of their children. Travel and overnight accommodation does not come under the jurisdiction of the Motorsport Ireland Permit and so parents/guardians must be careful and have confidence in those they charge with the minding of their children. Our first priority is the welfare of young competitors and we are committed to providing an environment, which will allow participants to perform to their best ability, free from bullying and intimidation. Motorsport Ireland believes that parents/guardians should....

- Be a role model for your child and maintain the highest standards of conduct when interacting with children, other parents, with officials and organisers.
- Encourage your child to abide by the rules of the sport.
- Always behave responsibly on the sidelines and do not seek to unfairly affect the competition or a competitor in the event.
- Take care not to expose any junior competitor, intentionally or unintentionally, to embarrassment or disparagement by the use of flippant, sarcastic or abusive remarks.
- Always recognise the value and importance of the volunteers who provide sporting / recreational opportunities for your child.
- Respect stewards, scrutineers, organisers, coaches and other competitors.
- Do not publicly question the judgement or honesty of stewards, scrutineers, organisers or coaches.
- Teach your child that honest endeavour is as important as winning and do all you can to encourage good sportsmanship.
- Set a good example by applauding good competition by all competitors.
- Encourage mutual respect for team-mates and opponents. Parents should support all efforts to remove abusive and bullying behaviour in all its forms:

CHILD TO CHILD – includes physical aggression, verbal bullying, intimidation, isolation, abusive phone, text or internet messages.

ADULT TO CHILD – includes the use of repeated gestures or expressions of a threatening or intimidatory nature, or any comment intended to degrade the child.

ADULT TO ADULT – includes verbal aggression towards other adults in order to achieve a beneficial outcome for own self or own child.

CHILD TO ADULT - includes repeated gestures or expressions of a threatening or intimidatory nature by an individual child or a group of children.

COOKIE POLICY (WEBSITE ONLY)

MI's web site uses "cookies" to help you personalize your online experience. A cookie is a text file that is placed on your hard disk by a web server. Cookies cannot be used to run programs or deliver viruses to your computer. Cookies are uniquely assigned to you, and can only be read by a web server in the domain that issued the cookie to you.

You have the ability to accept or decline cookies. Most Web browsers automatically accept cookies, but you can usually modify your browser setting to decline cookies if you prefer. If you choose to decline cookies, you may not be able to fully experience the interactive features of our website.

Our website like most other websites uses cookies to help provide you with the best experience we can.

This document sets out all of the information you need to know about what information we record about you.

It is of paramount importance to us to protect your privacy and confidentiality and we understand that all users of our website are concerned to know that their data will not be used for any purpose unintended by them.

If you do not like or agree with any point in this policy then please leave this website as soon as possible as your use of this website is an agreement by you to the terms of this policy.

Please note we do not share sell or disclose to any third party any personally identifiable information collected through-out the website except as set out in this policy.

HOW IS INFORMATION COLLECTED

Information is collected through what is referred to as 'cookies'. Cookies are small text files that are placed on your computer or mobile phone when you browse websites.

OUR COOKIES HELP US TO

- Make our website work as you would expect it to
- Remember your settings during and between visits
- Improve the speed and security of the site for the benefit of all users

- Allow you to share pages with social networks like Facebook, Twitter, You Tube etc.
- On our website we may ask do you want to sign up for updates in our email newsletter, in which we will always provide an unsubscribe link.

The general information we collect from you either through the use of cookies or from directly requesting the information from you is as follows:

- Basic identification and contact information
- Market Place Information
- Your domain name and email address
- Website usage information
- Financial Information relating to payment methods

WE DO NOT USE COOKIES TO

- Collect any personally identifiable information without your express permission
- Collect any sensitive information without your express permission
- Pass data to advertising networks without your express permission
- Pass personally identifiable data to third parties without your express permission

HOW YOU GRANT US PERMISSION TO USE COOKIES

When you entered our site you will have noticed our cookie consent notification bar at the top of the site. When you choose OK button to hide that bar you are confirming that you consent to how we use cookies on our site as described in this page. As such you have opted in at this point.

If the settings on your software that you are using to view this website are adjusted to accept cookies we take this together with your continued use of our website to mean that you have accepted this policy.

Should you wish to remove or not use cookies from our site you can learn how to do this below, however doing so will likely mean that our site will not work as you would expect.

SOCIAL & 3RD PARTY WEBSITE COOKIES

In order for you to easily share our content on social media sites such as Facebook, Twitter and YouTube to name but a few we have included sharing buttons on our site.

Cookies are set by:

- **Meta Platforms** - Privacy Policy
- **X / Twitter** - Privacy Policy
- Google - Privacy Policy
- YouTube - Privacy Policy
- **Squarespace** - Privacy Policy
- **Acuity Scheduling** - Privacy Policy

The privacy implications on this will vary from social network to social network and will be dependent on the privacy settings you have chosen on these networks.

Please note we are not in any way responsible for how your information is used by these external companies and you should at all times familiarise yourself with the individual cookie policies before sharing your information with them.

For the avoidance of doubt MI will not be held responsible for any breaches of the data protection legislation through the use of any third party site. Your continued use of this site is taken as your agreement to this.

VISITOR STATISTICS COOKIES

We use cookies to compile visitor statistics such as:

- how many people have visited our website
- what type of technology they are using (e.g. Mac or Windows which helps to identify when our site isn't working as it should for particular technologies)
- how long they spend on the site
- what page they look at

This helps us to continuously improve our website. These so called analytics programs also tell us how people reached this site, for example through various search engines, and whether they have been here before.

TURNING OFF COOKIES

You can usually switch cookies off by adjusting your browser settings to stop it from accepting

cookies. Doing so however will likely limit the functionality of our and a large proportion of other websites as cookies are a standard part of most modern websites.

It may be that your concerns around cookies relate to so called "spyware". Rather than switching off cookies in your browser you may find that anti-spyware software achieves the same objective by automatically deleting cookies considered to be invasive.

At any time you may review, update or request a removal of the personally identifiable information that we hold about you, by contacting us at our registered office. To better safeguard your information, we will also take reasonable steps to verify your identity before granting access or making corrections to your information.

DATA MAY BE "PROCESSED" OUTSIDE THE IRELAND

Our web sites are hosted in [country]. We also use outsourced services in countries outside the EU from time to time in other aspects of our business. [Specifically, our technical centre is based in [town, place]. Accordingly data obtained within the Ireland may be "processed" outside the Ireland and data obtained in any other country may be processed within or outside that country.

DATA PROTECTION AND PRIVACY POLICY

This policy should always be read in conjunction with MIs Data Protection and Privacy Policy.

COMPLIANCE WITH THE LAW

This policy has been drafted so as to comply with the law of every jurisdiction in which we aim to do business. If you think it fails to satisfy the law of your country, we should like to hear from you, but ultimately it is your choice as to whether you wish to use our website.



DATA PROTECTION AND PRIVACY POLICY

Motorsport Ireland commits to the following guidelines for data protection:

- Obtain and process the information fairly
- Keep it only for one or more specified and lawful purposes
- Process it only in ways compatible with the purposes for which it was given to you initially
- Keep it safe and secure
- Keep it accurate and up-to-date
- Ensure that it is adequate, relevant and not excessive
- Retain it no longer than is necessary for the specified purpose or purposes
- Give a copy of his/her personal data to any individual, on request.

Motorsport Ireland operates in accordance with 2018 GDPR approved guidelines.

SOCIAL MEDIA POLICY OF CONDUCT

Purpose – Motorsport Ireland (MI) have created this policy document to ensure that any individual involved in any form of motorsport in Ireland, which is governed by MI, understand and agree to their responsibilities when using social media and in particular when posting content to any form of social media or to any Internet Websites, blogs, forums or message boards.

All competitors and officials, and in the case of minors, their Parent or Guardian, by signing an event entry form or an officials sign on sheet for a Motorsport Ireland event, hereby agree and understand as follows:

1. This policy document covers all those involved within the sport whether they are a Competitor, Entrant, Parent of a Competitor or Entrant, Team Official, Race Official or Motorsport Ireland Official whilst participating under Motorsport Ireland regulations regardless of their original national ASN. This policy is referred to in the entry forms for all events and is binding upon Competitors from other national ASNs in that manner.

2. Any content submitted online through the medium of the Internet by those participating or officiating at Motorsport Ireland sanctioned events should not contain material that could be deemed to be threatening, harassing, bullying, illegal, obscene, defamatory, slanderous or hostile towards any individual, team or entity participating or officiating at Motorsport Ireland sanctioned events or the Governing Body, Motorsport Ireland.

3. Content is defined as text, images, audio, video and any user generated content knowingly uploaded to the Internet.

4. Furthermore it is the responsibility of those who participate or officiate at Motorsport Ireland sanctioned events to make sure that any third party associated with them does not submit content online which would be in breach of this policy. If a third party submits such content which is clearly associated with the participant or official, it is the participant or official who will be held responsible by Motorsport Ireland for the breach of this policy. In this regard the onus is on the participant or official to prove that the third party is not in any way associated with them.

5. All those who participate or officiate at Motorsport Ireland sanctioned events are reminded that the General Competition Rules,

as defined within the current Motorsport Ireland Yearbook and / or Motorsport Ireland Website, apply at all times and that failure to adhere to the policies set out in this document will result in a breach of those regulations and the penalties and sanctions as set out in the current Yearbook and / or Website will apply.

6. By participating as a competitor or official in a Motorsport Ireland event you are deemed by the Governing Body to have made yourself aware of the content of both this policy and the General Competition Rules relevant to you and agree to comply with same. Furthermore you are aware of the adjudication process and penalties applicable upon breaching this policy as are set out in the General Competition Rules.

7. By participating in an event you are agreeing that you are fully aware and understand also that the Rights of Appeal and Appeals Process, as set out in the current Motorsport Ireland yearbook and / or website, apply.

8. Furthermore by your participation you are acknowledging that you understand and agree to the terms of this policy and undertake to uphold the spirit and nature of this policy.

MINORS / PARENTS

I, as a minor under the age of 18 years, understand that this agreement is binding on all parties and that my parent/ guardian is jointly and severally liable in respect of the resulting penalties for a breach of this policy as a result.

I, as parent / guardian for the entered minor hereby agree to the contents of this policy document and confirm that I understand I am bound legally to the terms of this policy document on behalf of the entered minor and am jointly and severally liable in respect of the resulting penalties for a breach of this policy as a result.

ADJUDICATION PROCESS FOR BREACH OF THE MOTORSPORT IRELAND SOCIAL MEDIA POLICY

1. Once a complaint is received by Motorsport Ireland, the details of the complaint are forwarded to the Panel for review immediately. Due to the time sensitive nature of such matters the panel members must be aware that they will need to convene at the earliest possible opportunity. The Panel however will only meet Monday to Friday 9am to 6pm or only in absolute exceptional circumstances outside of these times.

2. A complaint can also be received directly from Motorsport Ireland.

3. Motorsport Ireland will write to the complainant and suspected offender immediately by email and post notifying them that the procedure is underway. Motorsport Ireland will request that the offending post will be temporarily removed pending the decision of the Panel.

4. The Panel members will then meet (electronically – either by Skype or other format as applicable) and assess the merits of the complaint. Again this meeting is to occur as soon as possible after notification of the possible breach.

5. In assessing the merits of the complaint the Panel may contact the complainant, the suspected offender and Motorsport Ireland and may interview any parties or parties as the Panel deem necessary. Whilst the Panel will make its judgment on the matter using the usual rules of natural justice, in order to make a decision as swiftly as possible and to prevent further possible damage to all parties occurring, neither the complainant nor the offender has a right to appear in person before the Panel and will only do so upon the invitation of the Panel if deemed necessary.

6. The Panel can liaise with Motorsport Ireland for any advice of a practical nature to explain surrounding circumstances of the complaint. Motorsport Ireland agrees to deal with any such request immediately upon request.

7. The Panel will then make a decision and notify Motorsport Ireland of their decision. Motorsport Ireland will then notify the complainant and the suspected offender of the Panel's decision within 6 hours. Motorsport Ireland will also notify the offender of the appeals process. If the complaint is upheld but is under appeal the offending article / post will remain removed pending appeal.

8. The Panel will then request Motorsport Ireland to implement the disciplinary procedures and advise the offender of the appeals process and provide the necessary forms for application to appeal under Chapter 16 of the GCRs.

DISCIPLINARY AND APPEALS

If any participant or official is deemed by the Panel to have breached the Motorsport Ireland Social Media Policy the following provisions will apply:

Request for Removal and Apology

Firstly the offender will be requested by Motorsport Ireland, upon determination by the Panel, to immediately permanently remove the offending content from the relevant site and must do so within 3 hours of so being requested. If the offending content relates to a person or to an organisation or the Governing Body the offender must apologise in writing to the damaged party within 72 hours.

Initial Fine

The fine payable for a first offence must be paid within 5 working days of notification.

REFUSAL AND REPEAT OFFENCE

If the offender refuses to remove the content and/or apologise and/or pay the relevant fine on the first offence or repeats an offence under the Social Media Policy the offender will be subject to additional fines and penalties as outlined below. For the avoidance of doubt the initial fine will still stand and be added to the subsequent fine if not paid.

The fine payable for a repeat offence must be paid within 5 working days of notification.

All fines are payable directly to Motorsport Ireland.

PARENTS

If the offending party is a parent of the offender and does not hold a competition licence the monetary fines as outlined below apply. If the offender is an official / steward other sanctions as set out in the GCRs apply.

PENALTIES

Initial Breach of the Policy – Removal, Written Apology and €100.00 fine.

Subsequent Breach of the Policy or refusal to remove and apologise on initial breach– 2 penalty points on competition licence and €300.00 fine.

Subsequent Breach of the Policy (third occasion or more) – 5 penalty points on competition licence and €500.00 fine.

APPEAL MECHANISM

The offender may appeal the above sanctions to the Governing Body in writing within seven days of the Notice of the Imposition of the penalty under Chapter 16 of the GCR.

The complainant does not have a right to appeal.

The costs of the appeal will be borne by the Governing Body if the offender is successful on appeal or by the offender if the penalty is upheld. Such costs are set out in the GCR.

Note: In the case of an offender who is under 18 his or her guardian or parent will be jointly and severally liable for the fine and costs of the Court of Appeal.



EVENT INSURANCE AND PREMIUMS

APPENDIX 130

2025 EVENT INSURANCE PREMIUMS AND CHARGES

Event Type	Event Status	Insurance Advance Payment (Note A)	If National Championship Round (Note B)	CPA, IRDS, Permit Fees and other charges (per entry) (Note D)	Junior (under 18)	Maximum No. of starters for Insurance Advance Payment	Extra Premium per starter over Insurance Advance Payment	Event returns form (due with-in one week of event)
Circuit Race (Mondello)	N	€5,000		€28	€20			ER1
Rallycross	N	€2,200		€24	€20			ER1
Rallysprint (Note C)	N	€1,900		€22	€20			ER1
V&V Events	N	€250						
Navigation Trials	N	€1,200	€300	€72	€7 discount per Jnr			ER2
Endurance/Retrospective Trials	N	€1,000	€10	€55	€7 discount per Jnr			ER2
Sporting/Production Car Trials	N	€250		€14	€12			ER1
Autotests/Autosolo	N	€200	€50	€11	€11			ER1
Autocross (LS)	N	€1,200	€50	€20	€15			ER1
Autocross (GS)	N	€1,000	€50	€20	€15			ER1
Midjet Car Races	N	€400	€30	€30	€25			ER1
Sprint (private ground)	N	€1,500	€250	€20	€18			ER1
Hillclimb & Sprint (closed road)	N	€2,700	€250	€25	€20	70	€30	ER1
Kart Races - Circuit	N	€1,900	€50	€18	€14	80	€14	ER1

Note A: 25% Payable by 01/01/25, 25% payable by 6 Weeks before the event (or on 01/01/25, whichever is later) and 50% payable by 2 weeks before event (or on 01/01/25, whichever is later)

Note B: Payable with Event Return Invoice

Note C: Navigator charged as Passenger (see Other Premiums below)

Note D: CPA, IRDS, Permit Fees and other charges includes Officials Personal Accident Insurance, Billy Coleman Award, Tracking, Permit Fees, Legal Fees, Medical Kits, Excess Layer Public Liability Insurance and Fire Extinguishers allocation

NB: Should an event be postponed the Insurance Advance Payment, Note A, applies to the original Event date

NB: Insurance Excess is €10,000 each and every claim

Event Type	Event Status	Insurance Advance Payment (Note 1)	National Championship Round per Entry	CPA, IRDS, Permit Fees and other charges (per entry) (Note 3)	Junior (under 18)	Maximum No. of starters for Insurance Advance Payment	Extra Premium per starter over Insurance Advance Payment	Event returns form (due with-in one week of event)
Special Stage Rallies	N	€30,000	€10	€210		100	€200	ER3
2 Day Special Stage Rallies	N	€45,000		€280	€210 (Note 4)	120	€250 (J50%) (Note 4)	ER3
Special Stage Rallies	Int	€50,000		€290	€220 (Note 4)	120	€250 (J50%) (Note 4)	ER3
3 Day Special Stage Rallies	Int	€55,000		€260	€200 (Note 4)	120	€250 (J50%) (Note 4)	ER3
Forestry Rallies	N	€9,000		€130		50	€160	ER3
2 Day Forestry Rallies	N	€14,000		€145		70	€110	ER3
Mini Stage Rallies	N	€24,000		€200		80	€200	ER3

Note A: 25% Payable by 01/01/25, 25% payable by 6 Weeks before the event (or on 01/01/25, whichever is later) and 50% payable by 2 weeks before event (or on 01/01/25, whichever is later)

Note B: Payable with Event Return Invoice

Note 3: CPA, IRDS, Permit Fees and other charges includes Officials Personal Accident Insurance, Billy Coleman Award, Tracking, Permit Fees, Legal Fees, Medical Kits, Excess Layer Public Liability Insurance and Fire Extinguishers allocation

Note 4: A Junior premium is **ONLY** payable where that portion of the event does not exceed 87% of the number of stages.

NB: Should an event be postponed the Insurance Advance Payment, Note 1, applies to the original Event date

NB: Insurance Excess is €10,000 each and every claim



2025 Other Premiums	
Event Officials IRDS (including '00' drivers)	€25
Officials/00 Safety Tracking per vehicle (over 10 vehicles) 1 Day	€37
Officials/00 Safety Tracking per vehicle (over 10 vehicles) 2 Day	37 + 10 = €47
Officials/00 Safety Tracking per vehicle (over 10 vehicles) 3 Day	37 + 10 + 8 = €55
Fire extinguishers distribution unit allocations	
Mini Stage Rally = 1 unit, Stages Rally one day = 2 units, Stages Rally two day = 4 units, Stages Rally three day = 6 units	
Any units over this allocation must be invoiced directly to the club by the provider	
Passengers	18yrs+
Rallysprint	€15
Autocross	€15
Sporting / Production Trials / Multi-Venue Autotests	€5
	Under 18yrs
	€7
	€3

OTHER FEES

Event Type	Date Change Fee	Late Permit Fee	New Date Application Fee	Event Cancellation Fee	Event Cancellation Fee*	Benevolent Fund Contribution per Entry
Circuit Race (Mondello)	€350	€350	€350	€700	€1,400	€2.50
Rallycross	€300	€300	€300	€600	€1,200	€2.50
Rallysprint	€300	€300	€300	€600	€1,200	€2.50
Navigation Trials	€200	€200	€200	€400	€800	€2.50
Retrospective/Endurance Trials	€200	€200	€200	€400	€800	€2.50
Sporting/Production Car Trials	€160	€160	€160	€320	€640	€2.50
Autotests/Autosolo	€160	€160	€160	€320	€640	€2.50
Autocross	€150	€150	€150	€300	€600	€2.00
Midgert Car Races	€80	€80	€80	€120	€240	€1.00
Sprint (private ground)	€160	€160	€160	€320	€640	€2.00
Special Stage Rallies (Nat)	€360	€360	€360	€720	€1,440	€5.00
Special Stage Rallies (Int)	€500	€500	€500	€1,000	€2,000	€5.00
Forestry Rallies	€360	€360	€360	€720	€1,440	€5.00
2 Day Special Stage Rallies	€450	€450	€450	€900	€1,800	€5.00
Mini Stage Rallies	€360	€360	€360	€720	€1,440	€5.00
Kart Races - Circuit	€150	€150	€150	€300	€600	€2.50
Hillclimb & Sprint (closed road)	€200	€200	€200	€400	€800	€2.50

* This Event Cancellation Fee applies when a Club cancels an event in the same discipline in consecutive years



BENEVOLENT FUND

Message from Irish Motor Sport Benevolent Fund Chairman:

The Irish Motorsport Benevolent Fund is a Registered Charity whose primary purpose is to provide relief from hardship for MI or Motorsport UK licensed competitors, who are injured in the course of Motorsport Ireland permitted events. Its remit has been widened to include provision of support to Motorsport Ireland licensed competitors competing in other FIA events. Its remit now also includes the provision of assistance to current and past Motorsport Ireland licensed holders (competitors and officials) or their families, who may have encountered hardship resulting from a serious illness. The fund can assist those involved in all disciplines under the remit of Motorsport Ireland.

Motorsport in general has a moral and ethical responsibility to its colleagues in their times of difficulty. The Trustees of the Irish Benevolent Fund will assist in providing pastoral support as well as financial assistance where possible. The care of our injured colleagues is of primary importance. The provision of financial assistance by the Fund will not impact in any way on the various insurance policies or insurance cover which have been put in place by Motorsport Ireland.

I attach a list of the Trustees and their contacts.

They provide a good geographical spread of points of contact and can be contacted confidentially for any enquiry.

The Fund relies on support from clubs, organisations and individuals who donate or arrange fund raising. The Trustees are indebted to those who contribute and I attach bank account details to enable donations at any time. All donations will be acknowledged and the trustees are happy to attend events or fundraisers to assist in raising awareness. The Trustees contribute their time and efforts on a purely voluntary basis. If anyone becomes aware of someone who may come within the remit of the Fund, please contact any of the trustees in confidence and we will take it from there.

Kind regards,

Willie Walsh.
Chairman, Irish Motorsport Benevolent Fund.

The Trustees of the Irish Motorsport Benevolent Fund are:

Willie Walsh (Chairman)
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Bobby Clinton (Secretary)
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Irish Motor Sport Benevolent Fund : Bank Account Details for Donations:

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Irish Motor Sport Benevolent Fund

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Bank of Ireland

Type:
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