MOTORSPORT IRELAND REQUIREMENTS FOR THE ORGANISATION AND SAFETY OF ALL STAGE RALLIES INCORPORATING THE 'RALLY CODE'

SPECIAL STAGE RALLIES

All Stage Rallies must comply with the following requirements which have been revised to include both the Rally Code and Safety Requirements and which are designed to assist organisers and competitors, to increase the safety of the events and to keep inconvenience to non-competitors and local residents to a minimum.

Appendix 29 includes a sample of the Supplementary Regulations, which must be available to all entrants. Promoters are urged to give proper consideration to the information contained in the Supplementary Regulations, as it is not possible to amend these except in exceptional circumstances. Permit Applications (with draft supplementary regulations) for all stages rallies must be submitted to MI a minimum of 12 weeks before the date of the event. A reply will be forthcoming within 2 weeks. Supplementary regulations may not be issued, either in printed form or on a website, until the draft regulations have been approved by MI. Promoters are also reminded that the FIA, General Prescription - Article 72 states that no entries shall be received by the organisers until a permit has been issued.

Organisers are reminded that entries must be selected according to the order of them being received or by means of ballot, unless otherwise stated in the supplementary regulations. The system for dealing with entries received for events that are counting rounds of the National Championship is governed by Appendix 31. The remaining entries must be placed on a reserve list.

The following items must be given careful consideration when organisers are drafting the Supplementary Regulations:

1. Officials.
These are subject to approval by Motorsport Ireland - FIA General Prescriptions Art.135 and certain officials must hold Officials Licences - GCR 123 as issued by Motorsport Ireland.

2. Classes.

The classes included in the Supplementary Regulations must be those specified in Appendix 29. The classes for events, which are counting rounds of the National Championships, are included in Appendix 31 and 32.

3. Pace Notes
The times and dates when making of Pace Notes, if Pace Notes are allowed for the particular event, may be included in the Supplementary Regulations. Alternatively the times and dates can be notified to the competitors by the way of Final Instructions. Organisers are reminded that restrictions apply to the periods allowed for the making of Pace Notes. Competitors must apply in writing to the COC for permission to avail of alternative recce and copies of such applications must be provided to the Stewards of the Meeting before the start of the event.

1. PRE-PLANNING

1.1 SAFETY PLAN

The organisers must produce a fully completed Draft with diagrams in colour in accordance with the current standard safety plan template. It is highly recommended that the draft safety plan is made available to the MI appointed safety delegate before their initial inspection. The MI Safety Delegate accompanied by a senior member of the organising Club must inspect the route a minimum of 8 weeks prior to an event. MI will appoint an experienced competitor to assist the MI Safety Delegate in inspecting the stages. The competitor and Safety Delegate should traverse the proposed stages together. This competitor may take part in the event as a driver, navigator or entrant. The stage inspection should involve a hazard identification, risk assessment and risk reduction process. This process to be applied to the entire stage i.e. all areas designated by a location no. and all sections between these locations. Consideration to be given to spectator safety – primarily location set up, prohibited areas etc. and competitor safety – primarily the identification of 'prominent' hazards (piers, walls, poles, trees, walls, bumps etc.). The use of bales / tyres / chicanes etc. as appropriate, should be employed as a risk reduction measure in such cases. Tyre bales may be used to define chicanes but must be constructed as per appendix 26. Details of all risk reduction measures to be included in the event Safety Plan. This is to include the Scrutiny area, ceremonial start and finish ramp where applicable, and other similar areas. During this inspection amendments, if necessary, can be made to the Draft Safety Plan.

If the layout of the Rally precludes one individual from inspecting all Stages adequately a second Safety Delegate may be appointed with the same responsibilities.

The Safety Plan should detail the number of Marshals per stage and their location, Medical, Ambulance and Rescue Units locations, emergency routes to designated hospital for ambulances, and details of the communication network etc.

The Safety Questionnaire must be signed off by the MI Safety Delegate when he / she considers the Safety Plan to be complete. The Safety Plan and Safety Questionnaire must be received by Motorsport Ireland a minimum of 4 weeks prior to the event. Failure to comply with this rule will mean that a permit WILL NOT be issued for the event. The plan and questionnaire will be carefully scrutinized and only if they appear to cover adequately all safety requirements for the event will a permit be issued. Clubs should note particularly that all the provisions set out in the Safety Plan and Questionnaire will be checked before the event commences and will be regarded as the basic safety standards necessary. The first Stewards meeting at an event should deal with the examiners comments and any changes to the Safety Plan.

1.2. SAFETY DELEGATE and 00 SAFETY CARS.
1.2.1. The MI Safety Delegate will be appointed by the Safety Commission. He/She must be independent of the Club Organisation but must work with them to approve the Club's Safety Plan for the event. He/She must act in accordance with the duties of a Safety Delegate as set out below. He/She must be listed as an Official in the Supplementary Regulations. His/Her duties will primarily be concerned with Spectator Safety as well as safety of officials, marshals and competitors. He/She must be in contact with the Clerk of the Course and will have the personal responsibility to recommend to The Clerk of the Course the cancellation of any stage if he/she is not satisfied with safety arrangements. The Clerk of the Course or Deputy C.O.C. and MI Safety Delegate will travel through each stage, with clearance for competing cars to start each stage being given by the Clerk of the Course in consultation with the MI Safety Delegate. Clubs must appoint a Club Safety Delegate who will have responsibility to fully implement the agreed Safety Plan and will be directly responsible to the Clerk of the Course.

The MI Safety Delegate will inspect the stage after the organisers have declared it ready to run. If the MI Safety Delegate is not satisfied that the stage is both safe and set up in accordance with the Safety Plan he/she will not give approval for the stage to run. He/she will notify the Clerk of the Course and the Stewards of the event of his/her recommendation.

1.2.2. 00 Safety Cars (Previously Zero Cars)
1.2.2.1. Organising Club Guidelines and Responsibilities
The Role of the 00 Safety Cars crew is to drive the special stages to ensure that they are properly set up in accordance with the event Safety Plan. The 00 Safety Car check is the final check on the special stage before the first competitor starts each stage. The focus of 00 Safety crew is event safety, not speed. Ample time allowance is provided in the event schedule for 00 Safety crews to perform their duties. Radios for direct communication with Rally Control will be provided to 00 Safety crews.

Organising clubs must include 00 Safety Car Crews in Safety Plans as named officials. Safety Car Crew members must hold a Safety Car Crew licence and a Competition Licence.

Clubs must provide a Senior Official to carry out the 00 Safety Crew briefing in collaboration with the MI Safety Delegate and the ***stewards***. This should draw attention to general hazards and safety of marshal and spectator locations.

The MI Safety Delegate must be confident that 00 Safety crews are able to deal with any item which he/she requires them to address.

The schedule for the 00 Safety Cars will depend on the length and nature of the stage and will be included in the Safety Plan. The gap between the MI Safety Delegate and the First Competing Car will, typically, range from 18 to 26 minutes depending on the length and nature of the stage.

Crewmembers of 00 Safety cars shall not be charged an Entry fee or be asked to make a financial contribution to the organisers.

00 Safety Car drivers must be included in the Irish Rally Drivers Scheme (IRDS) as per Appendix 28.

The decals of 00 Safety cars must include the word "Safety" as per sample, with the word "Safety" appearing above the number.

Rally Radio Control may refer to 00 Safety Cars as 001, 002 etc without the use of the word "Safety".

All four 00 safety cars are required to enter in front of the first competing car in a Forestry stages rally and competing cars to enter as per appendix 32 article 4.10. The only exception is a requirement as per Appendix 29 article 8.13

1.2.2.2. 00 Safety Car Requirements
- All 00 Safety Cars should be rally prepared and must pass pre-event scrutiny.

- The crew must have the relevant competition licences and be signed-on as event officials.

- WRC cars may only act as 00 Safety cars on events which permit WRC cars to compete.

- 4WD Rally cars, but not WRC cars, may act as 00 Safety cars on Mini Stage events

1.2.2.3. Crew Briefing and Responsibilities

- Crews will be briefed before the event by a Senior Official in collaboration with the MI Safety Delegate and the **stewards.**

- A specific time and place for the briefing should be notified to the crew.

- The crew is to be provided with a summary Safety Plan, covering stage information only.

- The crew is to be made aware of any particular areas on stages that may cause problems, such as areas where spectators gather or residences may congregate.

- The crew should have a working understanding of the Safety Plan, particularly the importance of 200m run-off areas, box junctions and chicane layout.

- Should the 00 Safety crew be unhappy with a particular matter on a stage they should have the competence to deal with or report the matter as necessary. If this requires them to exit from the car they must report that they are stopping to Rally Control, inform Rally Control of the circumstances and confirm when they are resuming progress.

- 00 Safety crews MUST stop at ALL radio points ***and only proceed once the GO Board is displayed following the instruction from the COC through radio control to release to the next radio point or the stage end.***

- 00 Safety Crews must understand the importance of their role as officials of the event. In accepting the role they must behave responsibly and at no time bring the event into disrepute by any misbehaviour or bravado driving. Video or other evidence may be used to monitor crews and penalties may be applied where reckless or careless behaviour is found to have occurred.

1.2.2.4. Organisational Matters

- The running order for course cars will be included in all event schedules and the time intervals will be agreed with the MI Safety Delegate and included in the Safety Plan.

Clubs may use the following maximum number of 00 Safety cars per event running after MI Safety:

Main Field	4
Historics	2
Juniors	2

Only those named in the Safety Plan and having attended the 00 Safety car briefing may act as 00 Safety crew.

- The interval between the last 00 Safety car and first competing car is governed by the maximum time under stage restart rule (i.e. 10 minutes).
- Retired cars from the main field may only be used as 00 Safety in the event of a shortage / retirement of appointed 00 Safety cars.

This must be agreed between COC and stewards and in consultation with MI Safety Delegate, subject to a Safety briefing being carried out. The last course cars into the stage to be Spectator Safety, COC, MI Safety, 004, 003, 002, 001. The order of Spectator Safety and COC may be switched by agreement between the COC and the MI Safety Delegate.

- The final 00 Safety car must only stop in case of emergency (other than being held at mid-point radio) and must notify Rally Control immediately.

- All 00 Safety cars must carry a Stage Stop board/ flag to halt the stage if necessary.

- 00 Safety Cars must not be given a countdown at stage starts. A finish time may be recorded on the time card for schedule purposes only.

Crews of 00 Safety cars must have the facility to connect their intercom to the 2-way radio system for the event, so that they are able to converse with the event radio controller during the traversing of a stage. This must be operable at all times while they traverse a stage.

Sample of Safety 001 decal

SAFETY

001

1.2.2.5. There must always be a minimum of two zero cars starting each stage .

1.3. TRAINING.

Clubs must carry out advance training of Officials and Marshals. Training aids in the form of booklets will be provided for Clubs and Marshals and films are available.

No Marshal under eighteen years of age shall be appointed. Inexperienced Marshals should always work with experienced marshals.

1.4. CHIEF MARSHAL.
The Chief Marshal will be responsible for the following:
a) Ensuring there are sufficient marshals for the event.

b) Ensuring the marshals are trained.
c) The deployment of marshals at the event.

d) Appointment of Sector Marshals.

So as to fulfil this role he/she will need to work closely with and consult with the COC, the various Stage Commanders, the event Safety Delegate and be fully familiar with the marshal requirements in the Safety Plan.

1.5. SECTOR MARSHAL.
Sector marshals to be identified by distinctive tabard, and supplied with location set-up diagram, yellow flag, whistle and SOS board, Super rally Information Sheet, Course Car Schedule, Overall Map and Road Closing Order (where applicable).

1.6 SAFETY TRACKING SYSTEM (STS)
1.6.1. The Safety Tracking System as supplied by the MI appointed service provider must be operated on all special stages rallies.
1.6.2. Organisers must provide a suitable location with controlled / restricted access, for the monitoring of the Safety Tracker System.
1.6.3. A Licenced Senior Official, preferably the Clerk of the Course (COC) but in their absence, a person authorised by the COC to make decisions on their behalf and who has a detailed knowledge of the special stage terrain, must work with the safety tracker provider to monitor and action reports from the Safety Tracker System.

2. ROUTE.

2.1. PUBLIC RELATIONS.
Residents and other interested parties on and adjacent to the route who are likely to be disturbed or inconvenienced must be notified in advance about the event. Where at all possible this note must be in writing and should enable residents and the Gardai to contact the organisers if necessary. Organisers should route events around towns and villages where possible, unless petrol or meal stops are planned.

For Stage Rallies clubs must seek every opportunity to inform the public of the need for their full co-operation to achieve safety and enjoyable spectating by means of advance publicity, press coverage and by informative use of loud-speaker cars used for crowd control purposes.

2.2. GARDA LIAISON.
The Garda officer in charge of the area affected by the rally route, including the Rally HQ and the service area should be contacted in writing at least three months in advance and a meeting requested to discuss the event. This meeting will be useful in agreeing a plan for traffic management and any other issues, which may arise during the event. A senior member of the organising committee, preferably someone other than the Clerk of the Course should be nominated as the liaison between the organisers and the Gardai.

2.3. ROAD CLOSING / ROAD OPENING.

2.3.1. Road Closing.
Road Closing orders should be planned to allow for the first car due at 1 hour (minimum) after the commencement of the order. This should allow the stage to be set up and checked properly and not delay the 1st car due time. The schedule for the event should be finalised in advance of the road closing application being submitted. A copy of the road closing order must be made available to the stewards and Safety Delegate.
2.3.2. Road Opening.
The stage services (Doctor / Rescue Unit / Ambulance) must sweep the stage after the last run through the stage is completed, lead by the Stage Commander or his / her Deputy. A 'Road Open' car must immediately follow this convoy to the stage exit. Stage Commanders must be supplied with 'Road Open' doorplates to enable them or a deputy or nominated official to run immediately behind the stage services and to perform this function in the event of the 'Road Open' car being delayed or unavailable. The road open car must not be asked to perform any other duties whilst traversing the stage. Each stage should have its own dedicated road open car.

2.4. STAGES.
In multi-stage rallies no stage may exceed 20 kilometres in length but this may be extended in exceptional circumstances for existing classic stages located in remote unpopulated areas. Not more than six separate stage locations may be included in any one day. For forestry events on unsurfaced roads total stage length must not exceed 115 kilometres per day, utilising more than 6 stages if necessary. No stage to be used more than twice. Single stage rallies will be limited to 20 kilometres with three timed-runs and one reconnaissance run. The maximum distance for forest stages should be 25 kilometres. If a forestry stage exceeds 13 kilometres, a full set of services, (Doctor, Rescue, and Ambulance) must be located approximately midway in the stage. This location must be a Radio Point and must have a separate vehicle to the radio car with an Assistant Stage Commander located there for the purpose of managing the services present.

The maximum stage distance for any day of a rally is as follows:
Mini Stage 2X2 format: 60km
Mini Stage 3X2 format: 90km
National Multistage (1 day) format: 90-110km
International Multi Day (Each day): 120km
National Multistage format will conist of 3X2 format, 3X3 format. and 2X4 format.

An increase of up to 10% is allowed in the case of any one day of a multi day format (120km per day), provided that a corresponding decrease, of at least the amount of the increase, is implemented on an alternate day.

e.g 2 day event = 240 kms
Day 1 = 132
Day 2 = 108

e.g 3 day event = 360kms
Day 1 = 132
Day 2 = 108
Day 3 =120

No other variations are permitted

2.4.1. Stage Types.
Special Stages (SS) are the competitive sections of a rally event where the goal is to cover a stretch of closed road or track against a defined time.

A Spectator or Town Stage is a timed stage, like standard special stages, but is designed to be easily accessible to the general public and to provide spectacular viewing in order to promote the event and motorsport in general.

All Spectator or Town Stages are subject to regular review by the Rallies commission.

2.5. STAGE SELECTION.
All Rally routes should avoid towns and villages as far as possible. Special Stage selection should include, as one factor, access for spectators and suitability of viewing points. The use of built up areas in towns and villages is not permitted, other than as defined under 2.5.5 below. MI Safety Delegate have been asked to become involved in the planning of events as soon as possible after their appointment. In particular the route of each event should be vetted by the Safety Delegate. Clubs should pay particular attention to the location of any Pubs in relation to a stage and each situation will be judged by the Safety Delegate on its merits as to its suitability. If a classic stage should include a short length of built up area application for its use must be made 3 months prior to the event and if granted will require special safety precautions as per 2.5.5.

2.5.1. Motorway or dual carriageway flyovers may not be used as part of a Special Stage.

2.5.2. All railway bridges must be marshalled.

2.5.3. Fire points should be established at all numbered locations. Where the distance between numbered locations substantially exceeds 2km additional Fire Points should be inserted at intervals of approx. 2km. Fire Points consist of two fire extinguishers and should be clearly identified by signage.

2.5.4. When selecting special stages or a "loop" of stages the following points should be considered:
- Availability of a suitable Service Area
- Sporting challenge offered by stages
- Density of housing and business activity on stages
- Workload and manpower requirements for Safety Plan compliance
- Ratio of stage to road distance and total event distance.
- Presence of churches and graveyards
- Hazards on the route
- Alternative routes in the event of an incident or stage blockage.

2.5.5. Spectator or Town Stage Selection.
Special stage selection should include, as one factor, access for spectators and suitability of viewing points.

The use of built up areas, defined as roads bound by kerbs, backed by either private houses or commercial buildings which have direct access to the footpath is allowed.

These areas may also include street furniture such as lampposts, telegraph poles, traffic signs etc.

These types of stages will require special safety precautions.

Each "Town / Spectator Stage" needs to be considered individually because of the wide variation in terrain – highly populated (residential / business), open spaces, hazards, controllability of spectator movements, spectator accommodation etc.

Clubs must consider the extra resources and personnel required to run such a stage, especially the extra marshals and the impact this may have on the other stages of the event.

If a spectator stage is being applied for application must be made to the Rallies commission (RC) at least 4 months in advance.

This new stage must be inspected separately by a nominated member of the RC with the appointed MI Safety Delegate.
Barriers are to be placed across the doorway to each house/business and also to gateways etc. Spectators should not be permitted to stand along the footpath or sides of the street used for the stage. Areas in the vicinity of public house require special attention and details of how they will be

managed MUST be included in the event Safety Plan.

In general where concrete barriers or silage bales are used to protect spectators, the spectators should not be permitted to stand directly behind such barriers – they should be restrained behind crowd control barriers/ rope etc. 1 to 2 metres in the case of interlocked concrete barriers or 5 to 10 metres in the case of silage bales.

Crossing points for spectators must be identified. These must be signed and be manned at all times from road closing to road opening. Such points must on the spectator map in the event programme together with details of spectator areas. A time should be specified in the safety plan and event programme after which spectator movement on the stage is not allowed.

Spectator parking is to be identified in detail and included in the event programme, together with planned access routes if relevant. Marshals must manage spectator movements on the stage from road closing to road open. Marshal points and positioning to be clearly identified in the event Safety Plan and all sector marshals are to have radios.

Each application will be judged on its merits by the RC in consultation with the MI Safety Delegate as to its suitability. Final approval for its use will rest with the RC.

2.5.6. Safety Criteria for Running Special Stages in the hours of Darkness.
If a "Night Stage"(run in hours of darkness either early morning or late evening) is planned by a Club, an application for consideration must be made to RC at least 4 months in advance.
Day light stages are defined as the following:
No competing car to have started the stage prior to 30 minutes of the published sunrise time on the undernoted website. All competing cars to have finished the stage no later than 30 minutes after the published sunset time on the undernoted website
https://www.timeanddate.com/sun/ireland
If it does not comply with the above criteria then it is classed as a night stage.
2.5.6.1. If permission is granted the criteria as set out below must be complied with:

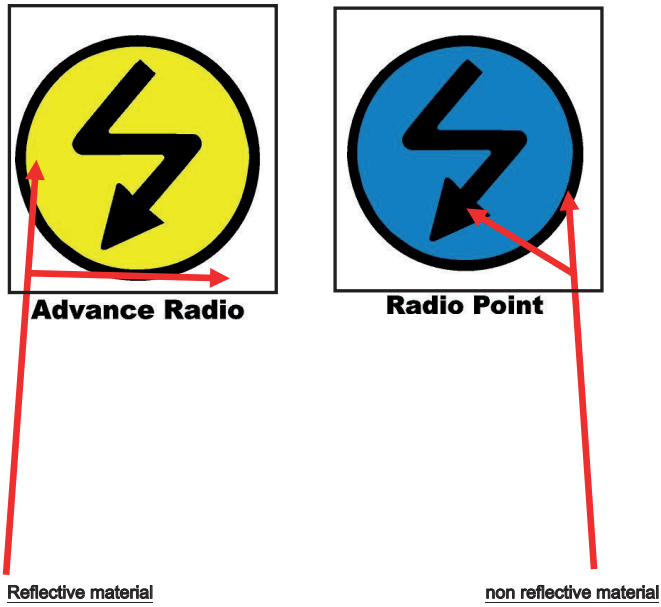
- All stage signage to be of reflective material Specification:
  R3400 engineering style reflective to the national standard BS EN 12899-1 class REF1
  Signage to be made as per appendix 26 and the detail supplied in picture below
  {Diagram: 1} showing areas on the board to be reflective. Yellow flags for night stages to be replaced with the torch attachment as per design as shown in Diagram: 2
- All stages to have generator powered lights for Start area, Radio Points, Flying Finish and Stop control area. 12v powered lights can be used at arrival control and passage controls.
- All marshals to wear reflective tabards
- Marshal locations to be provided with torches. These can be used as yellow flag as well with above mentioned attachment.
- Rally Rescue crews to carry portable lighting
- All competing crews to be briefed on use/function of safety equipment such as reflective tabards, torches and SOS/OK boards at drivers briefing. This briefing document available on request from the Safety Commission.
- Car accountability to carry Portable Hand floodlight to check cars off road where necessary.
- Organising club to erect reflective "Danger Wrong Way, Turn Back" signage located midway between each stage location with the wording facing against the rally route.
  Size of these boards in landscape position 300mm high 800mm long with 2 lines of text. Location and distance in stage to be included in the safety plan.
- All Bales, other than tyre bales, to be wrapped in either white or green plastic. Chevrons on bales at chicanes must be to the above mentioned specification and printed as per Diagram: 3 below.
  Tyre bales to be painted in white paint in a stripped line up and down along the bale standing on end.
- All square, hairpin and acute corners and all junctions must have reflective chevrons on the outside middle of the corner or in view as the competitor enters that part of the stage. These to be agreed and put into the safety plan at the safety inspection by MI safety delegate and CoC to include location and distance in stage.
- All Rally Officials must wear high visibility tabards while traversing stages.
- Each competing car must carry a numbered tag from the Start, which must be handed in at the Finish, in order to identify any missing cars immediately. These are to be colour coded for each stage and size A6 layout similar to the two layouts in Diagram: 4. Out of sequence numbers must be reported immediately to Rally Control.
- CAR NUMBERS IN DAY GLO RED TO BE NO LESS THAN 290 mm x 190 mm TO BE PLACED ON EACH REAR QUARTER GLASS and one on rear facing window.

2.5.6.2. Scrutiny.
At Scrutiny the following equipment is mandatory for each competing car

- Two high visibility vests
- Torch
- SOS/OK board made of a reflective material, provided by the organizing club in the same specification as described in Rule

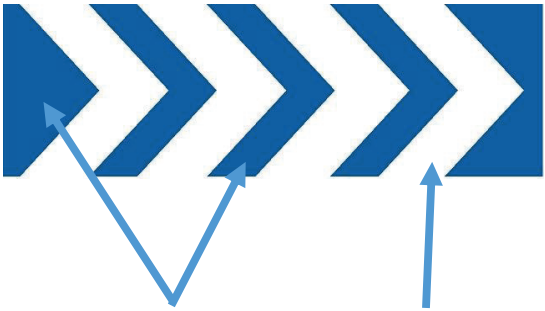
Example of layout of sign with reflective material used

Dia: - 1



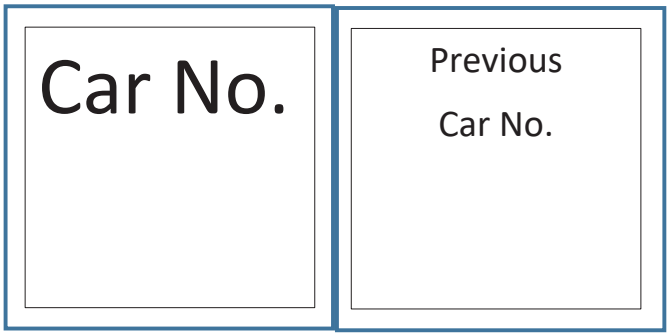
Dia: - 2

Dia:-3



Reflective material non reflective material

Dia:-4



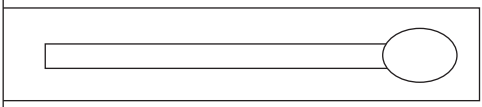
2.5.6.1 above.

2.5.7. Criteria for Running Shakedown Stages.
2.5.7.1. Purpose.
The Shake down stage should be representative of the event stages and allow crews to get used to underlying local conditions.
It is to be used as a systems and set up check and an opportunity for competitors to ensure that the vehicle is working correctly.
It should be optional for crews
2.5.7.1. Distance/Timing –Operation of Stage
The Stage to be no longer than 4 Km
Timing (other than control of the start gap between cars) of Competitors by Organisers is prohibited.
A time control between Scrutiny and Shakedown must be operated.
A specific time schedule for cars to arrive and be ready to start Shakedown must be operated.
Crews must indicate that they wish to take part in Shakedown on their entry form to facilitate organisers in arranging suitable road closing times.
A specific "start crew" must be assigned to record crews on a run sheet and to operate the stage start procedure.
2.5.7.2. Competitor Cost.
No additional cost to be charged to competitors if a club decides to introduce a Shakedown stage
2.5.7.3. Service.
Service area must be the main area used for the event.
2.5.7.4. Documentation etc.
Crews must have satisfactorily completed documentary procedures and mechanical scrutiny.
Only the nominated Driver and Navigator can partake in Shakedown. Substitutes are not allowed.
Cars may not be brought to Shakedown by service crews or on trailers.
Clubs must have a procedure and staff to verify the identity of those taking part.
Door numbers to be issued at scrutiny
2.5.7.5. Insurance.
IRDS must be in force and included in the Permit application
2.5.7.6. Parc Ferme.
Cars must be controlled on leaving scrutiny, going to and from Shakedown, to service and into Parc Ferme in accordance with time schedule in the regulations.
2.5.7.7. Emergency Services.
A full complement of Emergency Services including 2 ambulances to be provided in accordance with Appendix 109.
A Doctor is mandatory
A Chief Medical Officer/ Communications Officer is mandatory
Full Radio network cover must be in place. Back to back radios or handheld units are not sufficient.
A Start and Stop Radio crew must be in place.
2.5.7.8. Personnel.
Stewards MI Safety Delegate
Chief Scrutineer (at minimum)
CoC
Club Safety
Spectator Safety
Safety Cars (001, 002) All other Safety cars are prohibited
Accountability Car – or can be covered by a separate Start and Finish radio crew.
Scrutineer to check for HANS Device, Gloves, Extinguisher system armed.
2.5.7.9. Stage Equipment.
Full stage equipment to be provided: Marshals in hi-viz tabards. In case of potential darkness requirements as per 2.5.6 are to be met. Fire extinguishers in accordance with standard stage set up.
2.5.7.10. Recce.
No additional recce time to be provided, or out of recce period, to be granted above normal time allowed on an event to accommodate a Shakedown.
Strict control of overall route speed as this may rise in order to complete standard recce plus the Shakedown recce and time for documentation

Sample Gate Tag

Gate Tag must be made of water and tear resistant paper and be highly visible.

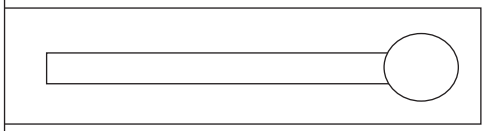
THIS ENTRANCE HAS BEEN SEALED FOR SAFETY REASONS AS THERE IS A MOTOR RALLY TAKING PLACE ON THIS ROAD



GATE TAG FRONT

Sample Gate Tag

STAGE NAME
THIS RALLY TAKES PLACE
ON: *DATE*
BETWEEN: *TIMES*
PLEASE DO NOT USE THE
ROAD DURING THESE TIMES



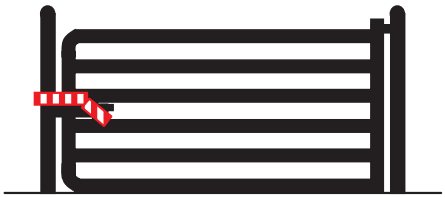
GATE TAG BACK

Special Stage Taping Requirements

Note – Gates must be tied at the locking mechanism, a 'bow' tied on the gate does not constitute taping the gate.

If it is not possible to tie the gate at the locking mechanism, the gate should be taped from corner to corner (resulting in an 'x' across the gate).

Single Gate:



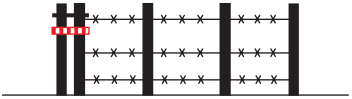
NB - **NOT** AS ABOVE

Tie tape around gate and post, below top bar, and around bolt in closed position

Double Gates - Manual:

Tie tape around gates below top bar and around bars of the closed the bolt in the closed position not tie the gates closed, (alternatively tie tape between / around the piers)

Wire Gate - (Slap):



Tie tape around fixed post and opening side - below wire

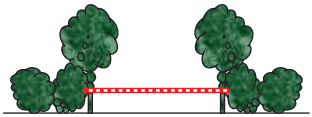
Gaps - In Open Ground:

Drive two stakes and tie tape from stake to stake

Gates - Automated:

Tie tape between the outermost closed gates – do

Gaps - In Hedges



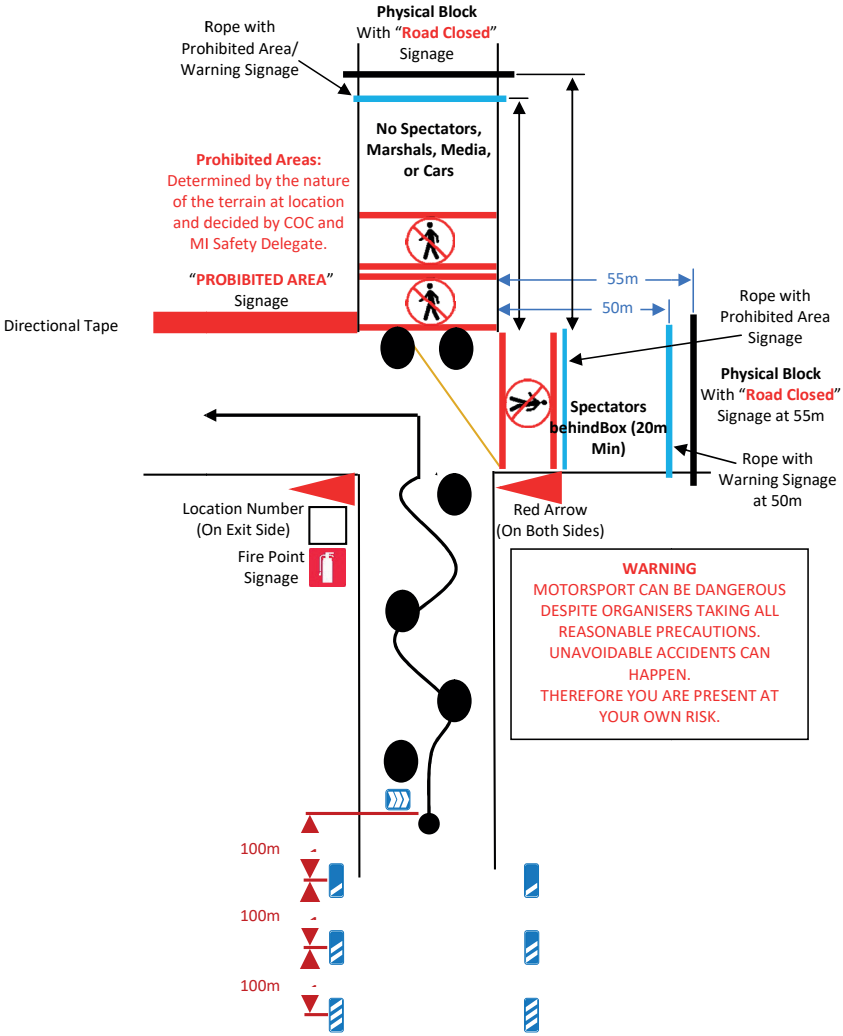
Tie tape from bush to bush

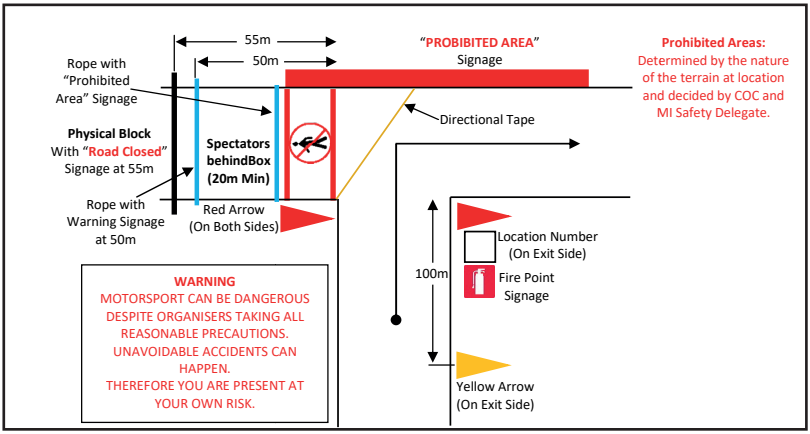
Gaps - Between Piers:

Tie tape between two piers

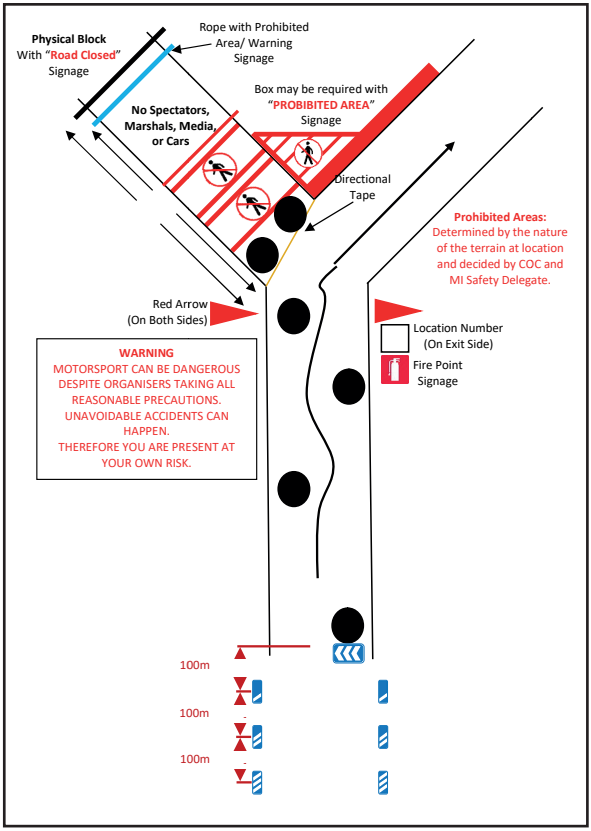
Location Set-Up – Minimum Requirements

1. Crossroads





2. 'T' Junction



3. 'Y' Junction

and scrutiny and time to Shakedown.
2.5.7.11. Competitor Safety Briefing.
A Competitor Safety briefing should take place for those taking part in Shakedown.
2.5.7.12. Roadbook.
Clearly defined roadbook must incorporate the routes relating to Shakedown, to include Scrutiny, Service Out, Service In and Parc Ferme.
Helmets must not be worn on the route to or from Shakedown.
2.5.7.13. Number of Shakedown runs.
A minimum of two runs must be provided.
A maximum of three runs to be provided.
No competitor to be allowed exceed the maximum number of runs allowed.
2.5.7.14. Safety Plan.
Shakedown stages must be included in the original Safety Plan submitted to MI and must be inspected by the MI Safety Delegate.
No application will be considered close to the event.

2.6. ACCESS ROADS.
All ***straight-on*** access roads to a Stage should be closed by Road Closing Order for a minimum of 200 metres (or to the next junction ***provided the next junction is not within the 200 meter minimum requirement***) before the Stage. All escape roads to be physically blocked at a minimum of ***205 metres*** from the location ***with a vehicle, barrier or bales***. The block point to be marked on the road ***and rope used to define where the 200 metre mark is with forbidden ground and warning notice signs to be placed on it.*** Escape roads must be kept clear of spectators and vehicles at all times for a distance of 200 metres. ***(Diagram 1 & 3)***

In a forestry stage only where the above minimum requirement cannot be reached the junction layout as per Appendix 25 Diagram 4 & 5 (with explanation) must be used.

All other access roads to be physically blocked a minimum of ***55 metres*** from the location ***with a vehicle, barrier or bales. The block point to be marked on the road and rope should be used to define where the 50 metre mark is with forbidden ground and warning notice signs to be placed on it. (Diagram 2).***

All approach roads to have a warning notice sign of road closed ahead placed a minimum of 90 meters from the location of the physical block. This sign has to be visible for 90 meters prior to its location or another sign has to be positioned in a location where the 90 meters visibility can be achieved.

In addition all entrances to dwellings and lands along the route must be sealed. Gates should be tied such that they cannot be opened without breaking/undoing the tape. The tape should be tied in such a manner so as to be easily visible when being checked by the officials as they proceed through the stage.

The use of: "Gate Tags" is optional to seal off entrances to dwelling and lands along the route.
2.7. FORBIDDEN GROUND.
It is obligatory to display FORBIDDEN GROUND notices where necessary at all junctions and at corners etc. on all special stages where spectators are likely to congregate in a dangerous place. These notices must be, wherever possible, mounted on stakes and driven firmly into the ground. They must be properly printed but may carry advertising provided this does not dominate the message FORBIDDEN GROUND. Spectators are not permitted to stand on the road verge.

2.7.1. Junction set-up diagrams MUST have FORBIDDEN GROUND areas and box junctions defined with reference to landmarks such as poles, gates, house entrances etc. Box junctions may consist of strands of tape but no requirement for cross strands. Prohibited area signs to be erected. If landmarks are not readily identifiable specified distances e.g. 50 metres or 100 metres, may be used to describe such areas. FORBIDDEN GROUND areas to be decided in consultation with the MI Safety Delegate.

2.8. SPEED LIMITATIONS.
2.8.1. No competitor may be required to average more than 50 kph except during Special Stages. The maximum required average speed for loose surface stages shall not be more than 113 kph and for tarmac stages 130kph, as per GCR Chapter 2, Rule 22.2.1. The length of each Special Stage and the target times ('Bogey Time') shall be published in the Safety Plan, Road Book and on the Time Card.

Time Allowances must be based on the following:

2.8.1.1. Stages.
Organisers must allow a minimum of 3 minutes from all Arrival Controls to all Stage Starts when compiling Time and Distance schedules to allow the crew to prepare for the stage start and come to the start line.

Stage Maximum.
Distance in kilometres X1.35 (round down to nearest minute).

For all stages up to 11 kilometres in length, a 15 minute stage maximum will apply.(This may have to be amended for short forestry stages. However, care should be taken to provide sufficient time to check the stage in safety).

Course Car Schedule Timing (Time Allowed).
Distance in kilometres X1.20 (round up to nearest minute) - i.e. average 50kph.

2.8.1.2. Road Sections (Competitors and Course

Cars).

Up to 2 kms	6 mins
2 kms to 5 kms	9 mins
5 kms and upwards	(Distance X 1.20) + 3 mins.

(eg) 6 km Section 6 X 1.20 + 3 = 10 mins.
12 km Section 12 X 1.20 + 3 = 17 mins.

Where secondary roads are concerned distance in Kilometres X 1.5.
(Roundup to next minute).

2.8.1.3. Road Sections for use on forestry rallies only
(Competitors and Course Cars)

Up to 2 kms 12 mins
2 kms to 5 kms 15 mins
5 kms and upwards (Distance X 1.20) + 9 mins.
(e.g.) 6 km Section 6 X 1.20 + 11 = 17 mins.
12 km Section 12 X 1.20 + 11 = 24mins.
Where secondary roads are concerned distance in Kilometres X 1.5.
(Round up to next minute).

2.8.2. ***Unless designated a 'Night Stage', all events must be scheduled to ensure that the last competing car will have completed the final stage in daylight, as defined in Appendix 25 Art. 2.5.6. The last competing car will be entitled to the stage maximum time and 15 minutes maximum lateness.***

Stages must not start earlier than the published time in the event programme.

2.8.3
Stage bogey times are calculated as follows: (Stage distance x 60) / Max average speed applicable

Example of how to calculate a stage bogey for tarmac stage 15.65km.

(15.65 x 60) / 130 =7.223 min
{NOT 07min 22.3 sec}

The 223min is converted to seconds by multiplying by 60

0.223 x 60 =13.38 sec

Bogey time = 07min 13.38 secs

Where a bogey has to be applied for a loose surface rally the 130kph is replaced by 113kph.

2.9. STAGE START, STAGE FINISH - DISTANCES
Stage Start areas should provide sufficient space to avoid congestion and should NOT be on a Public Road. Where a large number of officials are required they should meet at some place other than the stage start and convoys of official cars should be kept to a minimum.

The Stage Arrival Control [SAC] should be at least 500 metres along the closed road from the public road. Stage start is recommended to be at least 300 metres from the SAC. For very short Forestry stages with a "Gate to Gate" length of 7 kilometres or less the SAC could be on a public road but the stage start must be a minimum of 300 metres into the forest.

The Stage Stop Control on these stages must be a minimum of 100 metres from the exit gate. The use of a red flag between Flying Finish & Stage Stop Control is recommended in such cases.

At the end of a Stage, the distance between the Flying Finish board and the Stage Stop Control should be at least 300 metres and suitably marked with 3.2.1 boards. No spectators will be allowed on the road or roadside in this area and for a distance of 50 metres after the Stop car. The position of the stage finish must be chosen with care to ensure maximum safety for the Flying Finish, Stop and Radio Personnel / Cars. It is recommended that the Stage Stop Control be positioned a minimum 650 metres from the public road. There should be no change of direction between the Flying Finish and Stop. The location for the Stage Arrival Control, Start Control, Flying Finish, Stop Car and Radio Car will be agreed and included in the Safety Plan.

On exiting a Special Stage onto the public road, the area to the right and left should be deemed Forbidden Ground and marked for a distance of 100m in both directions and on both sides with NO PARKING signs. This is to ensure clear visibility for cars exiting the stage.

2.10. SERVICE AREA.
Every effort should be made when planning the route to ensure that a suitable off-road area is available for servicing. The use of Public Roads should be as a last resort. If a suitable stretch of Public Road should be selected a road closing order should be applied for and this can then be used as a service area. In Service Areas on public roads, only one side of the road is to be used. Clubs must use a Time-in and Time-out control system. Marshals must be provided to control Competitors and Spectators, prevent double parking and keep traffic flowing. A minimum service time of 30 minutes is recommended. Service time may not be reduced by more than 20% of time published.

2.10.1. It is highly recommended that Emergency Services are located at Service Areas on all stage rallies. Refer to Appendix 109 Article 3.1 for detail.

2.10.2. In the Service Park/Area all competitors are required to have 2 fire extinguishers visible with displayed signage. The minimum requirement for the extinguishers is:

1 X 6kg ABC Dry Powder Fire Extinguisher (for each car serviced)
1 X 6 Litre AFFFF(Foam) Fire Extinguisher (for each car serviced)

Smoking by competitors or service crews is prohibited in the service area/park

2.11. CONTROLS & CHECKS.
All official cars at controls and checks must be clearly identifiable as laid down by the Supplementary Regulations for the event. Route checks should not be incorporated unless necessary for safety. A control, time point or check shall be deemed to extend for 25 metres around the actual point at which the official is sited (which must be on the specified approach or departure road), unless clearly visible signs are displayed to define a different area. If officials are not present at a scheduled manned control or check during the whole period when competitors may report all performances at such a point will be ignored in compiling the results. Performances at a control or check not sited at the point specified will also be ignored.

2.12. DIRECTION OF TRAVEL.
At no time during an event should competing cars be required to travel in opposite directions over the same piece of road unless the time schedule precludes any possibility of overlap, and unless the piece of road is of a broad two lane type adequate for two-way traffic.

2.13.FLAG SIGNALS.
2.13.1. Yellow Flag.
Yellow Flags to be a minimum of 300mm x 420mm (approximately A3 Size).
The marshal in charge of each location should be provided with a YELLOW FLAG to be used as a means of warning competitors of a hazard ahead should an incident occur or spectators encroach into prohibited areas. These flags will NOT involve stopping the stage.

Use of Yellow Flag:

Yellow Flag – Stationary: Danger – hazard ahead, slow down, (no overtaking).

Yellow Flag – Waved: Great danger, slow down considerably, be prepared to suddenly change from the projected racing line or take other evasive action, be prepared to stop if necessary (no overtaking).

2.13.2. Stage Stopped Board / Flag.
The Clerk of the Course and Safety Delegate will decide in advance where this board/flag may be deployed and it must be under the control of the COC (in radio contact). A stage stopped board/flag must be issued to each in stage Radio-Point and should be demonstrated to competitors at the Competitor Safety Briefing.

When the stage stopped board is displayed it will have the immediate effect of indicating to the drivers that the Stage Timing is being stopped and they must then slow to 50 kilometres per hour or less while driving through the remainder of the stage. The board/flag measuring 600 x 600 or larger will comprise a white background with a red Clock Face crossed by a black diagonal bar.

When the Emergency services are despatched into a special stage to attend an incident, the Stage Stopped Board, on the instruction of the COC, should be displayed at all Radio Points prior to the location of the incident, in order to indicate to competitors that stage timing has ceased.

Where a Stage Stopped board/flag is shown competitors will be given a time as for an interruption of a timed Special Stage.

2.14. ALTERNATIVE ROUTE.
Clubs are required to provide an alternative route in the Competitors Roadbook for use in the event of cancellation of a stage or other cases of force majeure rendering the passage over a Special Stage impossible.

2.15. COMMUNICATIONS.
As a minimum requirement radio communication must be provided linking the Clerk of the Course, the start and finish of each stage, and intermediate points on any stage over 13 Kilometres in length, the MI Safety Delegate , Event Safety Delegate, the stewards, the Chief Scrutineer and Ambulance locations. Any stage over 13 kilometres in length must have at least two in stage Radio Points in addition to stage start and stage finish. All stage radio operators must have communications as their SOLE function. In stage Radio Points and stage finish radios must be manned by at least two people.

Radios are provided for the safe and efficient running of a Rally and all messages should relate to this. With this in mind all messages should be transmitted through Base Control or the C.O.C. Where the radio operators are not familiar with radio procedure their name or title within the rally should be used. All mobile radios should report to Base Control any problems they encounter on a stage and report when they have completed the stage, stating they are happy with the stage.
Clubs COCs are reminded of the need for sensitivity with regard to data transferred over the radio system on events In particular, the controller should be reminded to instruct radio operators that competitor names and/or competition numbers must not be transmitted.

2.16. Emergency Services.
2.16.1. Emergency Services must be (as laid down in Appendix 109) positioned at the start of each stage. In the event of an incident the required Services, on the instruction of the Stage

Commander (in consultation with the CoC) should proceed to the required location.
A spare Ambulance and Crew (as Per Appendix 109) must be located at a central location and be contactable via the rally control radio network.
2.16.2. The MI Safety Delegate or competing Cars may not enter a Special Stage unless all Medical and Emergency Services, as specified in Appendix 25 Article 2.16 and Appendix 109 are in place at the stage start location
If the Emergency Services are not in place, the CoC must decide either to wait for their arrival or cancel the stage, with a view to a full complement of Services being in place for the next scheduled run of that stage.

2.17. GROUPING OF STAGES.
Grouping of Stages to cover 2/3 runs can confer benefits to the Club by way of concentration of Marshals and reducing movement of spectators from stage to stage.

2.18 SCRUTINEERING
Event organisers must provide suitable covered facilities in order that pre and post event eligibility checks may be carried out by scrutineers.

3. OPERATIONAL.

3.1. STARTERS.
3.1.1. The number of competition cars, which may pass through any control, including the Start Control, [prior to the introduction of any specified classes listed at Art 3.1.2 below] is as follows:

3.1.1.1. 150 if any stage location is used on more than two (2) occasions for the duration of the event except in the case of a Mini Stage format where this number will be reduced to 140.

3.1.1.2. 160 if any stage location is used on more than two (2) occasions for the duration of the event. This applies to international events only.

This applies equally to International, National or Closed events.

3.1.2. Certain classes e.g. Historic Cars or a Junior Rally, or a 'one-make championship' participating using the same permit or a separate permit, may be permitted to join national multi stage rallies (not Single Stage or Mini Stages) at a point other than the start. These classes may be seeded into the main field provided they are scheduled to compete on the first competitive stage. Organisers must specify, in the Supplementary Regulations, or Final Instructions the time control and stage number at which these competitors will join the event. If not starting at the first control, start cannot be earlier than the Arrival Control of SS4 and 25 additional competitors are allowed to start at this control. These competitors cannot be included in the overall results classification for the main event.

The above additional competitors must be run at the back of the main event and must be numbered in a different number sequence e.g. H1, H2 etc. or J1, J2 etc. In the interests of safety, organisers should consider whether the additional entries are likely to be considerably faster than the later competitors in the main field. If so an additional Zero Car must be used in advance of the additional competitors. In all other cases a maximum gap of 3 minutes may be given.
3.1.2.1. For International events [i.e. Galway, West Cork, Rally of the Lakes, Donegal & Cork '20'] the additional competitors outlined above is in addition to any Historic Rally forming part of the main event.
3.1.2.2. In the case of a 2 or 3 day event, where a class, as permitted above, is included, the following will apply:
Additional starters for the last 4 stages only:
40 are permitted.
Additional starters for complete final day if a Super rally is being run:
25 are permitted.
Additional starters for the complete final day if a Super rally is not being run:
40 are permitted.
3.1.2.3. Historic/Junior competitors within a National or International permitted closed road event cannot run at the head of the main field.

3.1.3. Deleted 2015.

3.1.4. Organisers availing of the procedure at Art. 3.1.2. above may do so on the strict understanding that no more than ***150*** or 160 competition cars, as applicable, may start the main event. All competition cars must have a time recorded at all controls. The penalty for non-compliance is exclusion. [Appendix 29, Art. 9.2.2]

3.1.5. The promoters cannot give approval to competitors to miss controls, unless turned around, on alternative roadbook, in the event of a stage cancellation.

3.1.6. Where it is obvious that all Competitors will not be able to traverse a stage (allowing for the stage maximum time as published plus 15 minutes maximum lateness) before the expiry time of the Road Closing Order the Stage should not be started and the Stage Interruption Rule cannot be applied.

3.1.7. No cars that were homologated under Group B regulations (except those specified in Appendix 29) may take part in competitive events run under MI permits. The regulations allowing such vehicles to take part in non-competitive demonstration runs are set out in Appendix 25 Article 5.
Note: Organisers may not permit competitors to travel to the start of a stage in the hope that the number of starters would not reach the maximum allowed.

3.2. COMPETITOR SAFETY BRIEFING
A Competitors Safety Briefing is compulsory for all events. The briefing must highlight safety requirements particularly the procedure dealing with SOS & OK boards. Attendance is mandatory for both crew members. A two minute penalty may be applied if either member of the crew does not attend this briefing.

3.3. 00 SAFETY CARS/S.O.S. BOARDS.
3.3.1. The present use of 00 Cars must continue and all 00 Cars must be in radio contact with Base Control. There should be minimum delay between last 00 Car and first competitor.

3.3.1.1. All 00 Safety Car Crews must hold a current Safety Car licence issued by MI. Only licenced Safety Car Crews can be used by organising clubs for stage rally 00 Safety Car duties.

3.3.1.2. The use of S.O.S. Boards must be enforced for crews in competing cars who need to summon assistance. Clubs may also provide some stage marshals at selected points, such as spectator points, with S.O.S. Boards which must ONLY be used to summon assistance in case of an emergency with spectators, competitors or residents. No 00 Car should be allowed to start the stage until instructed by the Stage Commander on receiving clearance from the COC in consultation with the MI Safety Delegate.

3.3.2 After the passage of the last competitor a car (Car Accountability) must travel the stage and account for cars who failed to appear at the finish. This procedure to be followed whether the road is to be opened between runs or not and applies to both Tarmac and Forestry Stages. After the last running of a stage the Emergency Services must follow Car Accountability through the stage. The occupants of this vehicle must fully understand their role and duties, the responsibility for this is under the remit of the Clerk of the Course.

3.3.3. A sweeper car (NOT a rally car – Except when "Demonstration Cars" are included in Event Schedule – See Appendix 25 5.4) must traverse the stage between the last competitor and Car Accountability. The function of this car is to act as a link between Rally Control and the Emergency Services, in the event of the last competing car requiring assistance. This car can have no other function. The occupants of this vehicle must fully understand their role and duties, the responsibility for this is under the remit of the Clerk of the Course.

3.3.4. Certain Officials whose name and valid licence number is listed on IRDS-BRDS database on MI website. See Appendix 28.

3.3.5. All vehicles used by Officials other than 00 Safety Cars must be a standard road vehicle.

3.4. SPECTATOR *SAFETY.*
A loud speaker car must traverse each Stage after the road has been closed to provide information to Spectators and to assist in crowd control. At least one of the crew in this vehicle must hold a Senior Officials licence and have the ability to read correctly and implement the Safety Plan. The vehicle must be equipped with a working and clearly audible Public Address (PA) and Siren. The crew must have the ability and confidence to address spectators in a clear, proper, polite and concise manner when speaking over the PA system. The crew must be competent in issuing instructions to marshals and spectators. The Siren on the vehicle must only be used on the approach to junctions and also to alert spectators who are walking on the stage. The vehicle must be equipped with a flashing amber beacon. No blue flashing beacon should be used. The Spectator ***Safety*** car should travel in tandem with The Clerk of the Course.

3.5. STAGE MARKING.
Advance arrow, yellow 100 metres before junction. Double red arrow's at junction.

Hazards should be marked with a yellow advance warning board 100 metres prior to the hazard and red warning board at hazard.

Secondary hazards (i.e. not warranting a full caution), may be highlighted by use of a 'Think' board, positioned 100m before the hazard, (no advance 'Think' board).

Count down boards on both sides of the road must precede a chicane. A fire extinguisher is also required at a chicane.

All road junctions and cautions etc. to be numbered locations.

Stage entry, start, finish etc. to be named not numbered.

Numbering to commence at the first location after the stage start.

All numbered locations to be marshalled.

Minor "straight ons" should not be numbered. Numbers should be kept to a minimum compatible with safety.

Location numbers, size to be - A4 size card, Font -Arial, Font size/style - 500 Bold. The number should appear on the red arrow post on the exit side of the junction. Radio Boards, indicating the location of Radio Points on stages must be used - yellow for the advance board and blue for the actual Radio Point.
3.5.1. Chicanes should in general be right hand entry, but if the location is best suited to a left hand entry then this is permitted – in any case,

right or left hand entry should be clearly stated in the event road book and the layout of the chicane should be clearly marked on the road for pace note making. The elements of the chicane should be a minimum of 10 metres apart and consideration should be given to the ability of an ambulance to negotiate all chicanes. Only the first element of a chicane should have a directional chevron. The positioning of the elements of a Chicane should not force competitors off the road and onto the road verge in order to pass through the Chicane.

3.6. OFFICIALS.

3.6.1. Press Sign On
Only MI accredited press may sign-on.

3.6.2. Official Sign-On
3.6.2.1. Organisers must ensure that all Officials, Marshals etc. have signed on at the start of the event, and that all entrants, drivers and navigators have signed an indemnity.

3.6.2.2. The following Officials must have a current Officials licence (GCR 123), details of which must be contained in the event Safety Plan: C.O.C, D.C.O.C., stewards, MI Safety Delegate, Scrutineers, Stage Commanders, Spectator Control and Radio Controller.

3.6.2.3. Children up to the age of sixteen must not be carried in Official cars.

3.6.2.4. The Chief Medical Officer must be a doctor. It is essential that the Chief Medical Officer is aware that he/she is fulfilling a specified role concerning the overall safety of the event.

3.6.2.5. The Chief Medical Officer is responsible for the supervision of all medical resources, including doctors and ambulance personnel at an event. This supervisory role is exercised where appropriate in consultation with the COC and ESLO.

3.6.2.6. Marshals must be identified by tabards and supplied with whistles.

3.6.2.7. Officials in charge of Special Stages must not leave until they are certain that all competitors who start have been accounted for at the finish of the stage. Competitors who retire should report the fact to the organisers at the earliest opportunity.

3.7 HELICOPTERS
Helicopters are banned at all events except for emergency rescue use, and must then be under the control of the Clerk of the Course. It is accepted that it is difficult for organisers to prevent individual members of the public from using helicopters at an event. However if the organisers are satisfied that the users of the helicopter are closely associated with a competitor in the event then the organisers can insist that the helicopter leave the area.

3.8. STEWARDS.
The organiser shall provide the stewards of the Meeting with a copy of the route card and marked maps (same scale as for event) showing all time points, for attachment to his report for submission to MI.

Organisers must permit stewards to drive through any stage from its start, departing at least 15 minutes before the MI Safety Delegate.
The Organisers must provide radios on the Organisers frequency for stewards and MI Safety Delegate(s).

The Clerk of the Course and/or Stewards of the Meeting are requested to notify the Motor Sport Dept., MI of any complaint or inconvenience made by members of the public and of any significant accidents, particularly those involving third parties. Such reports should be submitted within 48 hours of the complaint, and should include the time and place and any other relevant details. Marshals at all Special Stages should be instructed to watch for acts of vandalism by spectators on landowners property and wherever possible to prevent it.

3.9.PARC FERMÉ.
After the final control all cars will enter a secure Parc Fermé. Competing cars must remain in Parc 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.The area between the finish of the last stage and the entrance to Parc Ferme is also regarded as Parc Ferme and as such it must be treated in the same manner FIA General Prescriptions, Article 42.

3.10. RESULTS.
Results must be posted on the Official Notice Board. The time and location will have been specified in the Supplementary Regulations. The results will remain provisional for a period of 30 minutes. After the expiration of that period the results become final. After re-posting results, following Protests or Queries, Appeals, Protests or Queries will only be accepted regarding original Protests or Queries. No Protests or no new, matters can be entertained.

3.11. RETIREMENTS.
Any car that retires from the Rally must advise the next course car that passes of their retirement and must surrender their time cards. The onus rests on the competitors to make sure that the organisers are aware of their retirement.

3.12. SPECTATORS.
3.12.1. No spectators will be permitted to stand on the road verge in any area of significant risk during a stage. They must all be positioned behind the road boundaries such as banks, walls, fences etc. or behind ropes or barriers erected by the club.

3.12.2. No spectators will be permitted to stand in the hazard areas defined in the Safety Plan, or similar positions which have FORBIDDEN GROUND notices displayed.

3.12.3. No Spectators can be permitted to enter a Stage from the START or FINISH after the Safety Delegates' car has passed. Spectators should not be allowed to congest Start or Finish Areas.
3.12.4. Spectator ***management*** by Clubs may benefit by not publicising advance details of the location of some stages, excluding those with poor access or which are hard to marshal but emphasising others which they can more easily control. All stages must be adequately marshalled, with additional emphasis on those at which most spectators are expected.

3.13. REGULATIONS FOR RECONNAISSANCE AND THE MAKING OF PACE NOTES.
3.13.1. The use of "pace notes" will be permitted on all Special Stage events except Forestry and Single Stage events, subject to the following regulations.

3.13.2. A club may decide to forbid the use of pace notes at any of its events.

3.13.3. Pace notes may be made only at these times.

3.13.3.1. Sunday 1 day events - on the day before (i.e. Saturday)

3.13.3.2. Saturday 1 day events - on 1 day of the previous weekend, the club to specify which day.

3.13.3.3. 2/3 day events - the 2 days prior to the event or the previous weekend only.

3.13.3.4. International Rallies: By prior arrangement with MI Rallies commission. The times and dates must be agreed prior to the publication of the Supplementary Regulation for the event. The decision of the Rallies commission is final and is binding on the organisers.

3.13.3.5. Organisers may request permission from the Rallies commission in writing to vary this arrangement at (3.13.3.1.), (3.13.3.2.) and (3.13.3.3.) above. Such permission must be prior to the publication of Supplementary Regulations. The decision of the Rallies commission is final and is binding on the organiser.
3.13.3.6. ALTERNATIVE RECONNAISSANCE
The Organisers may permit a competitor to carry out reconnaissance on different day(s) to those specified in the Supplementary Regulations or Final Instructions provided they have complied with Article 3 of this Appendix.

This alternative reconnaissance may only take place if the club are willing/able to put in place the normal level of policing of the exercise – i.e monitor competitor behaviour etc. and provide sign in / out on all stages.

3.13.3.6.1. The supervision and conduct of such reconnaissance, by the Organisers and by the competitor(s) respectively, shall be in strict compliance with the event regulations.
3.13.3.6.2. Any competitor(s), to be eligible for such reconnaissance, must first submit a signed written request to the Organisers setting out in detail the precise reason(s) for the request. This provision will apply to both crew members.

3.13.3.6.3. The proposed participation by a competitor in an MI permitted rally that takes place on the nominated recce days for an International Rally is specifically excluded as a valid reason for alternative reconnaissance. A competitor granted permission to, and who does, recce on alternative day(s), and who also takes part in such an event, shall be deemed to have conducted illegal reconnaissance.

3.13.3.6.4. Alternative reconnaissance shall be in substitution only for that specified in the event regulations. Any extra reconnaissance by a competitor on the nominated recce days shall be deemed to be illegal reconnaissance.

3.13.3.6.5. The identity of any competitor(s) authorised to recce on alternative day(s), and the reasons for granting permission to recce, must be notified in writing to the stewards appointed to the event. It shall be the joint responsibility of the Organisers and the competitor(s) involved to ensure that this occurs. Failure to do so will render such reconnaissance illegal.

3.13.3.6.6. The identity of the competitor(s) authorised to recce on alternative day(s), and the date(s) for which they were so authorised, shall be posted on the official notice board at Rally HQ no later than the opening time of Documentation Scrutiny.

3.13.3.6.7. The stewards shall record all such information, including copies of the correspondence requesting and granting / refusing permission, in their report to MI.

3.13.3.7. Reconnaissance is limited to a maximum of three passes per stage or any part thereof.

3.13.4. Pace notes may only be made in daylight hours, with a maximum of 9 hours allowed, finishing at least 1 hour before sunset. The hours are to be specified by the organisers in their

regulations. If a Special Stage is to be used in opposite directions, the Organisers will specify the times at which the stage may be reconnoitred in each direction.

3.13.5. On Single Stage events the use of "Safety Notes" is permitted. The "Safety Notes" cannot be made available to the competitors until 7am on the day of the event. The organisers must ensure that sufficient checks for illegal "Pace Notes" are carried out during the event. Competitors will be allowed one reconnaissance run only prior to event to check safety notes.
3.13.6. Competition licence holders who use the roads which are to be used as special stages for social, domestic or business use must contact the Clerk of the Course for official permission to use such roads.

3.13.7. Clubs must appoint sufficient Judges of Fact on each special stage, and sufficient personnel at scrutiny and registration to ensure compliance with all the above regulations. The names of the Judges of Fact must be advised to competitors. Clerks of the Course are reminded that in accordance with GCR 131.8 they must convey to the Stewards of the Meeting any report which deals with misbehaviour of, or breach of rule by an entrant or driver or any person acting on his behalf.

3.13.8. Clubs must not, under any circumstances, provide, supply or be seen to endorse pace notes prepared by a third party. Clubs must obtain a letter of indemnity from any person supplying pace notes for use in the event, indemnifying the club and MI from any claim arising out of the use of said notes.

3.13.9. Clubs must inform all residents of the special stages in detail about the reconnaissance period.

3.13.10. The use or carrying of 'Pace Notes' when specifically forbidden or any other information concerning Special Stages, except official information, will be reported to MI. to consider imposition of penalties. Pace Notes are defined as anything in writing or material on video or audio tapes or discs which could be considered as giving the crew knowledge of the course. Annotations to the Road Book will be considered as 'Pace Notes'.

3.13.11. A DVD of the stages may be made available for tarmac multi-stages multi-stage, mini-stage and forestry rallies. Edits to event safety notes may be made. Clubs must not, under any circumstances, provide, supply or be seen to endorse DVDs prepared by a third party.
Clubs must obtain a Letter of Indemnity from any person supplying DVD's and Pace/Safety notes for use in the event, indemnifying the club and MI from any claim arising out of the use of the said DVD's and Pace/Safety notes.

3.13.12. A pace note or DVD supplier or those employed by same and/or their agents or servants, who have traversed the stages before the event cannot compete in that event.

3.14. RESCUE VEHICLES.
Use must be made of Motorsport Ireland approved rescue vehicles currently in operation.

The Motorsport Ireland Approved Rescue Units are listed in Appendix 10 of the Yearbook.

A List of Equipment for a rally rescue unit is set out in Appendix 108.

3.15. MEDICAL KITS.
Medical Kits are carried on the MI approved rescue vehicles. The cost for use of the medical kits per event are as follows:

a) For Hillclimb and Single stage events €100

b) For International, Multi-stage and Forestry events €300

c) Mini Stage Rallies €200.

3.16. DEFINITIONS.
3.16.1. Single Stage Rally: an event held on closed public roads for rally type cars only. Cars may start at 30 second intervals and both driver and co-driver must be carried. The course must not exceed 20 Kilometres in length but all other requirements of a multi-stage rally must be adhered to.

3.16.2. Mini-Stages Rally: is an event held on closed public roads for rally type cars. It consists of two stage locations run twice for Mini-Stage 2 and two stage locations run three times for Mini-Stage 3.

3.16.3. Rally Sprint: as defined in GCR 25.1 and Standard Regulations in Appendix 30, is an event held in private grounds or in a forest for rally type cars only. Starting intervals are subject to approval by MI. Only a driver and co-driver can be carried in the competing car.

3.16.4. Average Speed: the average speed calculated from the time allowed to competitors to cover a certain distance. In the case of roads open to the public this distance shall be determined from 1:50,000 Ordnance Survey maps along the route specified by the organisers, or if no route is specified, by the shortest route, and except in the case of Special Stage Rallies (GCR 22) shall not exceed 50 KPH.

3.16.5. Control or Check: any point that competitors must visit during an event. Officials will man a Control. A Check may or may not be manned. If the term "Time Control" or

"Time Check" is used this will imply that the competitor's time of arrival at or departure from this point will be recorded.

3.16.6. Road Book or Route Card: a document supplied to competitors containing appropriate instructions in order to complete the information it is necessary for competitors to have; such information as to the Controls and Checks which they are to visit during the event, how they will establish that they have visited unmanned Checks , details of Tests, Stages etc. The term Route Card or Road Book is reserved for documents which also instruct competitors in detail as to how to proceed from one point to another and may or may not contain other information appropriate to a road book.

3.16.7. Time Card: a document upon which the time of a competitor's arrival at, or departure from, a Control or Check is recorded.

3.16.8. Bus Stop Chicane.
3.16.8.1. Definition.
A single element chicane, sometimes referred to as a Bus Stop Chicane, is often positioned adjacent to an access road, track or clearing as illustrated in Appendix 26
3.16.8.2. Criteria for Construction and Placement
When this type of chicane is employed, consideration should be given to the following.

- The speed at which the chicane can be negotiated. If it can be negotiated at too high a speed, there is a danger that a driver could lose control after the chicane. In this case the Chicane may introduce a hazard.
- The use of an extra bale on the exit of the Chicane if there is a hazard present e.g. drain, wall, pier, pole, etc. Vehicles must not be directed into possible contact with solid objects.
- If the introduction of a Bus Stop Chicane creates a hazard, then a standard 3 or 4 element chicane should be considered.

3.16.9 Passage Control
At these controls, identified by the signage shown in Appendix 26, the marshals must only stamp, sign and / or collect the Time Card as it is handed in by the crew. It is the responsibility of the competitor to transfer the time recorded at the last control on the Time Card being collected, to the following Time Card.

The time of passage of the crew through the control is not recorded.

4. NAVIGATION AND RETROSPECTIVE TRIALS

See Appendix 33

5. STAGE RALLY DEMONSTRATIONS RUNS

5.1. Definition.
A stage rally demonstration run is a display of car performance. It is not a competition, and timing is not permitted. The participating cars shall be confined to Historic Rally Cars and/or "Group B" rally cars, or replicas thereof. (Cars must be manufactured pre 31.12.1986)

5.2. Format
Organizers of MI permitted Stage Rally event may, at their discretion, incorporate a Demonstration. over closed roads. The maximum number of cars to be included shall be 10. The stages being traversed will be agreed in advance and no other stages may be traversed.

NB Demonstration Runs cannot be organised without prior authorisation from Motorsport Ireland.

5.3. Application.
Full details, including route, scheduled timing, nominated officials, etc. of the proposed Demonstration Run must be submitted to Motorsport Ireland for approval no later than 12 weeks prior to the date for the holding of the Demonstration Run. The Rallies commission will consider each application on its merits and may impose conditions, or may refuse the application in its entirety on the grounds of safety, or other issues.

5.4. Organisation.
When approved, the details of the route and timing of the Demonstration Run must be stated in the Event Safety Plan and also the Supplementary Regulations for the event and must also be included in the official programme for the event.

The Demonstration Cars will run between the last competing car and car accountability and must be preceded by two '00' cars (D002 and D001). Car D002 must perform the duties of the sweeper car. Car D002 in this situation should be a rally car.

D002 must be carefully chosen by event CoC and be familiar with the responsibilities of the sweeper car.

D002 will be followed by:
D001, D1, D2 etc. as below.

Timeline proposed:
Last Competing Car,
+2 Min D002,
+1 Min D001,
+2 Min D1 and remaining "D" cars.

They will be followed by car accountability.

A member of one of the official cars must conduct a briefing with the participants prior to each event.

Timing is forbidden and the cars must not be given a start count down.

Cars must not bear any competition numbers except for cars that are historically associated with a particular number. Other means of identification of the cars may be used by the organisers eg. 'D1' on side panels. Such identification must be removed when the car leaves the location of the event.

5.5. Scrutiny.
All cars must pass a safety check at Mechanical Scrutiny per the following guideline" Demonstration vehicles traversing closed road sections of rallies will be subject to safety checking prior to each individual event. Checks will be of a general safety nature and will take into account the age and period of the vehicle and the requirements of that time. Checking can take place at main scrutiny or at an alternate venue to the main scrutiny. An event scrutiny sheet will be completed in respect of each vehicle and a record maintained.

Safety clothing and helmets of an FIA standard must be worn by both occupants and HANS devices are highly recommended but not compulsory.

5.6. Documentation.
Both occupants must possess a current competition licence of the following grade. Drivers must hold a minimum of National B (or ASN equivalent). Co Drivers must hold a Navigators licence.

Participants must complete an event registration form and sign the indemnity (as per sign-on form attached), and must appear on the IRDS/BRDS database on the Motorsport Ireland website and pay the full premium and any additional loading as outlined on letter.

Evidence of any driver who is observed driving in a dangerous manner, or is involved in an accident, will be reported to the Stewards of the event. Penalties may be imposed as per GCRs.

Only those cars that are passed at pre event scrutiny as those involved in the Demonstration Run may take part in it. Cars that retire from any part of the main rally are not permitted to join demonstration run.

The number of cars participating in the demonstration run along with their names must be made available to the Stewards of the event at Pre Event Stewards meeting.

EVENT NAME AND DATE

RALLY CAR DEMONSTRATION RUN SIGN ON

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

My age (driver) is ..... (If applicable, state "over 18 years").
My age (co-driver) is ..... (If applicable, state "over 18 years").

(b) I declare that to the best of my belief the driver(s), passenger(s) possess the standard of competence necessary for an event of the type to which this entry relates and that the car entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.
I declare that the use of the car hereby entered is covered by insurance as required by the Road Traffic Act, which is valid for such part of this event as shall take place on roads as defined in the Act.

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

(d) Any indemnity and/or declaration as prescribed by sub-paragraphs (a) and (b) above which is signed by a person under the age of 18 years shall be countersigned by that person's parent or guardian, whose full names and address shall be given.

First Driver: .....
Address:.....
Telephone No.: .....

Second Driver: .....
Address:.....
Telephone No.: .....

Details of Car:
Make: ..... Model: .....
Registration Number: ..... Colour: .....

Please Sign:
First Driver .....
Second Driver .....
Parent/Guardian (if applicable): .....