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# Circuit Of Ireland

## 30<sup>th</sup> March 2024



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## SUPPLEMENTARY REGULATIONS



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## Art. 1. Introduction

Name of the event: Circuit of Ireland Rally 2024  
Date of the event: Saturday 30<sup>th</sup> March 2024

### Art. 1.1 Jurisdiction

The meeting will be held under the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations and any written instructions that the event organisers may issue for the event.

Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply. Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins, to be posted on the events digital notice board, via the Sportity App.

The event is open to entries from competitors who hold a Motorsport UK or Motorsport Ireland Competition Licence valid for use on National / Interclub events and to entries from foreign competitors who hold a valid competition licence acceptable to Motorsport UK. Foreign competitors must provide written approval to compete on the event from their own ASN. This must be sent to the Entries Secretariat.

### Art. 1.2 Length of Special Stages and Road surface

Asphalt: 67 miles      Gravel      0 miles

### Art. 1.3 Overall SS distance and total distance of the itinerary

Number of Sections	2	
Number of Special Stages	8	
Total distance of the itinerary	130	Miles
Overall length of Special Stages	67	Miles

## Art. 2. Organisation

### Art. 2.1 Championships and titles for which the rally counts

ITRC Rally Championship 2024	(Motorsport Ireland Permit Number	P.003/24
ITRC Modified Rally Championship 2024	(Motorsport Ireland Permit Number	P.004/24
ITRC Historic Rally Championship 2024	(Motorsport Ireland Permit Number	P.005/24
ITRC Junior Rally Championship 2024	(Motorsport Ireland Permit Number	P.001/2024

2024 Ulster Automobile Club Championship (only open to fully elected members of the UAC)

### Art. 2.2 Approvals

Motorsport UK Permit Nos:

National: 134804	Approved on: 19/02/24
Inter Club: 135343	Approved on: 19/02/24

### Art. 2.3 Organiser's name, address and contact details

Organiser:	The Ulster Automobile Club
Promotor:	The Ulster Automobile Club
Organiser's representative:	Event Secretary: Grace King
Phone:	+44 (0)7955 905502
E-mail:	<a href="mailto:Gorestown33@live.com">Gorestown33@live.com</a>

#### Art. 2.4 Stewards of the Meeting

	Name
Motorsport UK Stewards:	Robert Kelly
Event Steward:	Wayne Turkington
Event Steward:	David Gray

#### Art. 2.5 Senior Officials

	Name
Event Director:	Graeme Stewart
Clerk of the Course:	
Deputy Clerk of the Course:	Philip Murray Simon MacCroy
Assistant Clerk of the Course:	Neil Anderson Graeme Stewart Erin Stewart Linda Malcolm
Motorsport UK Safety Delegate:	David Walton
Secretary of the Event:	Grace King
Entry Secretary:	Brenda Gordon
Event Safety Officer:	Neil Malcolm
Spectator Safety Officer:	Raymond Linton
Chief Scrutineer:	Gillian Magee
Chief Medical Officer (CMO):	Eamon Ferguson
Timekeeping (Chief Timekeeper):	Declan McAleer
Competitor Liaison Officer:	Gary Milligan
Results Officer:	Paddy McCollum
Chief Marshal:	Trevor Maxwell
Communications Officer:	Brenda Gordon
Tracking System	4Rally + SVS
Safeguarding Officer:	Simon MacRory

#### Art. 2.6 Location of Rally Office and contact details on Event

Name: Granville Farmers Mart  
90 Granville Road,  
Dungannon,  
Co. Tyrone,  
BT70 1NJ

Phone: xxxxxxxxx

Rally Office in operation: Friday 29<sup>th</sup> March 2024 08:00 to 11:00

Digital Notice Board (DNB): Sportity App ( Sign In - TBC )

### Art. 3. Programme in chronological order and locations

	Location:	Time:
<b>Tuesday 27<sup>th</sup> February 2024</b>		
Publishing of the supplementary regulations	Digital Notice Board	20:00
Entries open	<a href="http://www.rallyscore.net">www.rallyscore.net</a>	
<b>Tuesday 12<sup>th</sup> March 2024</b>		
Closing date of entries at reduced fees		23:59
<b>Wednesday 20<sup>th</sup> March 2024</b>		
Final Closing date of entries		23:59
<b>Friday 22<sup>nd</sup> March 2024</b>		
Publication date of entry list	Digital Notice Board	20:00
<b>Sunday 24<sup>th</sup> March 2024</b>		
Collection of rally pack & Reconnaissance - Day 1	Dungannon Rugby Football Club, Stevenson Park, 36 Moy Road, Dungannon BT71 7DS	08:00 to 11:00
Start of reconnaissance day 1		09:00
End of reconnaissance day 1		18:00
<b>Friday 29<sup>th</sup> March 2024</b>		
Collection of rally pack & Reconnaissance - Day 2	Granville Farmers Mart	08:00 to 11:00
Start of reconnaissance day 2		09:00
End of reconnaissance day 2		18:00
Scrutiny / Noise Test Issuing of rally safety tracking system Final Administration checks	Granville Farmers Mart	16:00 to 20:00
Service Park Open	Granville Farmers Mart	14:00
<b>Saturday 30<sup>th</sup> March 2024</b>		
<i>fee for Saturday morning scrutiny applies</i> Scrutiny / Noise Test Issuing of rally safety tracking system Final Administration checks	Granville Farmers Mart	07:00 – 08:00
Service Park Open	Granville Farmers Mart	07:00
Refuelling Area Open	Granville Farmers Mart	07:00
Publication of start list for Leg 1	Digital Notice Board	09:00
Start of the Rally (not before)	Granville Farmers Mart	09:30
Refuelling area closes	Granville Farmers Mart	15:00
Finish of Rally (estimated time of 1 <sup>st</sup> car)	Granville Farmers Mart	15:44
Podiums Ceremony / Prize-giving / Final Control	Granville Farmers Mart	15:54
Final scrutineering (following the marshals' instructions)	Granville Farmers Mart	Immediate after arrival in Parc Fermé In
Publication of Provisional Classification	Digital Notice Board	On completion of rally

### Art. 4. Entries

#### Art. 4.1 Closing date for entries

- |   |                         |
|---|-------------------------|
| • Closing date of entries at reduced fees | Tue 12/03/2024 at 23:59 |
| • Final Closing date of entries           | Wed 20/03/2024 at 23:59 |

#### Art. 4.2 Entry procedure and payment

- 4.2.1 The Entry List opens on publication of these regulations. Entries and applicable, total entry fees (Refer to Art 4.4 Entry Fees) must be submitted online using the Circuit of Ireland Rally entry form on the Rallyscore website [www.rallyscore.net](http://www.rallyscore.net), details can be found under the Entry Form section. On completion of the entry details, payment can be made by debit/credit card or Bank Transfer only, using the Stripe on-line payment system provided on the Rallyscore website.
- 4.2.2 Competition licence applications CANNOT be applied for on the day of the event.

- 4.2.3 The submitted on-line entry must include all relevant details about:
- The driver,
  - The co-driver,
  - Their next of kins,
  - The competition car details,
  - Previous results (for help with seeding) and
  - Full payment of all relevant entry and insurance fees.
  - Photographs of the front and back of Driver and Co Driver 2024 competitor licences must also be uploaded using the Event Hub portal (see paragraph below)
- 4.2.4 Entries shall only be confirmed as “Accepted” by email when full details and payment for the entry have been received – this applies to all entrants. **No exceptions.**
- 4.2.5 The Organisers reserve the right to refuse any entry and the competitor will be notified of this decision by email.
- 4.2.6 The initial email you receive to confirm receipt of your entry on the Rallyscore system, includes a unique link to your entry. By clicking on this link, you will be taken to a portal, “Event Hub”, which permits you to make payments or changes to only your entry details. Payments and amendments/additions to a submitted entry can now be made personally by the competitor using the Rallyscore “Event Hub” portal. Changes made to entries will be checked and verified by the Entries Secretary.
- 4.2.7 The status of your entry will only be up dated to “Accepted” when your entry is deemed to be completed and paid in full. Otherwise, it will remain as a “New” entry until relevant information and/or payment is received prior to the final closing date. Entries that are deemed incomplete will be refused and the competitor will be notified of this decision by email.
- 4.2.8 Entry Secretary contact details:

**Entries Secretary : Brenda Gordon**

Tel: +44(0)7811321812      Email: [Brenda-COI24Entries@outlook.com](mailto:Brenda-COI24Entries@outlook.com)

**Art. 4.3 Number of competitors accepted and vehicle classes**

**Art. 4.3.1 The number of competitors shall be limited to: 120**

- 4.3.1.1 The minimum entry required is 90. The minimum entry for each class is 3. Should any of the minimum figures not be reached the organisers have the right to cancel the meeting or amalgamate classes as required.
- 4.3.1.2 **Entries will NOT be accepted after the closing date.**
- 4.3.1.3 Entry Selection Criteria  
Should the number of applications exceed 120 a selection Committee acting on behalf of the Organisers will choose entries using the following criteria:
- i) ITRC Registered competitors
  - ii) The organisers reserve the right to select 20 competitors at their discretion.
  - iii) Non-championship registered competitors will be selected in order of receipt of a fully paid entry.
- 4.3.1.4 If more than 120 entries are received a reserve list of up to 20 potential competitors may be assembled.
- 4.3.1.5 All correspondence will be posted on the digital noticeboard (Sportity App).



### Art. 4.3.2 Classes

Event Class	Class Short Name	Champ Class	Definition
1	<b>HISTORIC 2WD</b>		2WD Historic rally cars homologated before 31/12/90 (Motorsport UK Cat 1, 2, 3, 4a and 4b. Ref: 49 – 2024 Motorsport UK Blue book.) and 2WD historic rally cars complying with FIA Appendix K. (Ref: 29.2 of 2024 Motorsport UK Blue book.) (See Article 5.14). 2WD only.
2	<b>FIA 2WD</b>	<b>Class 2A</b>	FIA Rally4 FIA R2. FIA Group N cars up to and including 2000cc (see below for Group N Definition).
		<b>Class 2B</b>	FIA Rally5 FIA R1 FIA Group N cars up to and including 1600cc (see below for Group N Definition).
3	<b>CLUBMAN 2WD Up to 1450cc</b>		Cars up to and including 1450cc – Two-wheel drive cars only
			Cars from 1451cc up to and including 1650cc; having not more than 2 valves per cylinder. -Two-wheel drive cars only
4	<b>CLUBMAN 2WD Up to 1650cc</b>		Cars from 1451cc up to and including 1650cc, having more than 2 valves per cylinder. -Two-wheel drive cars only
5	<b>CLUBMAN 2WD Up to 2100cc (2 valve)</b>		Cars from 1651cc up to and including 2100cc, having not more than 2 valves per cylinder. -Two-wheel drive cars only
6	<b>CLUBMAN 2WD Up to 2100cc (multivalve)</b>		Cars from 1651cc up to and including 2100cc, having more than 2 valves per cylinder. -Two-wheel drive cars only
7	<b>CLUBMAN 2WD over 2100cc</b>		Cars over 2100cc -Two-wheel drive only
8	<b>CLUBMAN 4WD</b>		Any 4WD cars not classified in class 9 or 10, without a sequential gearbox (including previously FIA Homologated GpN 4WD cars)
			4WD Historic rally cars homologated before 31/12/90 (Motorsport UK Cat 1, 2, 3, 4a and 4b. Ref: R49 – 2024 Motorsport UK Blue Book.)
			4WD Historic rally cars complying with FIA Appendix K. (Ref: R49.2 of 2024 Motorsport UK Blue Book.)
9	<b>NATIONAL 4WD</b>		FIA Rally3 FIA Homologated GrA 4WD cars,.... and any car previously homologated as such, providing these run as per their FIA homologation papers.
			FIA Homologated Super 2000 cars,.... and any car previously homologated as such, providing these run as per their FIA homologation papers.
			FIA Homologated R4 cars,.... and any car previously homologated as such, providing these run as per their FIA homologation papers.
10	<b>INTERNATIONAL 4WD</b>		FIA Homologated Rally2 (R5) cars providing these are run as per their FIA Homologation Paper and FIA Homologation WRC cars and cars previously homologated as such providing these are run as per their FIA Homologation Papers. Including any derivative of FIA Rally2 (R5) car converted to RHD whose conversion has been supported with photographic evidence and original LHD homologation papers for that vehicle. Organizers reserve the right to reclassify a car to Class 11 if pre-event scrutineering reveals changes to the vehicle specification that are considered to improve the vehicle's performance.
11	<b>OPEN CLASS</b>		Motorsport UK GT Cars
			Rally2+ (R5+) (being Group Rally2 (R5) cars modified beyond their homologation specification)
			All Metro 6R4's and any derivative therefrom.
			Any other 4WD car not classified in class 9 or 10 with sequential gearbox.
			Any other car not classified in Classes 1-10

4.3.2.1 All competitors registered for the Irish Tarmac Rally Championship must enter the National event and hold an RS National – Stage Rally licence or higher, or Motorsport Ireland equivalent to be eligible to score points.



- 4.3.2.2 Turbo engined cars, class determined by capacity x1.7; Rotary engined cars, class determined by capacity x1.7.
- 4.3.2.3 Vehicle Regulations for homologated and previously homologated cars in classes 1, 2 (2A and 2B), 8, 9, 10 and 11: The relevant FIA Homologation Papers must be produced at each event and cars must comply fully with FIA technical eligibility regulations (FIA Appendix J). Previously homologated cars are defined as cars whose homologation has expired and they are permitted to compete in a previously homologated specification.
- 4.3.2.4 Group N Cars eligible for Class 2 (2A and 2B) and Class 8 are those, which are, or have at any time been, homologated in Group N as defined in FIA Appendix J.
- 4.3.2.5 The standard specification of any model shall be determined by FIA Homologation papers in the case of current and former Group N cars and all other FIA homologated or previously homologated cars.
- 4.3.2.6 In all cases the degree of modification from standard shall be as provided for under FIA technical eligibility regulations (Appendix J).
- 4.3.2.7 The onus of proving eligibility for any homologated car rests solely with the competitor who should ensure that homologation papers are available at events.

#### **Art. 4.4 Entry fees**

Reduced Entry closing 12 March 2024 @ 23:59:	<b>£725.00</b>
Final Entry closing 20 March 2024 @ 23:59:	<b>£825.00</b>
Saturday Morning Scrutiny fee:	<b>£75.00</b> (must be requested on entry form)
<i>Must be requested via the Entry Secretary</i>	
<i>Limited number availability, which will be allocated on a first come first served basis.</i>	
Insurance at the basic rate. See Art.5	<b>£29</b> per car
Additional Service Vehicle Pass	<b>£100.00</b>

These entry fees are fixed and include the following:

- One Road Book
- One Service Vehicle Pass
- All competing car numbers, panels and plates
- All Organiser's optional advertising decals

The Entry Fee permits a rally car and one service vehicle into the central service park where a minimum of a 7m x 7m pitch will be provided. Larger service vehicles may be accommodated, with prior approval, if they are being used to service more than one rally car but the number of service passes will be limited based on the number of cars being serviced. This will be solely at the discretion of the organisers.

#### **Art. 4.5 Payment**

All entry fees will be paid in sterling, through the Stripe on the online system.

#### **Art. 4.6 Entry fee refunds**

- 4.6.1 The entry fee shall be refunded in full:
- If the event does not take place
  - To teams whose entry application is rejected
- 4.6.2 The organisers may partially refund entry fees, if a competitor cannot take part in the event due to a properly proven case of force majeure.
- 4.6.3 If a competitor wishes to withdraw their entry, they must send written notice to the Entries Secretary (e-mail is acceptable). Withdrawals may claim a refund of entry fee as follows
- Entry fee, less £20 if entry is withdrawn not later than 23:59 on 12/03/2024
  - Entry fee, less £100 if entry is withdrawn not later than 17:00 on 20/03/2024
  - After 17:00 on 20/03/2024, any refund is solely at the discretion of the-organising team.
  - Entries withdrawn once scrutiny has commenced will not receive a refund, under any circumstances.
- 4.6.4 **Refunds will be actioned after the rally, using the online Stripe payment system.**

## **Art. 4.7 Seeding**

- 4.7.1 The starting order will be based on the anticipated performance of each competitor but to assist in seeding, entrants should note their previous results in the designated area on the entry form.
- 4.7.2 Reseeding will only be considered on completion of a reseeding form, available from the Competition Secretary. This must be completed and returned to Competition Secretary with appropriate evidence by 23:59 on Sunday 24th March 2024. Any competitor found falsifying their results will not be allowed to start the event and will be reported to the relevant ASN.

## **Art. 5. Insurance Cover**

- 5.1 Due to the remote administration of event entries please be aware that the competition car details as stated on the submitted entry form will be forwarded to REIS for cover during the event.
- 5.2 By signing the Rallyscore entry form the driver assumes responsibility and associated liabilities that the competition car details submitted on said form are accurate and correct with regard to the competing in the Circuit of Ireland Rally 2024.
- 5.3 The Organisers have applied to REIS for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.
- 5.4 It is a requirement under this legislation that:
- Entrants and drivers must have valid insurance covering them against liability for both personal injury to and/or damage to property of Third Parties on public road sections of the event.
  - It is the Entrants' and drivers' responsibility to arrange such insurance and/or to extend existing insurance, as necessary. Entrants and drivers will be required to sign and confirm that they are covered by such insurance.
  - Failure to have such insurance may mean that the competition car in question may be refused permission to start the event.
- 5.5 The insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of Retirement, Disqualification or Exclusion.
- 5.6 The basic rate for the event before any loadings will be: **£29**
- 5.7 All applicants wishing to use the scheme must be able to comply with all points of the REIS policy
- is aged 19 years or over
  - has held a full driving licence for a minimum of 6 months
  - has no more than 6 points on their licence
  - has had no more than 1 fault claim in the last 3 years
  - is a named driver on a valid motor insurance policy for the vehicle they are driving
  - do not have the Third-Party Extension cover on their existing motor policy
  - the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to [contact@reis.co.uk](mailto:contact@reis.co.uk) and provide the Drivers' name and date of birth, the date they passed their driving test and details of any motoring claims and/or convictions.

- 5.8 Due to the implementation of a remote signing on procedure **all competitors must complete a Driver Declaration Form (DDF)**. This form will be emailed to the driver once their event entry form and full entry fee, including the **£29** Insurance premium, have been received by the Organisers. The DDF is to be returned to the Entries Secretary to complete the “acceptance” of the entry to the event.
- 5.9 **AMENDMENTS TO DETAILS OF COMPETITION CARS**, must be made in writing by emailing to the Entries Secretary [Brenda-COI24Entries@outlook.com](mailto:Brenda-COI24Entries@outlook.com) The deadline for amendments is 23:59 on FRIDAY, **22<sup>nd</sup> March 2024**. Please quote your Name and Rallyscore Entry number (RSE) in the title of your email.
- 5.10 The Organisers decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The Organisers also decline any liability for breach of the laws and regulations of Northern Ireland covered by the itinerary. Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the Organisers particulars of any incident from which liability may arise and shall have no claim against the Organisers arising out of any action of the Organisers, their servants, or officials, during the course of the Rally.

## **Art. 6. Advertising and Identification**

See Appendix 5 of these SR “Decals and positioning of supplementary advertising”.

### **Art. 6.1 Obligatory organiser’s advertising**

- 6.1.1 Advertising and identification proposed by the organisers is as follows:  
1 x Rally Plates  
1 x Rally Plates  
2 x Sponsor Panel and Competition Numbers, both sides  
3 x High Visibility Competition Numbers (rear window and both rear side windows)  
**All Plates are mandatory.**
- 6.1.2 The organiser will provide each crew with the number identification (67x17cm), which must be affixed to their car in the stated positions prior to scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.  
  
***It is not allowed to cut the panel.***
- 6.1.3 Competitors registered in the various Championships are reminded of their obligation to display the appropriate championship decals.
- 6.1.4 The name of the driver and the co-driver, together with their national flags, shall appear on the rear side windows of the car.

## **Art. 7. Reconnaissance of Special Stages**

- 7.1 Competitors may make a low speed (30 mph) reconnaissance of the route unless a lower limit is indicated by a traffic sign or written instruction issued by the organisers during the following times:  
**Sunday 24<sup>th</sup> March 2024 between 09.00 - 18:00hrs**  
**Friday 29<sup>th</sup> March 2024 between 09.00 - 18:00hrs**
- 7.2 Competitors can choose only one of the above days to complete their reconnaissance.
- 7.3 **NO RECONNAISSANCE IS PERMITTED AT ANY OTHER TIME.**
- 7.4 Competitors must display any reconnaissance stickers provided. Only 1 Road Book will be issued per crew for the event.

- 7.5 If any competitor or his representative drives on a Special Stage in a manner liable to cause distress, in the opinion of the Clerk of the Course, an official of the event, a resident on the Special Stage, other road users, or to the Police, then this will be deemed to be a breach of the reconnaissance regulations.
- 7.6 During the reconnaissance period the PSNI and the organisers will arrange speed checks and general patrols of the special stages, and competitors driving or being driven at an excess speed or in a manner which in the opinion of the organisers causes or could cause danger of inconvenience to other road users or local residents or could bring the sport into disrepute will be penalised as follows:  
**1<sup>st</sup> offence - £500**  
**2<sup>nd</sup> offence – Start Refused, without refund**
- 7.7 Registration Details of the standard road car to be used for reconnaissance and occupants, including address and telephone numbers at which they can be contacted during the reconnaissance period, must be submitted to the Organisers for registration.
- 7.8 If the crew making a reconnaissance wish to change the car or vary the occupants they must call the Entries Secretary on +44(0)7811321812 for approval before making the change.
- 7.9 Once a car has been registered by a competitor for reconnaissance, the responsibility for that car is entirely that of the competitor.
- 7.10 Reconnaissance cars must conform to the following criteria:
- Only standard cars may be used.
  - The engine must be a series production engine (complying with the Group N regulations).
  - No advertising may be carried on the car.
- 7.11 The organisers have the power not to allow the use of any particular car.
- 7.12 Competitors will be permitted 2 passes over the stages – Road Books may be signed.
- 7.13 Please note special stages run twice are to be considered as one stage.
- 7.14 Direction: Each crew may drive the special stages only in the direction of the rally and must always enter and leave the special stages through the start and stop control locations.
- 7.15 A competitor who, outside of the dates and times stated above, practices, reconnoitres, travels over, or otherwise examines any of the roads destined to become a Special Stage or uses any other person(s) to do so on his/her behalf, after the Road Closing Orders have appeared in the newspapers or media, or after Road Closing notices have been erected on the roads which will be used as Special Stages on the event, or prior to a time two hours before First Car Due time on the Special Stage, or during the road opening period for repeated Stages, will be given a penalty which may go as far as start refused or exclusion from the competition without refund and reported to the MOTORSPORT UK Ltd - **THIS WILL BE STRICTLY ENFORCED**. By exception should a competitor find it impossible, due to serious individual and personal circumstances, to comply with this regulation an exemption may be issued following a written application to the Clerk of The Course. Only a written exemption will be valid and non-compliance with the terms of that exemption shall void its existence’.
- 7.16 Competitors may purchase from Patterson Agencies Ltd or On the Pacenote a choice of subjective route notes. In all circumstances, competitors are advised that the organisers accept no liability or responsibility in the use of the subjective route notes. Subjective Route Notes may only be purchased direct from Patterson Agencies Ltd or On the Pacenote – please refer to Appendix 4 in these supplementary regulations for ordering information.

## Art 8. Administrative Checks

The following procedures for sign on have been put in place to minimise the time required for administrative checks on event. Processing of said information will be undertaken using online forms and emails. Please read the instructions below CAREFULLY as no two events will be administered in the same manner.

### Art. 8.1 Documents to be presented for application for entry

- 8.1.1 All entries to the event will be made through the online Rallyscore website (Art. 4.2). When you have completed and submitted your entry you will receive an initial email acknowledging receipt of the information that you have uploaded, and that you have been placed on a reserve list along with all other entrants. This is to allow the Organisers time to check all information has been completed and entry fees paid.
- 8.1.2 The Entries Secretariat will verify when an entry is complete, i.e. all relevant details and entry fee have been received, by sending a second email that confirms "Acceptance" of the entry.
- 8.1.3 The Driver and Co Driver will then each be emailed the link to a Competitor Sign On Form that is to be completed and returned. This will happen once the entry list has been filled.
- 8.1.4 The Sign On form completed by the Driver requires the usual competitor details and the following Vehicle/Equipment details including:
- Vehicle Passport/Logbook Number
  - Expiry dates of Harnesses AND Seats
  - Expiry dates of Fire Extinguishers
- 8.1.5 Please have these to hand BEFORE you begin filling out the form as you cannot close the form and return to it. Subsequent additions and amendments to details on the Signing On form can only be made by emailing the Entries Secretary. Please quote your Rallyscore Entry number (RSE) and Driver's name at the beginning of your email.
- 8.1.6 The Sign On form completed by the Co-Driver omits the items listed above and commences with filling in their details at the section labelled "Driver / Co-Driver / Passenger". Co-Drivers must also complete the "Next of Kin" section.
- 8.1.7 ***By completing and signing the competitor Signing On form you are accepting all responsibility and associated liabilities for the details stated as being correct and accurate.***
- 8.1.8 Driver and Co-Driver will need to be present for the collection of the competitor Rally Pack, as per Rally Schedule and **MUST** produce the Competition License they have used to enter the event. Production of Licenses and collection of Rally Pack's will be processed as quickly as possible and **NO VERBAL QUERIES WILL BE DEALT WITH.**
- 8.1.9 All event queries, where possible, must be sent by email to the appropriate officials:
- Entries Secretary
  - Competitor Liaison Officer

### Art. 8.2 Documentation on event

- 8.2.1 Competitors are reminded to bring all their usual, required documentation to the event (see table below). Production of these items for examination may be requested by an event official at any point throughout the duration of the rally.
- Competitors Entrants licence if not entered by a named crew member
  - Driver's and co-driver's competition licences
  - Driver's and co-driver's valid driving licences
  - ASN authorisation for foreign competitors (if required)
  - If using your own Road Traffic Insurance, details must be provided (if not previously submitted)
  - Car registration papers
  - Paper copy of MOT certificate

8.2.2 If either Driver or Co-driver has any particular medical details, then such details should be enclosed in a sealed envelope addressed to the Chief Medical Officer and handed to an official upon collection of the rally pack (if not previously sent to the Secretary of the Meeting).

### **Art. 8.3 Timetable for collection of rally pack**

Rally packs MUST be collected prior to competitor starting reconnaissance. Collection of rally packs will be as follows:

Sunday	24 <sup>th</sup> March 2024	08:00 to 11:00 – Dungannon Rugby + Football Club
Friday	29 <sup>th</sup> March 2024	08:00 to 11:00 – Granville Farmers Mart

### **Art. 8.4 In-Car Cameras**

Competitors wishing to carry an in-car camera must declare this to the Chief Scrutineer on arrival at scrutineering for approval (R48.10.10). Organisers may request the removal of video footage from in-car cameras deemed to be offensive or of a sensitive nature should it be posted on the internet or social media websites. Any competitor who does not comply with this request may be reported to Motorsport UK or their ASN for further action.

## **Art. 8. Scrutineering, Sealing and Marking**

9.0.1 Competitors will be required to complete pre-event scrutineering by electronic declaration, but all cars MUST be presented for physical scrutiny and must comply with the current Motorsport UK vehicle regulations (including the requirement for all vehicles to produce a logbook) appropriate to the individual event entered.

9.0.2 All competitors will be asked to sign that their competition car is compliant with the Road Traffic Act within the country of its registration.

### **Art. 9.1 Scrutineering, venue and time**

Cars may be presented at scrutineering by a representative of the team. See programme (SR Art. 3)

#### **Art. 9.1.1 Scrutineering, mandatory documents**

- Cars' complete certified homologation (where appropriate)
- SOS / OK board (DIN A3 format)
- Red reflective triangle

#### **Art. 9.1.2 Timetable for scrutineering**

Location: Granville Farmers Mart

Time: Friday 29<sup>th</sup> March 2024 16:00 hours - 20:00 hours

***fee for Saturday morning scrutiny applies £75 (paid in advance)***

*Must be requested via the Entry Secretary*

*Limited number availability, which will be allocated on a first come first served basis*

***Only competitors who have pre-booked Saturday scrutiny will be allowed***

Time: Saturday 30<sup>th</sup> March 2024 07:00 hours - 08:00 hours

Individual scrutineering times will be available along with the seeded Entry List

### **Art. 9.2 Mud flaps**

All vehicles must be fitted with mud flaps (R.48.1.12).

### **Art. 9.3 Drivers' safety equipment**

All items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering and shall be checked for compliance with Motorsport UK regulations.

### **Art. 9.4 Noise level**

Cars must attend and pass a noise test - see R4.1

## **Art. 9.5 Motorsport UK requirements**

- 9.5.1 All competitors must carry within their vehicle a self-contained Spill Kit complying with regulation J5.20.13, capable of effectively absorbing minor spillages of up to 1.25 litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used Spill Kits are to be disposed of in accordance with local or National guidelines. (R18.6.5 / R19.8.1 / R46.1.5).
- 9.5.2 Competitors are reminded of requirements under 2024 Motorsport UK Yearbook - Competitors: Vehicles; Regulation J5.13.7 where all cars must be equipped with the facility to enable a fuel sample to be taken. Except as provided for in J5.13.7 cars issued with a current CCLB prior to 1 January 2009 are not required to have a self-seal connector.

## **Art. 9.6 Safety Tracking System**

- 9.6.1 Safety trackers will be installed in all competing cars for the duration of the event. Crews will be handed the tracker before the first TC switched ON ready to go and MUST install the tracker under the supervision of a 4Rally/SVS representative. Fitting instructions and operational details of the tracking units are in Appendix 6 of these SR's.
- 9.6.2 For competitors who complete the event, the tracker will be removed at the final time control. For any competitor who fails to finish, the tracker must be returned to the tracker representative in service park, no later than 18:00 on Saturday 30<sup>th</sup> March 2024. Competitors are responsible for the safe keeping and safe return of the device while it is in their possession.
- 9.6.3 Interference, tampering, removal or adjustment of any sort in relation to the use of safety trackers will be referred to the Stewards for deliberation and possible penalties which may include exclusion from the event.
- 9.6.4 If medical assistance is required press the SOS button for 3 seconds and repeat again after 5 seconds. A blue LED light will show on the tracker to notify the crew their SOS request has been received.
- 9.6.5 If you have stopped in the stage for any other reason, you must press the OK button within 1 minute for 3 seconds this will notify us that you are OK and don't need assistance.
- 9.6.6 Failure to press the OK or SOS button within 1 minute of the incident will be reported to the organisers and a penalty of 1 minute may be applied.
- 9.6.7 Activation of the SOS button, without due cause will be referred to the Stewards for deliberation and possible penalties which may include exclusion from the event.

## **Art. 9. Other procedures and regulations**

### **Art. 10.1 Ceremonial start procedures and order**

- 10.1.1 The start will be at the location of the Start Ramp, in Granville Farmers Mart. If required, further details regarding a Ceremonial Start will be released on the digital noticeboard (Sportivity App).
- 10.1.2 The starting order will be notified via the digital noticeboard, no later than 09:00, Saturday 30<sup>th</sup> March 2024.

### **Art. 10.2 Electronic start procedure**

- 10.2.1 Stage starts will be by electronic clock and 'traffic lights'. The starting for special stages will be given by means of "start lights" which will work as follows:  
15 seconds RED and AMBER lights will be displayed  
10 seconds RED light will go out  
5 seconds Amber countdown 5, 4,3,2,1.  
START TIME Green light goes ON  
5 seconds after the time Green light goes OUT.
- 10.2.2 In the event of failure of the electronic system the timekeeper will count down aloud 15" - 10" and the last five seconds one by one and then raise a flag or hand.



- 10.2.3 All special stages will have flying finishes. Stages will be timed to tenths of seconds. After crossing the flying finish line the competitor will stop at the STOP control and for the Timekeeper to fill out their finish time.
- 10.2.4 Special Stage Time Cards  
One or more special stage time cards with appropriate spaces for recording start and finish times must be carried by competitors.

### **Art. 10.3 Ceremonial Finish procedures**

Details of the ceremonial finish will be released on the digital noticeboard (Sportity App).

### **Art. 10.4 Classification**

- 10.4.1 Provisional results will be published on the digital noticeboard (Sportity App) as soon as possible after the event. Protests must be made in accordance with C5.1.2, C5.2.1 and C5.2.2.
- 10.4.2 Queries will only be accepted through the Competitor Liaison Officer (CLO) up to and no later than 30 minutes after the posting of provisional results.
- 10.4.3 All protests must be made through the Clerk of the Course or Secretary of the Meeting and must be in accordance with the Motorsport UK Yearbook 2024.
- 10.4.4 The official final classification will not be distributed after the event. The final classification will be published on the Digital Notice Board (Sportity app).

### **Art. 10.5 Issue of Timecard**

Timecards will be issued at the first-time control.

### **Art. 10.6 Servicing**

- 10.6.1 All competitors will be issued with a Service Pass.
- 10.6.2 No Ground Sheet - No servicing!! PS: do not brush the ground sheet off onto the park surface!  
  
All competing cars must have a ground sheet to service on. It is very important that this is adhered to; the service area is kindly loaned to us by Granville Farmers Mart.
- 10.6.3 The area set aside for servicing is hard packed gravel surface. It could help with jacking up procedures to bring some small timber planks.
- 10.6.4 There is a 10 MPH speed limit for the competing cars in this area.
- 10.6.5 No motorbikes, quads, or any other form of personal motorised transport are permitted in the Service Area.
- 10.6.6 Any competitor deemed to be in excess of this speed or damaging the surface of the service area will be DISQUALIFIED.
- 10.6.7 With the exception of repairs to retired cars intending to re-start, servicing of a competitor's car may only be carried out in Service Parks identified by the Organisers and from vehicles admitted with an official pass valid for that area.
- 10.6.8 All competition cars must carry and use spillage mats in all service parks. Non-compliance will incur a penalty of £500.
- 10.6.9 Waste bins for general/domestic waste ONLY will be provided. These must NOT be used for tyres, oil, car parts, etc. Competitors abusing these facilities will incur a fine of £100 for the first offence and £500 for each subsequent offence.
- 10.6.10 Competitors, service crews and other team personnel are forbidden to smoke or use a BBQ in service parks. Any infringement will be reported to the Stewards who may impose a penalty.

- 10.6.11 It is not permitted to trade (e.g. sell merchandise) from any vehicle within the Service Park without written permission from the Clerk of the Course. Non-compliance will incur a fine up to £900 and/or disqualification.
- 10.6.12 Service and Team personnel are subject to the same regulations as competitors regarding noise, bad driving, bad manners, etc. Officials and marshals have been instructed to note any infringement of these rules.
- 10.6.13 Competitors are responsible for ensuring that their service and team personnel understand and comply with these regulations and produce their service pass showing the competitor's rally number and service vehicle details. A penalty of £500 may be applied if the users of such passes are observed acting in a manner contrary to the interests of the rally or contravening any specific instructions from any official or observed by officials to be contravening these Regulations.

#### **Art. 10.7 Fuel**

- 10.7.1 Details of the Irish Tarmac Rally Championship Fuel Supplier and contact details will be posted on the Sportity App.
- 10.7.2 Competing cars may only be refuelled using the facilities available at roadside filling stations along the route, or in the refuelling zone provided by the Organisers (no refuelling from cans, drums or similar is permitted in the Service Park). Competitors are permitted to use their own refuelling systems in the Refuel Zone.
- 10.7.3 The Refuelling Zone will be open from 07:00 hours to 16:00 hours on Saturday 30<sup>th</sup> March 2024.
- 10.7.4 Solely for the purposes of assisting with the refuelling procedure of their car, two team members of each crew may access the Refuel Zone. It is the responsibility of the crew to ensure that all items e.g. spare wheels etc are securely fastened after refuelling.
- 10.7.5 A car may be pushed out of the zone by the crew and/or officials without incurring a penalty.
- 10.7.6 Competitors and team members in the Refuel Zone must comply as instructed by the official within the zone, also team personnel must wear fireproof clothing.
- 10.7.7 Emptying and/or refilling fuel in the Service Park  
When necessary, as part of a service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in the designated service park provided that:
- the work is carried out under the supervision of a marshal
  - no other work is carried out on a car during the emptying and/or refilling operation
  - a suitable safety perimeter is established around the car
  - only sufficient fuel is added to reach the next refuel zone

#### **Art. 10.8 Damage Declaration form**

- 10.8.1 The Damage Declaration Form will be included in your rally pack. At the conclusion of the competition Competitors must sign a declaration form confirming that they have not been involved in any incident which may have resulted in damage to property or injury to persons or animals, or alternatively give details of any such incident.
- 10.8.2 Failure to comply will be penalised in accordance with R40.1.3 (disqualification) and may be reported to Motorsport UK for further disciplinary action.
- 10.8.3 Competitors who retire from the event must complete and return the form within 72 hours of the finish of the event. Failure to do so may be penalised with a fine of up to £100 (R40.1.4).
- 10.8.4 Competitors causing damage to any third-party property will be liable for any excess the organisers have to pay to the Motorsport UK insurers and also any cost that is not covered by the Insurers. The excess is currently £450.

### **Art. 10.9 Withdrawal**

A competitor who has withdrawn from the rally must notify their retirement immediately to Rally Headquarters by phoning the retirement number, which will be posted on the digital noticeboard (Sportity).

### **Art. 10.10 Start**

All competing cars will start at intervals of 1 minute.

### **Art. 10.11 Modified MOTORSPORT UK regulations**

All other SSR's of the Motorsport UK apply as written except for the following which are modified:-

- 10.11.1 Servicing may only be carried out in specific areas as indicated in the final instructions.
- 10.11.2 In the event of a tie, a competitor who has a greater number of faster times will be the winner, failing which the fastest time on the last stage and so on until a result can be obtained.

### **Art. 10. Penalties**

- 11.7.1 Jump Start - ONE MINUTE
- 11.7.2 Achieving a time, which is less than the minimum time stated on the time card - MINIMUM TIME FOR STAGE
- 11.7.3 Achieving a time which is greater than the maximum time stated on the time card - MAXIMUM TIME FOR STAGE plus 10 seconds' penalty per minute over the stage maximum
- 11.7.4 Achieving a time, which is between 2 and 3 above - ACTUAL TIME IN MINUTES, SECONDS, TENTHS OF SECONDS
- 11.7.5 Failure to attempt a special stage – DISQUALIFICATION
- 11.7.6 Failure to follow specified stage route - MAXIMUM TIME FOR STAGE
- 11.7.7 Failure to start a special stage when instructed - 10 MINS
- 11.7.8 Any competitor or any person acting on behalf of a competitor found on any stage, after the publication of the regulations, until the finish of the event will be excluded. The person or persons will be reported to the MOTORSPORT UK/MI for possible further penalties. This excludes any period of recce allowed by the organisers.
- 11.7.9 Reporting at any Control after due time - 10 SECONDS PER MINUTE
- 11.7.10 Reporting at any Control before due time - 20 SECONDS PER MINUTE
- 11.7.11 Not reporting at a Control – DISQUALIFICATION
- 11.7.12 Servicing outside designated service area(s) - DISQUALIFICATION
- 11.7.13 Reporting at a Control, 15 or more minutes after due time - DISQUALIFICATION
- 11.7.14 Failure to produce or surrender any Time Cards on request - DISQUALIFICATION
- 11.7.15 Misconduct by any member of a service crew or competing car - DISQUALIFICATION
- 11.7.16 Making a false start on a stage - ONE MINUTE
- 11.7.17 Breach of statutory requirement concerning the driving of a motor vehicle - DISQUALIFICATION
- 11.7.18 Receiving assistance contrary to R38 - DISQUALIFICATION
- 11.7.19 Not complying with a requirement of the road book - 10 MINS

- 11.7.20 Excessive speed or conduct likely to bring motor sport into disrepute.  
1<sup>st</sup> offence - 10 mins / 2<sup>nd</sup> offence – DISQUALIFICATION
- 11.7.21 Excessive noise in breach of MOTORSPORT UK limits – DISQUALIFICATION
- 11.7.22 Refuelling a competing vehicle in breach of the event regulations - DISQUALIFICATION
- 11.7.23 Judges of fact may determine if a competitor has disobeyed the instructions, servicing, service area, controls, etc.

**Art. 11. Safeguarding Policy**

The organisers Statement on Safeguarding is as follows:

The child's welfare is paramount. All children whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.

All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately. As defined in The Children (Northern Ireland) Order 1995, anyone under the age of 18 years should be considered as a child for the purposes of this document.

If you have any concerns about child safeguarding while at this event please see the Child Safeguarding Officer Simon MacRory or report it to the Clerk of the Course or the Secretary of the Meeting and they will instruct the Safeguarding Officer to contact you urgently.

**Art. 12. Official time used during the rally**

Rally time will be displayed via ECM timers. Rally time will displayed at the service out control, throughout the event.

**Art. 13. Interpretation of regulations**

It is not the duty of any Marshal to interpret regulations or any written instructions to a competitor or to explain the meaning and/or explain the meaning/or effect thereof. It is the responsibility of the competitor to read and understand the regulations and other written instructions

**Art. 14. Abuse of officials**

Any competitor, or member of a service crew, who directly or indirectly abuses an official of this event either verbally or by any other means will be disqualified and reported to their relevant ASN.

**Art 16.  
Prizes**

- 16.1 The Prizegiving shall take place after results have been finalised.
- 16.2 GENERAL CLASSIFICATION
 

1 <sup>st</sup> Overall	Two Trophies
2 <sup>nd</sup> Overall	Two Trophies
3 <sup>rd</sup> Overall	Two Trophies
- 16.3 The overall winners will forfeit the class award.
- 16.4 Class Awards presented as follows.
 

1 <sup>st</sup> in each class	Two trophies (if more than 4 starters in class)
2 <sup>nd</sup> in each class	Two trophies (if more than 6 starters in class)
3 <sup>rd</sup> in each class	Two trophies (if more than 8 starters in class)
- 16.5 Classes may be amalgamated at the organiser’s discretion.
- 16.6 Additional awards may be presented at the organiser’s discretion.

## Appendix 1 – Race With Respect



### Race with Respect code of conduct for Competitors

A socially-minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race With Respect Code of Conduct, embodying respect, integrity, fair play, self-control and good manners.

**As a competitor I agree to demonstrate RESPECT by:**

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Never engaging in or tolerating offensive, insulting or abusive language or behaviour.
- Respecting my team mates, competitors from other teams and all other participants.

**As a competitor I agree to demonstrate INTEGRITY by:**

- Always taking part to the best of my ability.
- Behaving responsibly.
- Raising concerns when something isn't right and reporting any incidents of bullying to an Officer of the club or to Motorsport UK.

**As a competitor I agree to demonstrate FAIR PLAY by:**

- Respecting the rules and regulations, decisions and authority of the officials.
- Not cheating.
- Not breaking or bending the rules

**As a competitor I agree to demonstrate SELF CONTROL by:**

- Always speaking to other competitors with respect.
- Always being considerate of others and appreciating that everyone has a different level of skill and talent.
- Taking responsibility for my behaviour and the way I speak to other people.

**As a competitor I agree to demonstrate GOOD MANNERS by:**

- Placing an emphasis on fun and enjoyment, making our sport a friendly and welcoming place to be.
- Celebrating when I win and being gracious when I lose.

In accordance with regulation 10.1. Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.

## Appendix 2 – Itinerary

TC SS	Location	SS Distance	Liaison Distance	Total Distance	Max Time	First Car Due
	<i>Refuel</i>					
	<i>Distance to next refuel</i>	<i>(33.90)</i>	<i>(31.80)</i>	<i>(65.70)</i>		
0	Start Ramp					09:30
1A			4.30		00:11	09:41
SS1	Drummond 1					09:44
1C		8.10		12.40	00:13	09:57
2A			6.40		00:16	10:13
2B	The Hollow 1					10:16
2C		9.10		15.50	00:14	10:30
2D	Regroup A In		7.40		00:18	10:48
Regroup A					00:15	
2E	Regroup A Out					11:03
3A			3.40		00:10	11:13
3B	Sweathouse 1					11:16
3C		7.30		10.70	00:11	11:27
4A			4.20		00:12	11:39
4B	Ivy Hill 1					11:42
4C		9.40		13.60	00:15	11:57
4D	Regroup B In		6.10		00:16	12:13
Regroup B					00:15	12:28
4F	Regroup out / Service In			6.10	00:15	12:28
Service					00:30	
4G	Service Out					12:58
	<i>Refuel</i>					
	<i>Distance to next refuel</i>	<i>(33.90)</i>	<i>(31.80)</i>	<i>(65.70)</i>		
5A			4.30		00:11	13:09
5B	Drummond 2					13:12
5C		8.10		12.40	00:13	13:25
6A			6.40		00:16	13:41
6B	The Hollow 2					13:44
6C		9.10		15.50	00:14	13:58
6D	Regroup In		6.10		00:16	14:14
Regroup C					00:15	14:29
6E	Regroup Out					14:29
7A			3.40		00:10	14:39
7B	Sweathouse 2					14:42
7C		7.30		10.70	00:11	14:53
8A			4.20		00:12	15:05
8B	Ivy Hill 2					15:08
8C		9.40		13.60	00:15	15:23
8D	Regroup In		6.10		00:16	15:39
Regroup C					00:15	15:54
8E	Regroup Out					15:54

## Appendix 3 – Competitors Liaison Officer



Gary Milligan  
+44 (0)7708 151 796

The Competitor Liaison Officer will be in the service area until the end of Service C, when he will move to Parc Fermé In control.

## Appendix 4 – Route Notes

Subjective Route Notes and DVD for all special stages will be available by mail order from Patterson Pacenotes.

- Patterson Pacenotes

Tel: +44 (0)2890 844 111 (Monday-Friday 9-5)

E-Mail: [sales@rallynews.net](mailto:sales@rallynews.net)

Web: [www.rallynews.net](http://www.rallynews.net)

- On the Pacenote

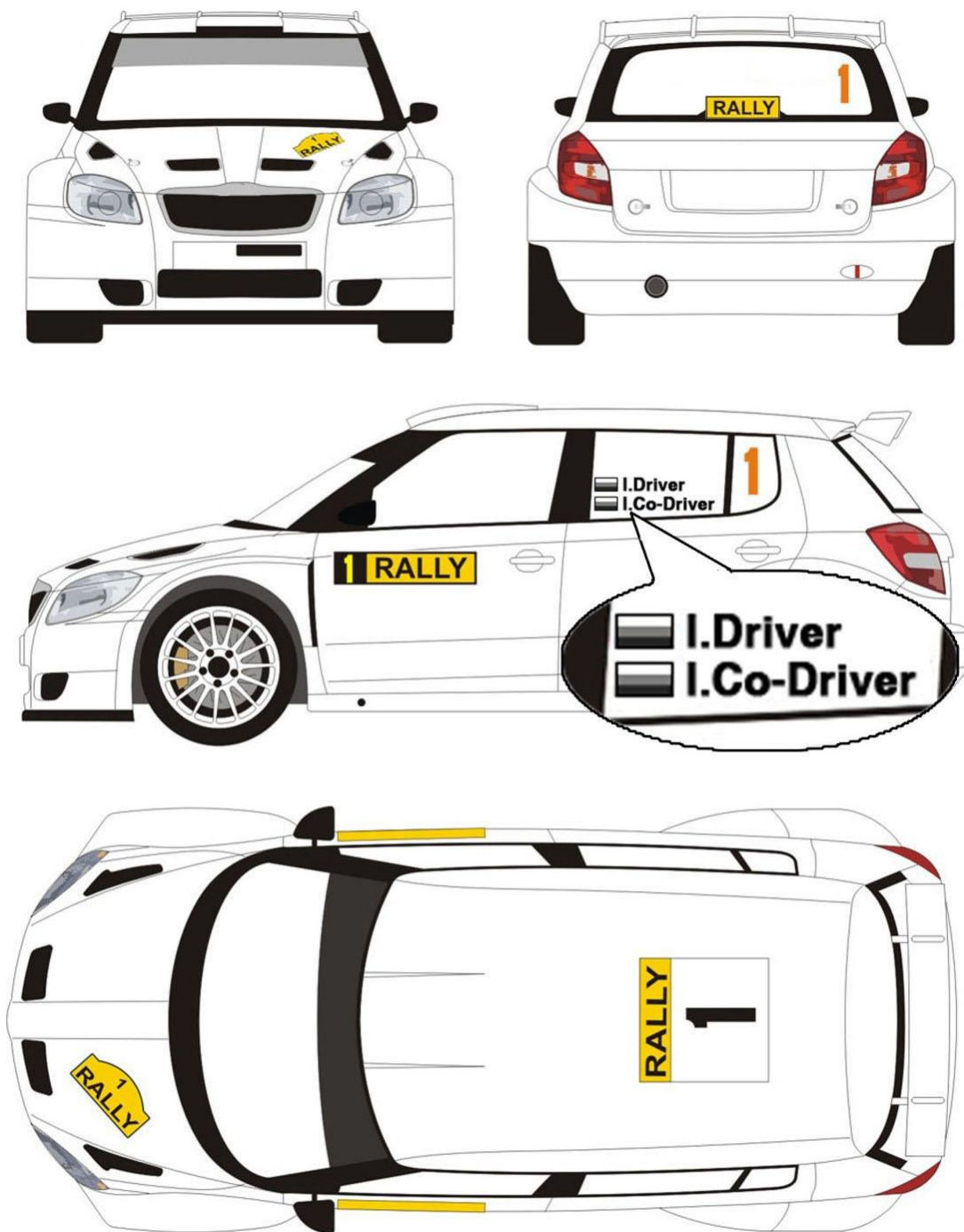
Tel: +353 (0)3876 355 088

E-Mail: [killian@onthepacernote.com](mailto:killian@onthepacernote.com)

Web: [www.onthepacernote.com](http://www.onthepacernote.com)



## Appendix 5 – Decals and supplementary advertising





**CONTACT US:**

Ireland: 086 8133 228  
NI: 07718 760 273  
sales@svstv.com



## **GPS Safety Tracking System Emergency Contact Information**

**Please make sure to have your emergency contact phone numbers ready when collecting your GPS Safety Tracking Equipment.**

**The numbers required are:**

- 1) Driver's Mobile Phone Number,**
- 2) Navigator's Mobile Phone Number**
- 3) Service Crew Mobile Phone Number**

**These should be the numbers that they will have with them on the day of the rally. It is very important that the safety team be able to contact all competitors on the day of the rally should an incident occur.**

**You can also register the details online at this link:**

**[www.svstracking.com](http://www.svstracking.com)**

# SAFETY TRACKER FITTING AND ACTIVATION CHECKLIST

<b><u>TRACKING CHECK LIST BEFORE STARTING THE RALLY</u></b>		
<b>No</b>	<b>ACTION</b>	<b><u>Checked</u></b>
<b><u>1</u></b>	<b>IS THE TRACKING UNIT FITTED PROPERLY?</b> <b>Receiver/Transmitter:</b> Mounted on diagonal roll bar facing rear side window <b>Control Unit:</b> Mounted where both crew members can access the controls.	
<b><u>2</u></b>	<b>IS THE CONNECTING CABLE FITTED CORRECTLY?</b> Cable: Ensure it is routed on the inside of roll bars to ensure it is not crushed in an accident.	
<b><u>3</u></b>	<b>IS THE CONTROL UNIT ACCESSIBLE?</b> Can both members reach the switches when fully belted into their seats?	

## **USE OF THE SAFETY TRACKING SYSTEM (sts)WHEN ON THE STAGES**

**STOPPED – Minor incident/puncture/mechanical -No help required –**  
 PLEASE PRESS THE **OK BUTTON** FOR 2 SECS.

**STOPPED – Accident/Incident -Help Required -** ACTIVATE **SOS SWITCH** and ring the **EMERGENCY Number**.

**STOPPED - No Help Required BUT Road Blocked and/or Fire:**  
 Activate the **ROAD BLOCKED** and/or **FIRE SWITCH**

**STOPPED - Help Required and Road Blocked and/or Fire –**ACTIVATE **SOS SWITCH** and the **Road Blocked** and/or **FIRE SWITCHES**.

NOTE:

### **STAGE BLOCKED AND/OR FIRE:**

ONE OF THE CREW PLEASE WARN THE NEXT CAR.

SECOND CREW MEMBER PLEASE RING THE TRACKING PHONE NUMBER AND LET CONTROL KNOW THE SITUATION.

KEEP IN CONTACT WITH CONTROL UNTIL THE STAGE IS CLEAR.

LEAVE ROAD BLOCKED SWITCH ON UNTILL ROAD IS CLEAR.

**SOS: IF YOU CAN, OR IF YOU ARE THE NEXT CAR ON THE INCEDENT, PLEASE RING THE TRACKING PHONE NUMBER AND LET CONTROL KNOW THE SITUATION.**

## Safety Tracker System – Competitor Information

The primary aim of introducing an STS (Safety Tracker System) is to improve and minimise response times when deploying Medical Services in the event of participants requiring urgent medical assistance following an accident – ie **to improve safety levels**. However the use of an STS has many other advantages which can greatly enhance the efficient management of rallies, which if fully utilised will be beneficial to both competitors and organisers.

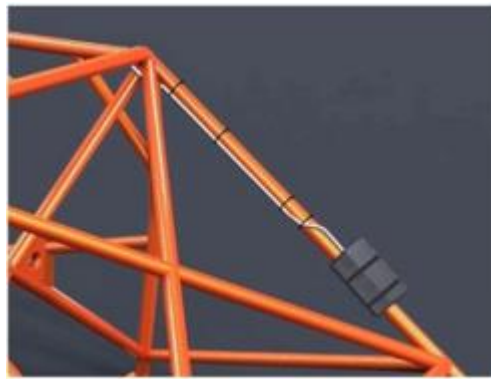
It is important to note that the STS is **not intended to replace any** of the long tried and tested manual safety procedures and process which have been in place for many years, but is used to compliment them.

The in car equipment comprises of two components – the main receiver / transmitter unit and a user console. The components are connected together via a cable from the user the console which plugs into the main unit.

The receiver / transmitter unit is fixed to a bar of the roll cage in the rear of the car (using a small ratchet strap which is supplied) and the console is mounted in the **centre front** of the car such that **both crew members can, both see and reach it, while belted in their seats**. The connecting cable is then ran to the receiver / transmitter unit in the rear of the car, generally being cable tied (**cable ties not supplied**) to the bars of the roll cage. In the routing the cable, **care should be taken to ensure that the cable is fixed to the inside of the roll cage bars** in order that it is not damaged in the event of an accident where the body panels are pushed against the roll cage.



Receiver / Transmitter unit



Connecting cable – routed on inside of roll cage in order to avoid damage in the event of of car rolling etc



User console – in reach of both crew members

The unit is completely autonomous and such **does not** require to be connected to the vehicle power supply.

The equipment should ideally be mounted in the car **prior to** presentation of the car for mechanical scrutineering **but this must not delay the scrutineering process.**

A short briefing on the use of the system will be given to each individual crew, generally at the point of distribution of the equipment.

A functionality check of the equipment will be conducted, generally before reaching TC 0 at the start of the event. This will entail both crew members activating a user console button and the result of this test is then logged in the system as confirmation that the system was functioning correctly at that time.

The competitor is responsible for the STS equipment as issued to them by the system provider. In the event of untimely return or damage to the STS equipment, a fee (max €200) may be charged by Motorsport Ireland. Competition cars not equipped with functioning STS equipment will not be allowed to start an event.

### **Pre-event Preparation**

In order to complete the installation process as efficiently and simply as possible, and to minimise delays, competitors are requested to consider the following prior to attending an event:

- 1 Where and how the user console might be mounted to comply with the requirements above. The unit weighs approximately 185 grams. Options such as below might be considered:
  - a. a plate / bracket could be fixed into the car to which the user console could be bolted, cable tied or affixed with industrial Velcro – dimensions attached overleaf.
  - b. 2 x holes pre-drilled in a suitable location to facilitate mounting.
  - c. on occasion it may be possible to affix it to the roll cage bar running across the top of the front windscreen – either directly using cable ties or to a plate / bracket pre-mounted onto this bar.
- 2 Availability of cable ties or other suitable devices to facilitate **routing the connecting cable** from the front to the rear of the car. (**The console should be mounted first** and the cable then run to the main unit in the rear – it is generally easier to facilitate 'loosing' the extra cable length in the rear of the car rather than beside the console). Also it is best to avoid connecting the cable to the main unit until the console is mounted, in order to avoid the nuisance of audible alarms as switches on the console are accidentally activated.
- 3 Selection of a suitable bar in the rear of the car to which the receiver / transmitter unit may be fitted (**only using** the strap provided). Ideally the top of the unit (4Rally logo) should be facing the sky through the side window, and the bottom of the unit (channel / groove which locates onto the bar) be against the bar of the cage. The unit enclosure is robust and as such the ratchet strap can be tightened without fear of damaging the enclosure.

Details re dimensions and fixing holes of user console overleaf

Console Rear View



Dimensions (mm)

A	155mm	D	20mm	G	4mm
B	176mm	E	168mm		
C	50mm	F	11mm		



# Quick Guide to 4 Rally Tracker installation

The In -Car equipment comprises of :-

1) The main receiver / transmitter unit (an orange box) secured into position using the provided ratchet strap.



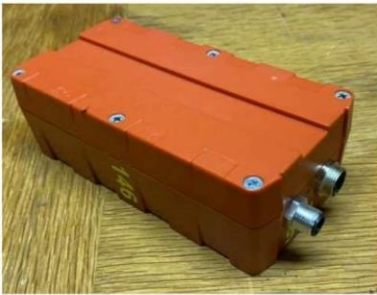
Receiver / Transmitter Unit

2) A user console (Button & Switch Pad) to be secured tightly using e.g. cable ties, velco, screwing into position using lugs on either side of unit.



The components are connected together via a cable. **\*\*Please ensure the cable is connected to both items\*\***

**\*\* Correct Location for Items \*\***



The side of the Orange receiver /transmitter unit that has a long indentation with 6 screws on it is the side that needs to be strapped tightly against the bar using the provided ratchet strap.

The orange transponder/ receiver unit needs to be located approx. on the middle of the diagonal bar visible through the rear side window on the car on either side, having the unit facing out the window is to capitalise on the best reception possible of the internal sim used for the GPS locating system. \*If your vehicle does not have this bar speak with someone from 4rally at the event they will guide you.



The Button/Switch user console then needs to place in a prominent position to which it is:-

- a) Visible to both the driver & navigator
- b) Be able to push the buttons or flick the switches by both the Driver & navigator







## **Safety Tracker System – helpful information.**

- All equipment will be available to collect at Scrutiny and must be fitted by the crew or their team before they present the car for scrutiny where possible. Advice & guidance available if needed.
- All equipment must be returned to SVS personnel only.  
Normally this will be in parc ferme or the final time control at the end of the event. But please contact them by phone if you retire early.  
All 3 pieces of equipment must be returned and signed back in again (GPS Module, Control Buttons & Ratchet Strap).
- The SVS van is normally located at parc ferme on the morning of the event, in the service area during the day and will return to parc ferme / final control at the end of the event.

### ***HERE ARE SOME LINKS TO VIDEOS TO HELP THE COMPETITORS WITH THE INSTALLATION AND OPERATION OF THE EQUIPMENT:***

Motorsport Ireland / 4Rally Tracker Operation

Video: <https://youtu.be/WbTx-5A5NBw>

Motorsport Ireland / 4Rally Tracker Installation Video:

<https://youtu.be/ooybYgkiFQs>

Many Thanks,

***TJ Hegarty, SVS Productions***

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# GPS Safety Tracking System Competitor Information

**SOS BUTTON:**

User Console – in reach of both crew members



Fixing Lug

Connecting Cable

**BLOCKED ROAD BUTTON:**

If you or someone else needs immediate medical services / ambulance / rescue, then flip up the red safety cover and turn on the SOS Button.

Please do not use this button for anything other than to seek emergency services to your location. Call the emergency number to give details.

*This will cancel the stage and send services to the location. All remaining cars waiting at the start line will be sent via alternative road book.*

If you have to make an unscheduled stop during a live stage, perhaps a puncture or car has broken down etc, and you do not need emergency services, then please always remember to press the OK Button for at least a 2 second press.

*This tells the control room that you are OK and do not need any help at this time unless another button is pressed to escalate the situation further.*

If you come across a blockage, or are unfortunate to cause a blockage, then press the

road blocked button. This button stays on until the stage is clear again. An active alarm means stage is still blocked. Turning the switch off again means the stage is now clear. Call the emergency number / control room to give details.

*This tells the control room that they need to hold the start line and try to warn the cars still live on the stage of the blockage ahead. The stage must be cleared within 10mins and your help to clear the blockage and then leave the stage as quickly as possible, will mean the stage may be re-started.*

## **FIRE BUTTON:**

As the name suggests, this button should only be activated when there is a fire. It may be your car, or another car, or perhaps something else that needs help putting the fire out. It should be kept active and not turned off until the fire has been dealt with. Call the emergency number to give details.

*This tells the control room to stop the stage and send services to your location to help with the fire. When the switch has been turned off, it tells us that the fire is under control.*

### **Red Flags:**

If you receive a 'Red Flag' warning through the tracking equipment, the two red led lights will turn on and the alarm siren will sound very loudly. This means that you immediately slow down and press the 'OK Button' to acknowledge the warning from the control room, and it will also silence the alarm.

Please remember that everything is about communication with the control room and back to the competitors.