

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 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