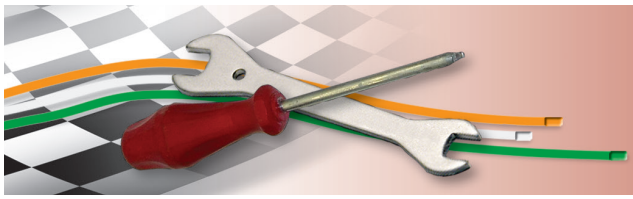


SCRUTINY REQUIREMENTS

INTRODUCTION:

An entrant shall be deemed to have full knowledge of their car and to vouch for its eligibility by the act of their car being presented for scrutiny at the start.

The regulations should be interpreted on the basis that if it does not say you can do it then you cannot.

The details on the top of the MOTORSPORT IRELAND Scrutiny Sheet must be filled in and signed by the Entrant/Driver and all equipment including competition numbers and all advertising must be affixed before the car is presented to the scrutineers. If components or equipment is added or modifications are made after mechanical Scrutiny the vehicle must be represented for re-scrutiny. Cars must not be presented to scrutineers with warm engines and in addition must be presented at scrutiny in a clean and tidy condition, with presentable body and paintwork, ready to compete.

Scrutiny is passed only when a scrutiny sheet is signed by a scrutineer nominated for that event.

The onus rests with the competitor to enter a class for which their car is eligible. Classes are final at scrutiny.

Rallies and Navigation Trials: Competitors are reminded that their cars must comply with the Road Traffic Act at all times and that they must make all reasonable efforts to ensure this.

Race: Transponders to be fitted as low as possible maintaining line of site with the track, this position being at the discretion of an appointed event scrutineer or the Class Technical Liaison.

1. HEADLAMPS, DRIVING LAMPS

1.1. Navigation Trials.
Standard headlights may only be supplemented by two additional lights. All such lights must extinguish on dipped beam. If additional lights are fitted, any supplementary manufacturer's lights must be removed. The wattage of all bulbs in forward facing lamps must comply with the RTA.

1.2. Stage Rally and Rally sprints.
The number of auxiliary lamps must comply with F.I.A. Year Book - (Maximum 8) Applies to all Classes as per Appendix 29.1 of current yearbook). All auxiliary lamps must extinguish on the dipping system.

1.2.1. The use of Gas discharge lights on open road section of Stage Rallies is prohibited, either as additional lights or as standard headlights, unless they are part of the original vehicle manufacturers specification.

1.3. Racing.
All forward facing lights to be taped. (Clear material to be used where working lights are required).

2. BRAKE LIGHTS, INDICATORS, REVERSE LIGHTS.

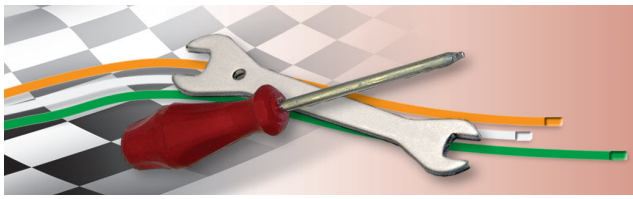
2.1. Reverse Lights must only work when the gear lever is in the reverse position. (except Retro's where no provision exists for the switch in the Gearbox) Scrutineers must insist on any incorrect lamp being removed; this includes the rear lamp.

2.2. Racing & Rallycross - Brake & Rain Lights.
Brake Lights: Saloons and Historic or Classic Cars must have 2 rearward facing brake lights with bulbs of 21 watts minimum or FIA approved LED equivalent. Brake lights clearly visible. (Rallycross, at high level in rear window) Rain Lights: Single seat cars, Saloons & Classic must have a rearward facing red rain light of 21 watts minimum or FIA approved LED equivalent. (Rallycross, at high level in rear window). All lights must be in working order. Road going Historic cars complete with stop and tail lights do not require rain lights.

3. STEERING, BRAKES, SUSPENSION.

3.1 .Steering.
Must all be in very good condition. Steering freeplay will not be allowed. Scrutineers will particularly check universals, rubber couplings, the column shaft for any twisted splines and the condition of the steering wheel. Steering anti-theft device (steering lock) must be rendered inoperative by removal. The column adjusting system must be secured. i.e. may only be operated with tools. Where a quick release mechanism is fitted to the steering wheel it must consist of a flange concentric to the steering wheel axis, coloured yellow through anodisation or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.

3.2. Brakes.
A good firm pedal is required, with no fluid leaks, no perished hoses, no pure copper or corroded pipes. Brake and clutch fluid reservoirs may be fixed inside the cockpit. In which case, they must be securely fastened and be protected by a liquid and flame resistant covering.



3.2.1. Race / Hillclimb.
A Dual Circuit Braking System is compulsory for all cars. (with the exception of historic cars).

3.2.2. Others.
A Dual Circuit Braking System is compulsory for all cars. (with the exception of historic cars) Mechanical parking brake: All vehicles must be fitted with a mechanical parking brake which may be applied while vehicle is travelling at any speed, and must be effective on a 1 in 6 gradient.

3.3. Suspension.
Ball joints and wheel bearings must be in good condition. Shock absorber mountings must be secure.

4. WIPERS, WASHERS, HORN & MIRROR.

4.1. Saloons.
Wipers must operate at an appropriate speed over an arc of the windscreen glass, which is sufficient to give the driver an adequate view.

4.2. Rallies.
The noise level produced by the audible warning device (horn) must be greater than or equal to 97dB during at least 3 seconds, measured 7m in front of the vehicle, activation must be available to the driver and it is strongly recommended for navigator's and to be reachable by either when belted / harnessed.

4.2.3. Rear view.
This shall be provided by an inside mirror (Saloons). Furthermore, all cars must be equipped with two outside mirrors (one on the right and one on the left). These rear-view mirrors may be as standard. Recommended for Pre 1955 cars, mandatory for all others in Race, Rallycross & Rallies.

5. FUEL TANK, FUEL-OIL-WATER-LINES,ELECTRICAL CABLES.

The ageing of safety tanks entails a considerable reduction in the strength characteristics after approximately five years. No bladder shall be used more than five years after the date of manufacture, unless inspected and certified by the manufacture for a period of up to another two years. Tank, pump and fluid lines must be properly secured, routed and hoses clipped. Clear plastic hoses must not be used for fuel. Fluid lines, including fuel, oil and brake, which are fitted externally must be protected. If fluid lines are routed through the passenger compartment, they must be metal or metal braid (except containers and fluid lines for windscreen washers and intercooler sprays) and must not be situated between the rollcage and bodyshell. Electrical cables must not be situated between the rollcage and bodyshell. Other than bulkhead connections there must not be any joins in the passenger compartment. Fuel tank may not be located in the engine compartment of a saloon car. Tank Cap must not protrude beyond bodywork; non dry break fillers fitted within the vehicle must have a drain-off funnel with separate drain to outside and must meet the requirements of Appendix 2-15. Internal or External Flip/hinged type caps are Not allowed. (with the exception of Pre 1955 vehicles for which it is highly recommended). Fuel tank breathers should be in a 'U' shape configuration or vent valve fitted.

5.1. Rally, Rallysprint, Rallycross, Autocross.
The passenger compartment must not contain any fuel, oil or hydraulic pumps or filters. (This includes power steering systems). Oil reservoirs, if fitted in a two compartment vehicle, must be rearward of the rear axle and enclosed in their own boxed-in section.

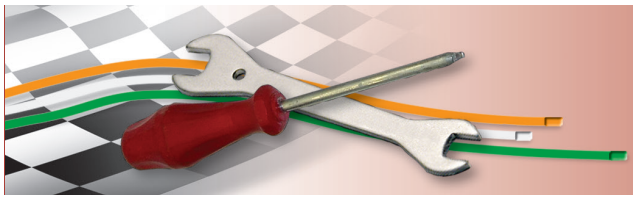
5.2. Rally.
In a 3 compartment car the fuel tank may not be located in the centre compartment. (The rear compartment may be extended into the centre compartment provided the requirements of App2 15 are observed). In the case of twin-volume cars it is permitted to use non-structural partition wall in transparent non-flammable plastic between the cockpit and the tank arrangement.

6. FIRE EXTINGUISHERS.

The containers must be securely mounted. Steel bolts and washers must be used for mounting (no aluminum rivets) All extinguishing equipment must be fire resistant. Plastic pipes are prohibited and metal pipes are obligatory. All nozzles must be mechanically secured with metal clips / brackets. NO plastic cable ties. All extinguishers must be adequately protected and their mounting brackets must have anti torpedo tabs.
Manual (Hand Held) extinguishers must have TWO quick-release metal fastenings and Fire System bottles must have TWO screw locked metal fastening straps as per FIA standards fitted. Their mountings must be able to withstand a deceleration of 25g. If any other system is fitted, it may be retained, but the apparatus below must also be carried. It is recommended that the regulations described below are taken as a minimum and competitors are free to use additional equipment that have retaining mechanisms which comply as outlined.

6.1 Race.
6.1.1. Single Seaters, Uno, Fiat Punto and Abarth saloon, Stryker Formula Sheane, Formula VEE and Saloon cars. Plumbed in 1.75 minimum AFFF or FIA approved equivalent including previous FIA standard, Viro3, Powder, DuPont FE-36.

6.1.2. All others (Excluding Rallies).
Plumbed in or 1 Handheld 1.75 AFFF or FIA approved equivalent including previous FIA standard, Viro3, Powder, DuPont FE-36.



6.1.3. Where a handheld extinguisher is fitted it must be accessible to the driver when normally seated.
6.1.4. Permitted extinguishants.
As per 6.2 below.

6.2. All Rallies.
Fire Extinguisher System as per 6.2.1. (minimum quantity of extinguishant 3kg) and Manual extinguishers as per 6.3.

6.2.1. All cars must be equipped with an extinguishing system from FIA technical list No16 or technical list No.52 (must be suitable for type of vehicle):
"Plumbed-in Fire Extinguisher systems homologated by the FIA" (Available from www.fia.com). All extinguishers must be adequately protected and may not be fitted forward of either crew members feet (centrally mounted is allowed). Exceptions are Metro 6R4 and Darrian. Any other exceptions will be notified in the MI Bulletin.

6.2.2. Both occupants must be able to trigger (and for electrically operated system, arm) the plumbed extinguisher when seated normally with their safety belts fastened and the steering wheel in place. All systems must be armed before departure from Stage Arrival Control. Furthermore a means of triggering from the outside must be combined with the circuit breaker switch, or situated close to it. It must be marked with letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

6.2.3. The system must work in all positions.

6.2.4. Extinguisher nozzles must be suitable for the extinguishant and be installed in accordance with the manufacturers instructions. Nozzles should not point directly at the occupants.

6.3. Manual extinguishers.
6.3.1. All cars must be fitted with one or two fire extinguishers. (minimum sizes are specified below).

6.3.2. Permitted extinguishants: AFFF, FX G-TEC, Viro3, Powder, or any other extinguishant homologated by the FIA.

6.3.3. Minimum quantity of extinguishant.
AFFF: 2.4 litres
FX G-TEC: 2.0 kg
Viro3: 2.0 kg
Zero 360: 2.0 kg
Powder: 2.0kg
FE 36: 2.0kg

6.3.4. All extinguishers must be pressurized according to the contents. AFFF: FX G-TEC, Viro3: and Zero 360: in accordance with the manufacturer's instructions Powder: 8 bar minimum, 13.5 bar maximum. Furthermore, each extinguisher when filled with AFFF must be equipped with a means of checking the pressure of the contents.

6.3.5. The following information must be visible on each extinguisher: - capacity - type of extinguishant - weight or volume of the extinguishant - date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check.

6.3.6. All extinguishers must be adequately protected. Their mountings must be able to withstand a deceleration of 25 g. Furthermore, only quick-release metal fastenings, with TWO metal straps, will be accepted.

6.3.7. The extinguishers must be easily accessible for the driver and the co-driver.

6.4.1. Historic cars plumbed in with one handheld complying with Motorsport UK Yearbook R49.

6.4.2. Rallycross and Autocross.
1 Handheld 1.75 minimum AFFF or plumbed-in 2.25ltr minimum. Permitted extinguishants: AFFF, FXG-Tec, FE36, Viro 3, powder or any other extinguishant homologated by the FIA. (See Appendix 2; 6.3.3.)

6.5. Hillclimb/Sprint.
All Cars must be equipped with either FIA Approved plumbed in system or handheld 1.75 AFF or FIA approved equivalent including previous FIA standard, Viro3, Powder, DuPont FE-36.

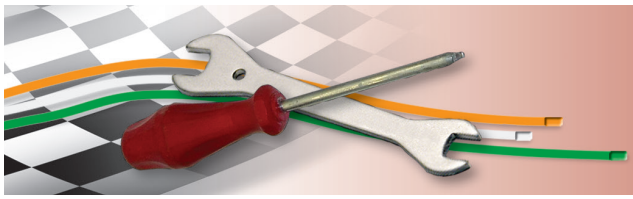
6.5.1. All single seaters must be equipped with FIA approved plumbed in system. The system must be armed when in the start area and during the competition.

6.5.2. Where a handheld extinguisher is fitted it must be armed when in the start area and during the competition and accessible to the driver when normally seated.

7. SAFETY BELTS / HARNESS.

During Special Stages Rallies and all speed events competitors must wear safety harnesses carrying a label issued by the relevant standards institute complying to FIA Technical List N° 24 & 57 (available from www.fia.com). Competitors are advised to check the FIA site regularly to ensure that the harnesses they are using remain approved.

7.1. Navigation Trials.
Minimum Lap and Diagonal to comply with the Road Traffic Act. If competition type seats are used, then the belts must pass through the belt holes in the seats (to ensure proper contact with the occupants).



7.2. Racing, Rallies & Rallycross.
For National events current FIA standard including 8853/98, 8854/98 & 8853/2016. (Belts will remain valid for 10 years after the date shown on the relevant label). Minimum 5 point belt's i.e. must have crotch strap.

For International events FIA rules apply. (National rules apply ***to cars competing in national classes*** on international events).

7.3. Rallysprint, Autocross.
Current FIA standard including 8853/98, 8854/98 and 8853/2016. No date restrictions apply.

7.4. Hillclimbs & Sprints.
Current FIA standard including 8853/98, 8854/98 and 8853/2016, (Belts will remain valid for 10 years after the date shown on the relevant label).

For International events FIA rules apply.

In addition, for Classes 1A, 1B, 2, 4, 5, 8A, 8B, 9A, 9B & 10 (as defined in Appendix 81 of the MI Yearbook). No date restrictions apply on national events.

Note: All safety belts/harnesses, regardless of age, must be in a suitable condition for their continued use in competition. Safety belts/harnesses will be periodically examined by a scrutineer, appointed by the MI Technical Commission, with particular attention made to those whose FIA homologation has expired. Safety belts/harnesses deemed unsuitable must be withdrawn from use immediately. The MI scrutineers decision will be deemed final.

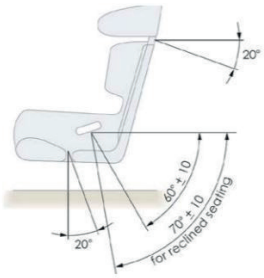


Figure 13 Side view to show recommended belt angles

Motorsport Ireland reserve the right to review this permission for extended use of safety belts/harnesses at any time should they deem it necessary. (This will be reviewed by the MI Technical Commission by 31/12/2023 and notification of any changes will be posted).

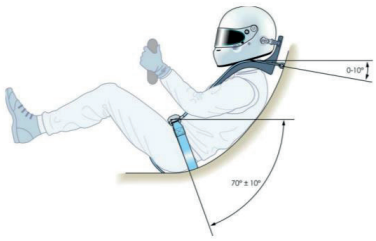


Figure 14 recommended belt angle for open cockpit cars

7.5. Fixing.
It is recommended that Shoulder straps, Lap straps & Crotch straps to be fixed as per Figure 13 & 14 below depending on vehicle.
Belts should be replaced after a heavy accident. Mounting points to the body should be very secure. Frayed, heavily soiled seat belts will not be accepted. Seat belts must be worn by competitors correctly adjusted at all times during events.

7.6. Deleted

7.7. Recommendations.
It is reminded to all drivers and scrutineers that in case of a severe crash, a car's safety belts will be stretched, and therefore lose their shock absorbing capacity for further impacts. It is therefore imperative to change any harness which has undergone a high deceleration and in such situations the scrutineers may remove the homologation label. It is the duty of the scrutineers to refuse any harness which is in poor condition, even if the validity limit has not yet expired, and to remove the homologation label.

7.8. Seat belts cutters (2x) must be carried in all rally cars. These must be accessible to both occupants whilst seated and belted.

7.9. Seat belt cutter must be carried in all autocross competing vehicles.

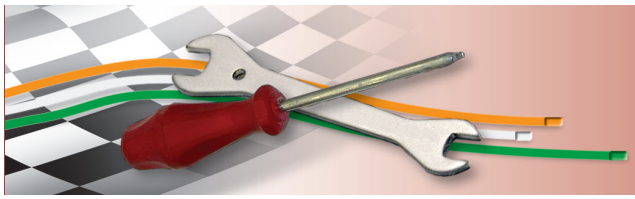
8. TYRES AND WHEELS.

Wheels must not extend beyond the periphery of the bodywork on Saloons all events.

8.1. Rallies.
Cars must be presented at Scrutiny only on tyres which comply with the Road Traffic Regulations.

8.1.1.
If (Racing) slick tyres are used they must comply with the following.

8.1.2. A number of equally spaced grooves to be positioned circumferentially. These will vary



according to the width of the tyre, with a minimum of three grooves irrespective of tyre width.

8.1.3. The maximum spacing between grooves or between the outer groove and the tyre shoulder will not exceed 50mm and will be such that the distance between the outermost grooves is not less than three quarters of the thread width.

8.1.4. The measurement of other than straight circumferential grooves of whatever configuration, will be through the centre line of the pattern.

8.1.5. The minimum groove width will be 2mm at all times.

8.1.6. The minimum depth of groove will be 3mm on a NEW tyre, and not less than 1.6 at any other time.

8.1.7. The unauthorised grooving of slick tyres is prohibited.

8.1.8. Racing tyres are prohibited for Rallies e.g. Tyres marked with "for Racing Purposes only" or "Not for public highway use", Buffing of tyre side walls will render unfit for use. Tyres should be sound and in roadworthy condition. The wheels are free, respecting the homologated

diameter (article 801.a), and the homologated width (article 801.b) for Group N which is considered as a maximum. and as per FIA Appendix J for Group A Remould Tyres which comply with Irish Standard 412- 1988 and/or British Standard AU 144 or their European Equivalent and carry an "H" Rating or higher may be used on Tarmac Stage Rallies.

8.1.9. The inside of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air (inner tube allowable, maximum wall thickness 3mm). In other words, the use of any device allowing the tyres to maintain their performance at an internal pressure equal to or less than the atmospheric pressure, is prohibited.

8.3. Racing. As per individual class regulations. A 1.6mm tread depth is the minimum requirement in the case of treaded tyres.

8.3.1. Rallycross.
The complete wheel (flange, rim and tyre) must always fit inside a U shaped gauge of which the extremities are:

250mm for 2 wheel drive
200mm for 4 wheel drive

The measurement to be made on the unloaded part of the tyre, but with the car in race condition and with the driver on board. The use of tyres fitted with studs, spikes or chains is not permitted.

International events.
Slick tyres are prohibited. Grooved/moulded tyres are authorised on the basis of designs homologated by the FIA. Ref. Appendix J 279.3

9. NOISE CONTROL.

Induction and exhaust noise levels must not be offensive to the public. The exhaust system must remain in place and in operation throughout the event. A silencer must be incorporated in the system. Organising clubs may exclude any car with excessive noise.

Induction Noise: For Navigation Trials an air filter must be fitted.

Exhaust Noise: Navigation/Endurance Events, 100 DBA maximum at 3500rpm. (2500 for Diesel engines). Rallycross and Rallysprint, 105 DBA maximum. Rallies, (National and International) All cars used in Rallies and unless the limits imposed by the local authorities are lower, the noise level on the open road must not exceed 103 dB(A) for an engine rotation speed of 3500 rpm and 2500 rpm for diesel engines. Noise testing to be carried out in accordance with current FIA approved method of testing.

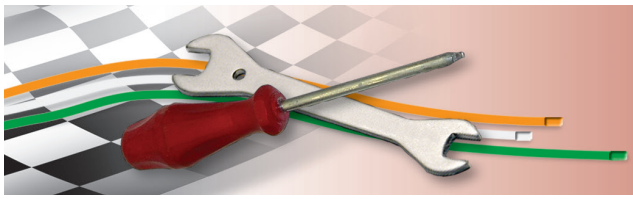
10. SECURING OF EQUIPMENT INCLUDING BATTERY.

10.1, Rally, Rallycross, Autocross, Rallysprint.
Battery, tools & equipment must be firmly secured. Scrutineers strongly advise against locating the battery in the cockpit. In the event of this being necessary, the battery must be a non-spill type and securely fixed in a leak-proof box. In this case, the protection box must include an air intake with its exit outside the cockpit (see FIA appendix J drawings 255-10 and 255- 11). If the battery situated in the cockpit is a dry battery, it must be protected electrically by a cover which covers it completely and must conform to the statutory requirements for motor vehicles.. Where a passenger is carried it may NOT be mounted directly forward of their feet (i.e. not behind footrest). All removable equipment (tools, spares, etc., with the exception of belt cutters) must be mounted rearward of the seats, as per FIA regulations. Exceptions are Metro 6R4 and Darrian. Any other exceptions will be notified in the MI Bulletin.

10.2. Race, Hillclimb.
Any battery situated in the cockpit must be a dry battery and must be protected electrically by a cover which covers it completely.

11. THROTTLE CLOSING.

Each carburettor must have its own return spring and an additional external spring must be fitted on the throttle linkage (butterfly shaft end).



12. WARNING TRIANGLE - ALL RALLIES.

A free standing triangle must be carried in the cockpit of each competing car.

13. L.P. GAS

This is allowed but must conform to the Motorsport Ireland requirements; (M.S.B. No. 48, May 1983). This means double straps (i.e. 4) all in leak-proof case with Inspection plate.

14. GENERAL CONDITION.

Cars to be in a clean and tidy condition. All workmanship should be of the highest standard. Load bearing structures to be generally free from rust. All material must be in place before scrutiny. Details are included in the GCRs, Articles 116 – 120 inclusive. Scrutineers will inspect cars during any event and may recommend excluding a car that is in a unsafe condition. The Scrutineers' opinion will determine what is a clean and tidy condition.

14.1. Windscreen and windows shall bear no advertising, with the exception of a maximum 10cm high strip on the upper part of the windscreen (20cm for circuit racing classes, unless otherwise stated in class sporting regulations) and, provided that this does not interfere with the visibility of the driver, an 8cm high strip on the rear window (15cm for circuit racing classes, unless otherwise stated in class sporting regulations). For International events FIA rules apply. Maximum 10 cm on the upper front windscreen and 8cm on the rear.

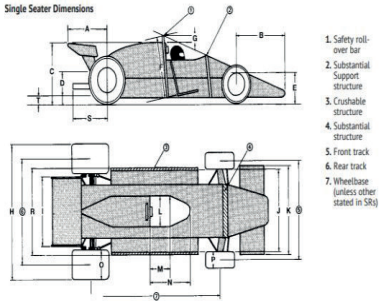
14.2. When an on-board television camera or other recording device is fitted, written notice that the equipment is being carried must be given to the COC.
Camera Mounting.
The mounting of any camera must be specifically approved by the Scrutineer during pre-event scrutineering. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method. External cameras are not allowed unless required by the event / championship regulations, in such cases they should be mechanical mounted and where possible a secondary means of attachment should be used. Where Event or Championship Regulations require the fitting of a camera, the location and method of fitting should be specified. Where forward facing cameras are fitted for judicial purposes, they should be mounted so as to capture an image that provides a 'driver's eye' view that should include, where possible, the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees. In open wheel cars and karts both front wheels should be in view where possible. The fitting of rear-facing cameras may also be required for judicial purposes.
Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve position and non-mechanical mountings. Attaching cameras to Helmets is strictly forbidden.

14.3. Race, Rallycross, Autocross & Rallysprint.
If internal door trims are removed they must be replaced with sheeting made from metal at least 0.5mm thick or from carbon fibre at least 1mm thick or from another solid and non-combustible material at least 2mm thick. For Rallies, Rallycross and Rallysprints door frames must not be altered.

14.4. Air Bags & Seat belt tensioning systems.
It is recommended that these systems be rendered inoperative and removed where possible.

14.5 Aerodynamic devices.

14.5.1 All devices must be fixed and only changeable with the aid of tools.



Notes: Maximum height is measured with the driver aboard.
Maximum height excludes safety roll-over bar on which there is no maximum height.
FIA substantial support structure (2) and (4) apply only to certain International Formulae

Single Seater Dimensions
All dimensions in cm
Refer to Drawing

(A)	Maximum rear overhang from rear wheel axis unless specified otherwise	100
(B)	Maximum front overhang from front wheel axis	N/A
*(C)	Maximum height measured from the ground	90
(D)	Exhaust height measured from the ground	
(E)	Maximum body height in front of front wheels	
(F)	Minimum safety roll-over bar length in line with drivers spine	92
(G)	Minimum allowed helmet clearance	5
(H)	Maximum width	N/A
(I)	Maximum rear aerofoil width	95
(J)	Maximum body width behind front wheels	N/A
(K)	Maximum nose width	N/A
(L)	Minimum cockpit opening	45
(M)	Minimum cockpit parallel opening length	30
(N)	Minimum cockpit overall opening length	60
(O)	Maximum rear wheel width	N/A
(P)	Maximum front wheel width	N/A
(R)	Maximum width including crushable	N/A
(S)	Maximum exhaust length from rear wheel axis	–
(T)	Minimum ground clearance	4
(7)	Minimum wheelbase (unless stated otherwise in SRs)	183

(* Except for within 450mm rearward of the front face of the ROPS and for a maximum of 150mm either side of the centre line where bodywork may not be more than 25mm higher than the upper surface of the ROPS.)

14.5.2 Rallies.
The rear aerodynamic device must be entirely contained within the frontal projection of the car without its rear-view mirrors.

14.5.3 Hillclimbs and Sprints.
Aerodynamic devices must not extend beyond the maximum width of the vehicle, above the maximum height of any roof except hatchback saloons which must not be more than 150mm above roof line, or for an open car the maximum height of the ROPS.
For Saloon and Sports Cars such devices must not extend longitudinally from the bodywork by more than 150mm.
For Sports Racing Cars such devices must not extend longitudinally from the rear wheel axis by more than 1100mm.

14.5.4 All others.
Such devices must not extend beyond the maximum width of the vehicle, above the maximum height of any roof, or for an open car the maximum height of the ROPS.
For Saloon and Sports Cars such devices must not extend longitudinally from the bodywork by more than 100mm.
For Sports Racing Cars such devices must not extend longitudinally from the rear wheel axis by more than 1100mm.
Racing Cars must comply with drawing below.

15. FIRE WALLS.

15.1. Firewall.
A firewall is mandatory between fuel tanks, fillers, associated pipes and occupants, and between engine and occupants. If the tank is under the floor, the floor is the firewall. Any firewall should be of a fire-resistant material and sealed with fire-resistant sealant sufficient to prevent the passage of flame or liquid..

15.2. Exhausts.
Exhaust Systems on Saloon and Sports Cars must exit beyond the body work.

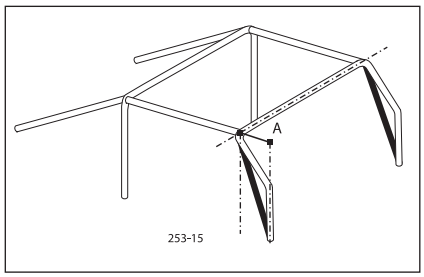
16. Roll Over Protection Systems (ROPS).

All Homologated or ASN Certified (ROPS) must have the appropriate certificate e.g. as shown in the homologation form.

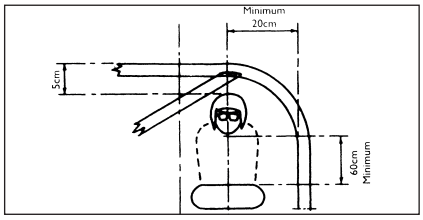
Vehicles which do not have Homologated or ASN Certified ROPS will require a cage fabricated in compliance with FIA Appendix J 253.

Having a main hoop made of 45mm O.D. x 2.5mm wall thickness or 50mm O.D. x 2.0mm wall thickness C.D.S. steel.

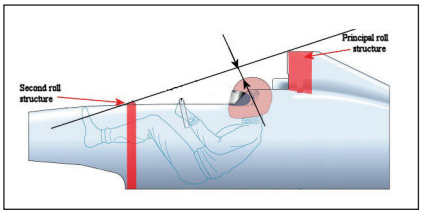
All welding must be of the highest quality possible, with full penetration (preferably using gas shielded arc). All joints must be fully welded, (unless homologated otherwise). Fixation plates must be of at least 2mm thick. The fixation of



the main roll bar pillars must be attached with at least 2 bolts of 8mm high tensile steel. All pillar fixation mountings must be reinforced under the body by plates of 3mm thickness and at least 1.5 times the area of the mounting plates. The fixing of door intrusion bars on both sides of the vehicle is compulsory (dual door intrusion bars will be mandatory from 1/1/2016). They should not obstruct access to the front seats and not encroach on the space provided for the driver and co-driver. As per Appendix J 253-49. All the joints must be solid, the use of hinged joints is allowed for door bars (intrusion and diagonal) and removable members which do not form part of the main cage structure as per FIA Appendix J 253. (See also Appendix 2 – 5)
16.1. The following models of cars: Toyota Corolla AE86, Honda Civic Model EK, Opel/Vauxhall Corsa B/Nova which do not have a homologated or certified cage (or do not have the homologation papers or certificate for their cage) must have Windscreen Pillar Reinforcement (WPR) bars fitted in accordance with FIA Sporting Code Appendix J Article 253 (Ref FIA Drawing 253-15) or alternatively where a driver has concerns that he/she will be physically impeded from exiting the car FIA Sporting Code Appendix J Article 253 (Ref FIA Drawing 253-31) can be used, if possible it is recommended that both should be used. In all other cases the fitting of reinforcement bars in compliance with the above is highly recommended. For further information refer to FIA International Sporting Code Appendix J Article 253 8.3.2.1.4. Windscreen Pillar Reinforcement (WPR).



WPR may be bent on condition that it is straight in side view and that the angle of the bend does not exceed 20 degrees. Its upper end must be less than 100 mm from the junction between the front (lateral) rollbar and the longitudinal (transversal) member (see drawing 253-52 for the measurement). Its lower end must be less than 100 mm from the (front) mounting foot of front (lateral) rollbar.
Where the alternate is used (Ref: FIA Drawing 253-31) the bar must be a maximum of 300mm down from the top of the main hoop and a maximum of 250mm from the B pillar on the bar connecting the main hoop to the front leg of the cage WPR (or alternative) must be fitted symmetrically on both sides of the cage.
16.2. Protective padding.



Where the occupants' bodies could come into contact with the safety cage, non-flammable padding must be securely fitted to the cage for protection.
16.3. Where the occupants' crash helmets could come into contact with the safety cage, the padding, securely fitted, must comply with FIA standard 8857-2001, type A (see technical list No. 23 on www.fia.com "Roll Cage Padding Homologated by the FIA"). A minimum distance of 15 cm between crash helmet and safety cage padding is recommended.

16.4. The upper part of the driver and co-drivers helmet must be at least 5 cm below the top of the rollbar hoop.

16.5.
The gap between Drivers helmet and the line between the principal roll structure and the second roll structure as shown in the diagram above should be no less than 5cm.

17. HELMETS.

During Special Stages Rallies and all speed events competitors must wear crash helmets carrying a label issued by the relevant standards institute complying to FIA appendix L Chapter 3 Article 1 TECHNICAL LIST No 25 (available from www. FIA.com). Competitors are advised to check the FIA website regularly to ensure that the helmet they are using remains on the list of approved helmets.

Refer to Appendix 5 of the current Yearbook for specimen labels.

For MI National events helmets remain valid for a further 5 years after they have been removed from the FIA listing. NB all helmets must be in good condition.

The scrutineers may refuse any helmet which is in poor condition / damaged or repaired, even if the validity limit has not yet expired, and may remove the homologation label in consultation with TAG.

For International events FIA rules apply (National rules apply ***to cars competing in national classes*** on international events).

Furthermore in open cockpit vehicles and soft tops a full face helmet must be used at all times.

It is compulsory for all Autocross drivers of Single Seaters, Specials & Buggies to wear a full face helmet with a visor or goggles.

17.1. MI (or Motorsport UK equivalent, as long as helmet meets required MI standards) Safety Helmet Approval stickers must be in position on all helmets. These tamperproof stickers will be available from selected scrutineers (at a cost of €2 each) and will be placed on helmet as close as possible to rear of right ear position.

17.2. Painting a helmet with water base paint is permitted. Covering a helmet with material such as vinyl is not permitted for any class of motorsport that requires competitors to use fire retardant clothing/helmet lining.

Vinyl wrap is permitted on helmets approved for kart racing and will have a Safety Helmet Approved sticker (as per App 2-17.1) with the letter "K" before the ID number.

17.3. The wearing of a head restraint approved by the FIA, e.g. HANS®, is required as follows:

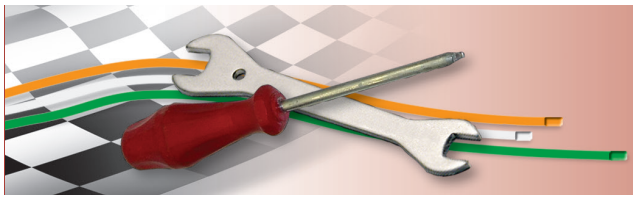
17.3.1. Mandatory for Special Stage Rally driver's and co driver's, (including "00" Safety cars) with the exception of Historic Rally Category 1 vehicles (pre-1968).

17.3.2. Mandatory for Race, Hillclimb & Sprint drivers with the exception of pre 1955 vehicles.
17.3.3. Mandatory for all RallyCross classes.

17.3.4. Highly Recommended for Autocross & Rallysprint drivers and co drivers (Rallysprint).

Note: Historic Rally Category 1 vehicles (pre-1968) must run in period specification and have documentary proof of same e.g. FIA HTP / HRVIF.

17.4. Deleted.



18. BONNET AND BOOT FASTENINGS.

At least two additional fasteners for the front and rear bonnet and boot lid. The original fasteners having been rendered inoperative. Compulsory for Gp. A/R and "Modified" Rallycars. Race compulsory by removal. Strongly recommended for Gp. N Rallycars and all Saloon Racing Cars. Bonnet must close in its original position.

18.1. Rallies.
Bonnet and boot lid may be fibreglass / composite but must have internals / bracing similar to original bonnet / boot lid and must be fastened by way of four bonnet pins (two front and two rear), or by original type hinges and two bonnet pins and must close in its original position. Application: all modified rally cars.

19. WINDSCREEN/WINDOWS.

All cars must have a laminated (or FIA homologated) windscreen fitted at all times throughout the event which is clearly marked. Scrutineers will reject cars having laminated windscreens which are damaged (including delaminating) to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the event.

19.1. Sunstrip.
A sun strip for the windscreen is authorized, on condition that it allows the occupants to see the road signs (traffic signs, traffic lights etc). This sun strip must not cover more than one third of the depth of the visual area of the windscreen.
19.1.1. Sunstrip – Circuit Racing Classes
For Circuit Racing Classes, unless otherwise stated in class sporting regulations the top 250mm or advertising strip plus 50mm, whichever is the greater, may be non-transparent and the remainder must be transparent and no darker than Road Traffic Act (RTA) allows. (The glass in the windscreen will be required to have a light transmission level of not less than 65% in order to pass the NCT test. I.E. Tinting must not be greater than 35%).

19.2. Anti-shatter film.
If the side windows and the glass sunroof are not made from laminated glass, the use of transparent and colourless anti- shatter films on the inside of the side windows and sunroof is mandatory. The thickness of these films must not be greater than 100 microns. but must allow the interior of the vehicle and its occupants to be visible, in normal daylight, from a distance of 5 meters. The use of silvered or tinted films can be authorised for Groups N and A ONLY (not for modified cars) in rallies only, on the side and rear windows and on the glass sunroof, and only on the following conditions:

1. Openings in these films must allow a person outside the car to see the driver as well as the contents of the car.

2. This authorisation must be mentioned in the supplementary regulations of the event.

19.3. Non Glass Side Windows.
Polycarbonate windows (No Perspex) (not allowed in Groups A,N or R unless homologated) minimum thickness of 3.8mm must not be opaque and must allow the interior of the vehicle and its occupants to be visible, in normal daylight, from a distance of 5 meters.

19.4. Window Webbing.
It is compulsory for all Saloon cars to be fitted with a protective webbing to the driver's and passengers (if applicable) side window opening if this window is left open more than a maximum of 70mm during competition. This will also apply to historic cars fitted with hardtops

19.5 Hillclimb and Sprints.
Homologated / Manufacturer supplied polycarbonate windscreens may be used.

20. HEADREST & SEATS.

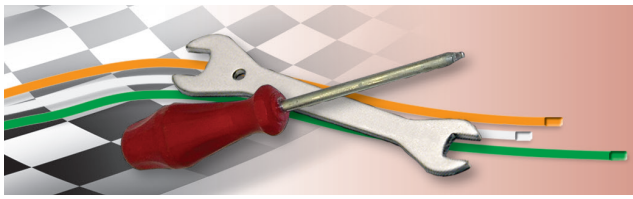
20.1. Race.
As per Class regulations.

20.2. All Rallies and Rallycross.
All seats must comply with current FIA standard including 8855/99 standard (FIA technical list 12 available from www.fia.com). Competitors are advised to check the FIA site regularly to ensure that the seats they are using remain approved.

In accordance with FIA Standard 8855-1999 seats are valid for 5 years from the date (manufacture date) shown on the label. For MI National Events seats remain valid for a further 10 years after this (i.e. for MI National Events seats are valid for 15 years from the date shown on the label). For cars competing in the international ***classes*** of international events, FIA standards will remain applicable. For cars competing in the national ***classes*** of international events, the rule as stated above for national events will be applicable.

Note: All seats, regardless of age, must be in a suitable condition for their continued use in competition. Seats will be periodically examined by a scrutineer, appointed by the MI Technical Commission, with particular attention made to those whose FIA homologation has expired. Seats deemed unsuitable must be withdrawn from use immediately. The MI scrutineers decision will be deemed final.

Motorsport Ireland reserve the right to review this permission for extended use of seats at any time should they deem it necessary. (This will be reviewed by the MI Technical Commission by 31/12/2023 and notification of any changes will be posted).



20.3. All others.
Headrest must be present for each occupant. Ref. Appendix J 253 16. Compulsory for all cars, as an integral part of the seat. No 'slip on' or adjustable varieties. High back seats are compulsory for all classes.

20.3.1. Hillclimb / Sprint.
For cars in classes 1, 2, 8 (as current MI Yearbook) currently homologated seats will be accepted with no date limit.
Class 4 as per HRCA & FIA Appendix K (when using currently homologated seats no date limit applies).
All other classes as 20.1 or 20.2 as applicable.
20.3.2. Rallysprint & Autocross.
Currently homologated seats will be accepted with no date limit.

20.3.3.Rally Cars.
Seats with side impact protection are highly recommended for all rally cars.

N.B. All seats must be in good condition and mounted in accordance with FIA Appendix J 252 . The scrutineers may refuse any seat which is in poor condition / damaged or repaired, even if the validity limit has not yet expired, and may remove the homologation label in consultation with TAG.

21. TOWING EYES.
Front and rear towing eyes which are adequate must be fitted and clearly marked and accessible to rescue services with the exception of single seaters.(Exhaust clamp not acceptable)
21.1. All Rallies.
Towing eyes must be clearly visible and painted in yellow, red or orange. The carrying of an appropriate tow rope is mandatory.

22. GENERAL CIRCUIT BREAKER.
It must be operable from both inside and outside the car, clearly marked with a red spark on a white edged blue triangle. The circuit breaker must stop the engine and isolate all electrical circuits. It must operate independently to a plumbed in extinguisher system (unless Homologated). As for the outside, the triggering system of the circuit breaker will compulsorily be situated at the lower part of the windscreen mounting for closed cars (N.S. recommended). The inside switch must be operable by all occupants when seated normally with their seat belts fastened and the steering wheel in place.

23. CLOTHING AND OVERALLS.
The wearing of rain suits made from flammable material over flame retardant overalls is not permitted.

23.1. Rallies, Rallycross, Racing, Hillclimb/ Sprint & Rally sprint.
National Events: Current FIA homologated Flame retardant overalls, underwear, socks, boots, balaclava are compulsory (for Rallies both crew members) with gloves compulsory for drivers. Flame retardant overalls must cover the arms to the wrists, the legs to the ankles and the torso to the neck during the competitive sections of the event. Failure to wear gloves, a crash helmet, flame retardant overalls, underwear, socks, boots, balaclava and seat belts, properly fastened on the arrival to start a stage/race/timed run or during a stage/race/timed run may carry the penalty of exclusion. ***For clarification a stage ends at the stop car and a race when cars are back in parc-ferme.*** It is mandatory that FIA approved clothing be used at all times. (Clothing will remain valid for 5 years after the expiry date shown on the relevant FIA Technical List subject to being in adequate condition).

23.1.1. Autocross
FIA homologated 3 layer overalls 1986 (or subsequent standard) and gloves to FIA 1986/ ISO standard (or subsequent standard). All other clothing i.e. underwear (top & bottom), socks, boots & balaclava FIA 8856-2000.

For Hillclimb/Sprint; ONLY classes 1, 2, 4, 5, 8 (as defined in Current MI Yearbook) may use above. ALL other classes as per (23.1).

The overalls and gloves must be in good condition; worn/damaged items will NOT be accepted.

Failure to wear gloves, a crash helmet, flame retardant overalls, underwear, socks, boots, balaclava and seat belts, properly fastened on the arrival to start a timed run, or during a timed run may carry the penalty of exclusion.

23.2. International Events.
FIA Approved clothing, overalls, underwear, balaclava, socks, shoes, and gloves (optional for navigator) homologated to Current FIA standard (FIA Technical lists 27 & 74 or later) must be worn at all times during practice/qualifying / competition and shall not be removed until Parc Ferme or Stop car.

N.B. FIA Approved flame retardant underwear must be worn. The Name and Blood Group of all competitors should be embroidered (all embroidery/badges to FIA regulations.) or otherwise clearly marked on the overalls. The name and blood group on the overalls must be that of the competitor who is wearing them.

24. WINDOW WEBBING.
(Please refer to rule 19.4)

25. SUNROOFS.
Glass sunroofs (if not on homologation papers) must be replaced by a panel of steel and be at least the same thickness as the remainder of the roof and be firmly secured in the closed

position. Application: all groups, unless the series production fitting is maintained.

26. ADDITIONAL SAFETY INFORMATION RALLIES.

26.1. It is strongly recommended that a first aid kit is carried in both Rally car and Service vehicles.

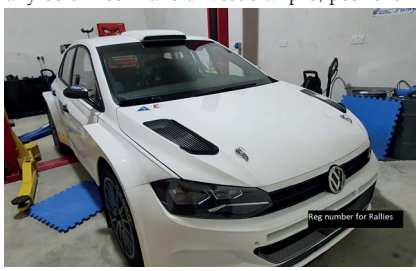
26.2. Spare wheels, jacks, wheel braces, tools and spare parts must be securely fastened in position. Scrutineers or other officials will remove loose items from cars at stage starts.

27.

Competition Car Log Books (CCLB).
CCLB are required for certain sporting disciplines as detailed below and in the specific discipline regulations.

Any CCLB issued will remain the property of Motorsport Ireland, which reserves the right to withdraw or suspend it at any time, stating the reason why.
Mandatory for the following disciplines of Motor Sport.
a) Stage Rallies, Rally Sprints.
b) Historic Stage Rallies
c) Rallycross
d) Autocross
e) Hillclimbs and Sprints
f) Racing

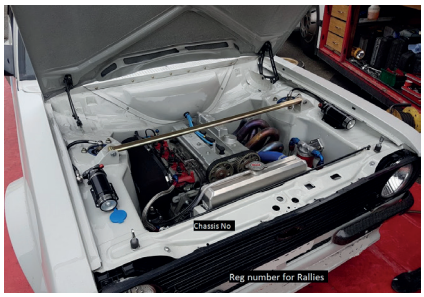
27.1. Cars presented to scrutineers without a log book or proof of application for same will NOT be permitted to start. Logbooks will not be issued during scrutineering. Log books must carry the current owners name, MI Licence number and address, but if the car is hired, documentary evidence of ownership will be required. Should any scrutineer have an issue at pre/post-event



scrutineering or during the event the logbook may be retained/requested by the scrutineers and held until the issue is dealt with.

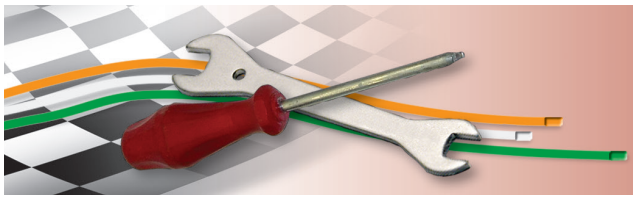
27.2. To obtain a log book a Vehicle registration document or Tax Book (where appropriate) containing the vehicle identity number is required.

27.3. Recent colour print photographs minimum



4″ x 3″ maximum 6" x 4" is required to be affixed to the log book. Front three quarter view (RH or LH) with the number plate legible (where appropriate). Also Engine bay / Chassis from front (or rear if rear/mid engined number plate legible where appropriate).
27.4. Photographs will not be accepted if they are:
Not in colour
Polaroid
Out of focus.

Incorrect exposure making identity difficult
Showing wrong side of car not showing complete car Number plate missing (in the case of Rally cars).



27.5. Log Books must be returned to M.I. if asked for by M.I .or the chief scrutineer for the event or should any of the following occur:
Change of ownership
Change of address
Change of colour (with NEW photo)
Change of engine type or capacity
Change of Body Shell (New Shell new Logbook)
Vehicle Disposal or Dismantled
Damage to roll cage (ROPS)
Approved additional pages which carry the logbook number may be added for owners detail / comments by Official's and must be noted on the original Logbook
Log books refer to complete cars and may not be transferred with a body shell

27.6. Cost is €40 per new/replacement Log Book, for changes of details, (as listed in Art. 27.5), €20.

27.7. Motorsport Ireland Log Books will be accepted by Motorsport UK..

27.8.1. Appropriate Motorsport UK Log Books accompanying vehicles held by Motorsport UK competitors will be accepted.

27.8.2. Motorsport Ireland licence holders must have motorsport Ireland logbooks.

27.9. To obtain a log book or for any other queries in relation to Appendix 2 please contact MI office for details of a scrutineer in your area.

Motorsport Ireland, 34, Dawson Street, Dublin 2.
Tel: 01 6775628
email: info@motorsportireland.com
www.motorsportireland.com

27.10. Lost Logbooks.
Duplicates may be issued with an entry stating duplicate and the original logbook number it is replacing.

27.11. If a vehicle does not pass scrutiny on safety grounds its log book may be retained by Motorsport Ireland, or its officials, until a satisfactory out of competition inspection has taken place. If a vehicle is seriously damaged as the result of an accident the log book may be requested to be returned to Motorsport Ireland, or its officials, for retention and return following an out of competition inspection after repairs have been carried out.

27.12. Chassis Identification Seal (CIS).
It is mandatory for all cars competing in Stage Rallies, Rallysprints, Historic Stage Rallies, Rallycross, Autocross, Hillclimbs and sprints to have a Chassis Identification Seal (CIS) fitted.

Location: Saloon - The CIS will be fitted high up on the B pillar passenger side (Near side) and joined (by wire) to the top of the main hoop of the roll cage and noted in the Competition Car Log Book (CCLB). Open Cockpit - Main hoop of the roll cage / integrated chassis / stressed Integral Tub of the competition vehicle and noted in the CCLB.

Application: New logbooks (or alterations to logbooks under Appendix 2 Article 27.5) CIS will be fitted at time of inspection for new logbooks and when alterations are being carried out on existing logbooks.
The CIS may be removed if event Scrutineers deem it necessary.

28. ELIGIBILITY.

28.1. Homologation Papers - Group A, R and N Cars and cars in class 15.
Homologation papers must be produced at scrutiny and available on demand throughout the event. Note: Failure to comply will result in a car being automatically declared ineligible.

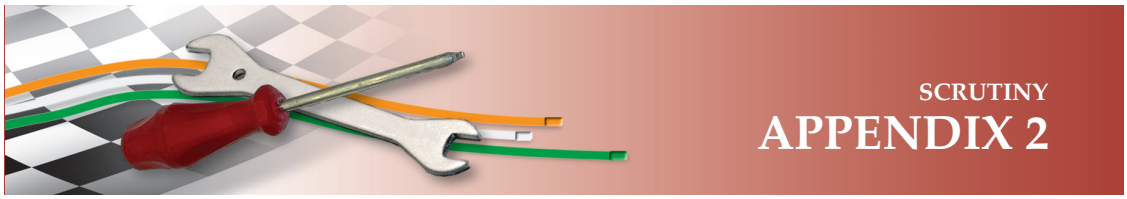
28.2. Fuel.
Petrol or Diesel in compliance with FIA Appendix J Art 252, Article 9. (Petrol Max 102 octane).
With the exception of cars competing in road going production category, cars competing in Motorsport Ireland speed events(Autocross, Rallycross, Rally sprints, Racing, Special Stage Rallying, Sprints and Hill Climbs)it must be possible to take a fuel sample. For fuel injected cars the facility must be a dry break fuel sampling coupling, approved by the FIA.
For all others an appropriate fitting to allow fuel sampling must be present. In addition competitors must carry and make available a 600mm minimum length of hose to which, where necessary, the appropriate mating part is to be attached.
Cars must have sufficient fuel for a fuel test at any time during an event. Minimum volume required is 3.5 litres.

28.3.. Comparison Rule.
Direct comparison between questionable items and production line components will be used wherever appropriate, in all classes.

28.4. Confiscation of questionable items.
The Scrutineers are empowered to confiscate any questionable component (including the logbook) they may consider necessary for further examination. Motorsport Ireland and its agents will not be held responsible for the safety of any confiscated items.

28.5. Onus for Paying Costs of Eligibility Checks.
The onus is on competitors to prove that their cars comply with the relevant regulations and the cost of any dismantling required must be borne by:

28.5.1. The competitor: when his/her car is either protested by another competitor or examined on the instructions of the organisers or Motorsport Ireland



and found not to comply with the regulations.

28.5.2. The person protesting the car: if the car is found to comply with the regulations.

28.5.3. Motorsport Ireland: If Motorsport Ireland or the organisers or the Stewards of a meeting request proof of eligibility involving stripping/ rebuilding, the entrant/competitor will be responsible for the full costs, whether found to be legal or not. If found to be "legal" however, the Scrutineers costs will not be added. The Clerk of the Course has the authority (Rule 163), taking all relevant factors into account to order that a deposit as determined by them to be lodged with Motorsport Ireland by the person(s) protesting. Motorsport Ireland's function being only that of a depositor pending the outcome of the technical investigation. If on investigation the protest is found to be valid and is upheld, the deposit will be immediately returned to the person protesting. If not upheld the deposit will not be returned until it is confirmed that the person(s) protesting has paid the expenses arising from the stripping and rebuilding and cost of the Scrutineer which may or may not exceed the deposit paid (GCR 163). N.B. Formula Vee has specified limits.

28.6 Capacity Checks.
Two sump securing bolts (one each side) must be cross-drilled to enable sealing of the crankcase assembly and a tell-tale wire installed. Failure to comply will result in a car being automatically declared ineligible.

28.6.1. Where specifications apply two transmission assembly bolts to engine (to enable sealing of the flywheel assembly) and two transmission assembly bolts (to enable sealing of the transmission assembly) must be cross drilled to enable wire sealing. Failure to comply will result in a car being automatically declared ineligible.

28.7. The organising Club must provide the Scrutineers with suitable facilities to carry out post event eligibility checks.

28.8. Historic rally cars.
See Appendix 29 Articles 17 to 20.

28.9. Sealing.

28.9.1. If a vehicle or any of its components are sealed for eligibility purposes or as a result of a protest, then this fact must be entered by the sealing scrutineer in the log book where relevant to the vehicle. The licensed Entrant or Driver must remain with the vehicle for the duration of the sealing process and acknowledge the examination procedure initiation by signing the issued Sealing Report. Failure to do so will result in the imposition of a fine as set out in the Schedule of Fees and Rule No.144. All subsequent vehicle eligibility examinations must be completed no later than the expiration of the forty fifth (45th) day after the sealing was carried out.

The onus is on the entrant/driver to make arrangements for examination with the sealing / eligibility scrutineer, this should be done within thirty (30) days to make sure there is enough time for examination to be carried out. Failure to give adequate notice for examination may result in personnel being unavailable to carry out checks within the stated time limit thus resulting in sealed components being deemed ineligible by default.

Even if a vehicle, or any of its components, are sealed as a condition of competing in a championship any eligibility inspections requested must still be completed within the same time scale.

Components sealed for eligibility purposes and checked by a manufacturer may be resealed by the manufacturer in the presence of an MI Scrutineer. Manufacturers are approved as experts for this purpose by Motorsport Ireland and trusted guardians. Motorsport Ireland recognizes the need for corporate confidentiality at the manufacturer's facilities. Therefore competitors or their guardian, agent, entrant or parent are not permitted to be present at such facilities. Any equipment used in the testing by the Manufacturer will be deemed to be correct.

28.9.2. Failure to comply with this regulation will automatically result in the relevant vehicle being declared ineligible for the competition for which it was entered and the results for such competitions will be amended accordingly. There is no right of protest or appeal against such a declaration which will be made by the Motorsport Department. If a vehicle is so deemed to be illegal then the seals must be broken by the 'sealing' scrutineer or his nominee and the same vehicle/ components re-sealed immediately and a further entry made in the log book."

28.9.3 Components sealed as a condition of competing (e.g. Turbo and Pop off valve) must have the seal numbers recorded on their scrutiny sheets. If the seal is not numbered a description must be recorded. Should a seal need to be removed during an event to allow repair or replacement of a part, this may only be done under the supervision of the chief scrutineer or an agent appointed by him.

28.10. Forced induction intake restrictor and mountings.
These must be as per Appendix J of the current FIA Yearbook (available from www.fia.com).

Cars registered before 1st January 1996, on National events, attachment by means of two needle screws will be acceptable. The heads of

both screws must be pierced so that they can be sealed. Appendix J requirements must be adhered to in all other aspects. This will be strictly enforced on all turbo charged cars.

29. SOS/OK BOARD.

Board must be carried secured to the underside of the roof within reach of both crew members in all cars competing in rally events. This board must be A4 size and made of corriboard 29cm x 20cm with lettering 9.3cm in height/ The lettering should be white with the "OK" on a green background and the "SOS" on a red background.

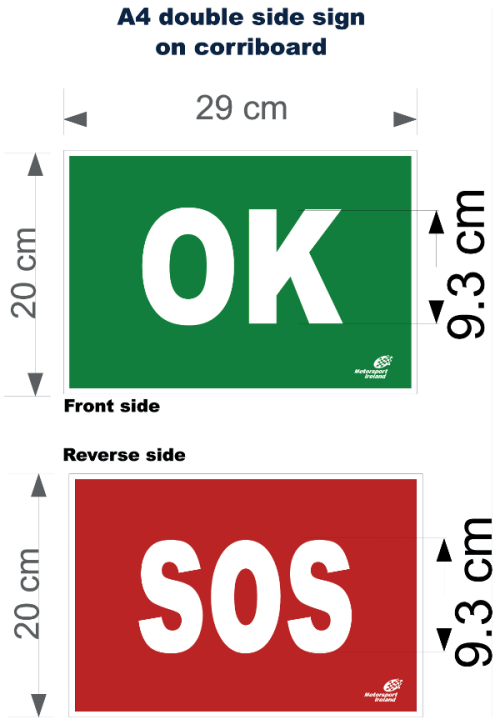
30. SPECIALS.

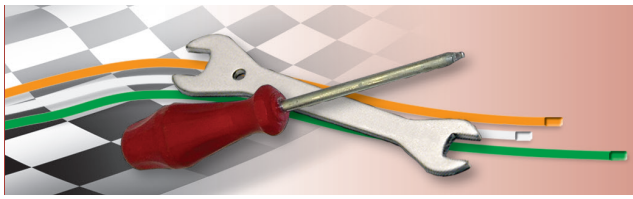
Autocross Specials see Appendix 87.

31. ACQUAINTANCE WITH AND SUBMISSION TO RULES.

It shall be no defense to claim no performance advantage was obtained should a vehicle be found not to comply with the regulations. (GCR 49).

31.1. All vehicles eligibility examinations must be completed no later than the expiration of the forty fifth day (45) after which the vehicle was sealed by an authorised official (the vehicle includes any individual part/s or component/s). Failure to comply with this regulation will automatically result in the relevant vehicle being declared ineligible for the competition for which it was entered and the results of such a competition will be amended accordingly. (GCR 163)





MINIMUM SCRUTINEERING REQUIREMENTS

Deleted 1.1.13