



# **DONEGAL MOTOR CLUB LTD.**



**The TOPAZ Donegal International Rally Ireland  
2010**



# Mount Errigal Hotel Conference & Leisure Centre

## Topaz Donegal International Rally HQ

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## PROMOTER'S ADDRESS

Danny Gormley, Clerk of Course  
135 Bishop Street, Derry, N.I. BT48 6UQ  
Tel 0877932197

e-mail coc@donegalinternationalrally.com

Yvonne Watters, Secretary of the Event,  
c/o Mount Royd, Dunmore, Carrigans, Co.Donegal  
Tel 0877700015 00353877700015 (UK)

e-mail info@donegalinternationalrally.com

## 2010 CITROEN IRISH TARMAC RALLY CHAMPIONSHIP

Round 1	The Galway International Rally	5 <sup>th</sup> – 7 <sup>th</sup> February
Round 2	The Circuit of Ireland Rally	2 <sup>nd</sup> – 4 <sup>th</sup> April
Round 3	International Rally of the Lakes	1 <sup>st</sup> – 2 <sup>nd</sup> May
Round 4	Topaz Donegal International Rally	18 <sup>th</sup> – 20 <sup>th</sup> June
Round 5	Ulster International Rally	20 <sup>th</sup> – 21 <sup>st</sup> August
Round 6	Cork 20" International Rally	2 <sup>nd</sup> - 3 <sup>rd</sup> October

## USEFUL CONTACTS: -

### ACCOMMODATION:

Tourism Officer, North West Tourism, Letterkenny, Co.Donegal  
074 9121160 STD N.I. / GB 0035374 9121160

Motorsport Ireland, 34 Dawson St, Dublin 2  
Tel - 01 6775628, Fax 01 6710793, e-mail  
info@motorsportireland.com



## Contents

<b>SECTION 1- PROGRAMME</b> .....	<b>7</b>
<b>SECTION II - ORGANISATION</b> .....	<b>8</b>
ARTICLE 1- ORGANISATION.....	8
<b>SECTION III - GENERAL CONDITIONS</b> .....	<b>9</b>
ARTICLE 2 - GENERAL CONDITIONS.....	9
ARTICLE 3 - DESCRIPTION .....	9
ARTICLE 4 - ELIGIBLE CARS .....	9
ARTICLE 5 - ELIGIBLE COMPETITORS .....	10
ARTICLE 6 - ENTRY FORMS & ENTRIES.....	10
ARTICLE 7 - ENTRY FEE AND INSURANCE .....	13
ARTICLE 8 - TEAM / CLUB ENTRIES.....	14
ARTICLE 9 - AMENDMENTS AND INTERPRETATION .....	14
<b>SECTION IV - GENERAL OBLIGATIONS</b> .....	<b>15</b>
ARTICLE 10 – COMPETITORS AND DRIVERS .....	15
ARTICLE 11 - STARTING ORDER, PLATES, NUMBERS ..	16
ARTICLE 12 - TIME CARDS, STAGE CARDS .....	16
ARTICLE 13 - CONDUCT DURING THE EVENT, REPAIRS, SERVICING	17
ARTICLE 14 – ADVERTISING.....	20
<b>SECTION V - RUNNING OF THE EVENT</b> .....	<b>21</b>
ARTICLE 15 - THE START, ROAD BOOK .....	21
ARTICLE 16 - CONTROLS, GENERAL DESCRIPTION .....	21
ARTICLE 17 - TIME CONTROLS.....	22
ARTICLE 18 - REGROUPING CONTROLS, REST HALTS.	24
ARTICLE 19 - SPECIAL STAGES .....	24
ARTICLE 20 - PARC FERME.....	26
<b>SECTION VI - SCRUTINEERING - PENALTIES</b> ... ..	<b>30</b>
ARTICLE 21- SCRUTINEERING AND SAFETY REQUIREMENTS	27
ARTICLE 22 - FINAL CONTROL .....	29
ARTICLE 23 - SUMMARY OF PENALTIES.....	30
<b>SECTION VII. - RESULTS, - PROTESTS</b> .....	<b>31</b>
ARTICLE 24 - RESULTS .....	31
ARTICLE 25 - PROTESTS, APPEALS.....	32
ARTICLE 26 - PRIZE GIVING, TROPHIES AND AWARDS.	32
ARTICLE 27 – RECONNAISSANCE.....	35
ARTICLE 28 - RIGHTS OF ORGANISERS .....	36
ARTICLE 29 - RADIO EQUIPMENT .....	37
ARTICLE 30 - AIR ASSISTANCE .....	37
ARTICLE 31 - COMPETITORS' LIAISON OFFICER: PHILIP NICHOLSON	37
<b>SECTION VIII. –HELICOPTERS</b> .....	<b>317</b>
<b>SECTION IX –RESTART PROCEDURE</b> .....	<b>317</b>
<b>THE TOPAZ DONEGAL NATIONAL RALLY 2010</b> .....	<b>388</b>
<b>THE TOPAZ DONEGAL NATIONAL HISTORIC RALLY 2010</b>	<b>420</b>
<b>REGULATIONS FOR THE 2010 JUNIOR TOPAZ DONEGAL RALLY.</b>	<b>42</b>
<b>REGULATIONS FOR THE 2010 FIESTA SPORTING TROPHY.</b>	<b>43</b>

## FOREWORD

It gives me great pleasure to present to you the Regulations for the 2010 Topaz Donegal International Rally and extend to you a Cead Mile Failte to Donegal for the rallying, the hospitality and the craic.

Again the event is a qualifying round of the 2010 CITROEN Irish Tarmac Rally Championship.

The Mount Errigal Hotel will host Rally Headquarters for this the 38<sup>th</sup> year of the Donegal International Rally. Many of the familiar International Stages have been retained with centralised servicing for each of the three days.

Once again the Topaz Donegal Historic Rally is included in the CITROEN Tarmac Historic Championship, using many of the Classic Stages ideally suited to Historic Cars, along with the highly competitive Junior event and the Ford Fiesta Challenge. I would like to take this opportunity to thank all of the Organising Committee for their efforts and hard work on this year's event, also all our Sponsors, Residents, Landowners, Ordnance Survey, Eircom, Garda Siochana, Donegal County Council & Government Departments, Media, and all who have contributed towards the 2010 Topaz Donegal International Rally.

On behalf of the Club, I wish you a safe and enjoyable weekend and hope you will savour the hospitality that awaits you. Perhaps you can extend your stay in the County and appreciate the welcome, only experienced here in Donegal.



Danny Gormley  
Clerk of Course

## PAST WINNERS OF THE DONEGAL INTERNATIONAL RALLY

1972:Cahal Curley / Peter Scott	BMW 2002tii
1973:Cahal Curley / Terry Harryman	Porsche Carrera
1974:Cahal Curley / Terry Harryman	Porsche Carrera
1975:Achim Warmbold / John Davenport	BMW 2002
1976:Brian Nelson / Malcolm Neill	Porsche Carrera
1977:Billy Coleman / Austin Frazer	Lancia Stratos
1978:Ari Vatanen / Peter Bryant	Ford Escort RS 1800
1979:Brian Nelson / Rodney Cole	Ford Escort RS 1800
1980:Jimmy McRae / Frank Main	Vauxhall Chevette 2300
1981:John Lyons / Bill Moffitt	Ford Escort RS 1800
1982:John Lyons / Bill Moffitt	Ford Escort RS 1800
1983:Vincent Bonner / Seamus McGettigan	Ford Escort RS 1800
1984:Billy Coleman / Ronan Morgan	Opel Manta 400
1985:Billy Coleman / Ronan Morgan	Porsche 911 SC RS
1986:Billy Coleman / Ronan Morgan	Austin Metro 6R4
1987:Bertie Fisher / Austin Frazer	Opel Manta 400
1988:Mark Lovell / Terry Harryman	Ford Sierra Cosworth
1989:David Llewellyn / Phil Short	Toyota Celica GT4
1990:Austin McHale / Dermot O Gorman	BMW M3
1991:James Cullen / Ellen Morgan	Ford Sierra Cosworth
1992:Bertie Fisher / Rory Kennedy	Subaru Legacy RS
1993:Bertie Fisher / Rory Kennedy	Subaru Legacy RS
1994: Stephen Finlay / Campbell Roy	Ford Escort Cosworth
1995: Bertie Fisher / Rory Kennedy	Subaru Legacy RS
1996:Andrew Nesbitt / George Millar	Toyota Celica
1997:Austin McHale / Brian Murphy	Toyota Celica
1998:Andrew Nesbitt / James O'Brien	Toyota Celica
1999:James Cullen / Ellen Morgan	Subaru Impreza
2000:Andrew Nesbitt / James O'Brien	Subaru WRC
2001:Event not run due to F & M	
2002:Andrew Nesbitt / James O'Brien (Shortened Event)	Subaru WRC
2003:Andrew Nesbitt / James O'Brien	Subaru WRC
2004:Eugene Donnelly / Paul Kiely	Toyota Corolla
2005:Eugene Donnelly / Paul Kiely	Toyota Corolla
2006:Andrew Nesbitt / James O'Brien	Mitsubishi Lancer WRC
2007:Sebastien Loeb / Daniel Elena	Citroën C4 WRC
2008:Eugene Donnelly / Paul Kiely (Shortened Event)	Skoda Fabia WRC
2009:Gareth McHale / Brian Murphy	Ford Focus

## SECTION 1- PROGRAMME

Publication of Regulations_____	Entries Open
18.00 Friday 14 <sup>th</sup> May_____	Entries close at reduced rate
18.00 Friday 21 <sup>st</sup> May_____	Entries close at standard rate
Week starting 24 <sup>th</sup> May_____	Notice of Acceptance/Refusal posted
09.00--18.00 12 <sup>th</sup> /13 <sup>th</sup> 14 <sup>th</sup> /15 <sup>th</sup> 16 <sup>th</sup> /17 <sup>th</sup> June__	Reconnaissance, <b>See Art.27.</b>
16.00 Thursday 17 <sup>th</sup> June_____	Rally Office opens, Mount Errigal Hotel
15.00--16.00 Thursday 17 <sup>th</sup> June_____	Sealing/checking of spare turbo chargers @ McGinley Motors, Letterkenny.
16.00--21.00 Thursday 17 <sup>th</sup> June_____	Scrutiny at McGinley Motors, Letterkenny – Documentation Scrutiny at Mount Errigal Hotel.
08.00—09:00 Friday 18 <sup>th</sup> June_____	Scrutiny McGinley Motors, Letterkenny.
09.00 Friday 18 <sup>th</sup> June_____	Team Entries close
09:15 Friday 18 <sup>th</sup> June_____	Driver's Briefing, An Grianan Theatre
10.00 Friday 18 <sup>th</sup> June_____	Rally Start from Station Road Roundabout
20.00 Friday 18 <sup>th</sup> June_____	Provisional results (Leg 1) @ Rally HQ
08.30 Saturday 19 <sup>th</sup> June_____	Re-start from L.Y.I.T.
20.30 Saturday 19 <sup>th</sup> June_____	Provisional results (Leg 2) @ Rally HQ
10.00 Sunday 20 <sup>th</sup> June_____	Re-start from L.Y.I.T
18.30 Sunday 20 <sup>th</sup> June_____	Rally finish at Mount Errigal Hotel
19.30 Sunday 20 <sup>th</sup> June_____	Provisional Results at Rally HQ.
21.00 Sunday 20 <sup>th</sup> June_____	Prize giving at Mount Errigal Hotel.

## SECTION II – ORGANISATION

### ARTICLE 1- ORGANISATION

1. This is an International competition promoted and organised by Donegal Motor Club Ltd. (Hereinafter called the Promoters). It will take place from the 17<sup>th</sup> to the 20<sup>th</sup> June 2010. These Regulations have been submitted to and approved by Motorsport Ireland. Motorsport Ireland Permit No 10/99 has been issued for the event.
2. The Organising Committee and Officials of the Rally are as follows:

Motorsport Ireland Stewards	Ger Healy, Pat Lordan
Motorsport Ireland Safety Officer	Richard Talbot
Club Stewards	John Doherty
Clerk of the Course	Danny Gormley
Deputy Clerks of the Course	Declan McCay, Alan Moore
Assistant Clerks of the Course	Leonard Wilson, Tony Boyle, Michael Kelly
Deputy Clerk of the Course	
Fiesta, Juniors & Historics	Alan Moore
Secretary of the Meeting	Yvonne Watters
Entries Secretary	Gina Wray
Rally Manager	Kieran Doherty
Chief Scrutineer	Motorsport Ireland Panel
TROA Eligibility Scrutineers	Rab & Shelia Mc Donald
Chief Marshal	Eamon Magee
Asst. Chief Marshal	Shane McAleer
Chief Medical Officer	Dr. Padraic Coneally
Chief Rescue Officer	Frank Henehan
Chief Timekeeper	Elizabeth Devine
Club Safety Officer	Paul Lyons
Chief Equipment Officer	Nigel Moore, Albert Moore
Competitor Liaison Officer	Philip Nicholson
Radio Controller	Mary Fitzgerald
Service Manager	Jonathan Pollock
Serious Incident Officer	Attracta McCay-Crawford
Spectator Control	Alan Verso/ Aiden Harper.
Communications Officer	Grannia McDaid
Press Officer	Declan McCay
Rally Bulletins	Brian and Liz Patterson
3. The Rally Office will be situated in the Mount Errigal Hotel, Letterkenny. An Official Notice Board will be located in the lobby of the Hotel.

## **SECTION III - GENERAL CONDITIONS**

### **ARTICLE 2 - GENERAL CONDITIONS**

1. The competition will be held under the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland (the ASN) and these Regulations including Appendix 25 (Rally Code) and Appendix 29 (Standard Regulations for all Stage Rallies), of the current Motorsport Ireland Yearbook.
2. The event is a qualifying round of the 2010 CITROEN IRISH TARMAc RALLY CHAMPIONSHIP and the BASSETT'S PLUMBING & HEATING DONEGAL MOTOR CLUB CHAMPIONSHIP.
3. The requirements of these regulations apply at all times during this event. All competitors who forward completed entry forms agree to be bound by the rules.

### **ARTICLE 3 - DESCRIPTION**

1. The length of the Rally including non-competitive sections will be approximately 860 kilometres, including 20 special stages of 280 kilometres approximately and is divided into 3 legs. The interval between each car will be 30 seconds, which may be increased. The official Rally time will be that published by R.T.E. or the Eircom speaking clock.
2. The use of Pace Notes is permitted and crews will be allowed three days to make low speed reconnaissance on special stages, subject to Article 27.
3. The sections of the Rally, as well as the Time Controls, Passage Controls, Neutral Zones, Regrouping Controls, Parc Ferme and Special Stages, are described on the Time Cards or in the Road Book.
4. There will be NO "Sunday Run" on this event.

### **ARTICLE 4 - ELIGIBLE CARS**

1. Homologated cars complying with Appendix J of the International Sporting Code are eligible as follows: -
2.
  - Class 1 — Group N two wheel drive cars up to and including 1600cc including cars homologated in the FIA R1 categories
  - Class 2 — Group N two wheel drive cars over 1600cc up to and including 2000cc
  - Class 3 — Group A two wheel drive cars up to and including 1600cc including cars homologated in the FIA R2B category
  - Class 3A — S1600 homologated cars
  - Class 3B – Group A 2 or 4 wheel drive up to and including 1600cc (for non-Citroen Irish Tarmac Championship registered crews)
  - Class 4 — Group A two wheel drive cars over 1600cc up to and including 2000cc including cars homologate in the FIA R2C, R3C, R3T and R3D
  - Class 5 — All homologated four wheel drive Group N cars, including Super 2000 cars
  - Class 6 — Group A over 2000cc including World Rally Cars

Turbocharged cars must run with a 34mm restrictor or a 33mm restrictor if in Group N - Please refer to FIA Yearbook Appendix "J" Article 254 or 255 for full details

of requirements regarding turbo restrictors.

3. If the number of cars entered in the same cubic capacity class is less than five (5), the Organisers reserve the right to reduce the number of awards for that class.

Cars entered in a Group or Groups containing less than ten (10), cars may compete only for the General Classification.

#### **ARTICLE 5 - ELIGIBLE COMPETITORS**

1. Entries may be submitted by any person, organisation, or body, holding a valid Competition Licence recognised by the F.I.A.
2. If the entrant is not a crew member, the first driver nominated on the Entry Form shall be deemed to be his agent. Wherever the entrant is referred to in these regulations this shall also mean his agent if appropriate.
3. **Entries may be submitted by any person, organisation or body, holding a valid Competition Licence. The minimum grade of Licence for drivers is as follows:**

<b>International Rally</b>	<b>International Licence.</b>
<b>National Rally</b>	<b>National B up to 1650cc, National A over 1650cc.</b>
<b>Historic Rally</b>	<b>National B up to 1650cc, National A over 1650cc.</b>
<b>Junior Rally</b>	<b>National B up to 1650cc.</b>
<b>Or equivalent grade licence issued by MSA.</b>	
4. **Co - Drivers must have a competition Licence, of a grade valid for event entered.**

#### **ARTICLE 6 - ENTRY FORMS & ENTRIES**

1. **All entries, must be made on the Official Entry Form, properly completed in all particulars and accompanied by the appropriate entry fee, and forwarded to the Entries Secretary as shown in Art. 1.2 Before 18.00 hours on Friday 21<sup>st</sup> May 2010. EURO ONLY PLEASE. Telephone Entries will not be accepted.**

False statements made on the Official Entry Form relating to Entrant, Driver or Co- Driver or in respect of the vehicle's characteristics imply the immediate exclusion of the participants, independently of any additional penalties that may be applied in accordance with the International Sporting Code, Article 73.
2. In respect of holders of a Competition Licence not issued by Motorsport Ireland or E.U. member country the Entry Form must be stamped by the Competitor's National Sporting Authority.
3. The entry must be accompanied by the appropriate recognition form for the car and, where necessary, either the original or photocopied supplementary forms. Should this prove impossible, the forms and their supplements must be shown at scrutineering. If they are not shown, the organisers may refuse to allow the competitor to start.
4. No amendments may be made to the Entry Form, except in the cases provided for in these regulations.

A change of car for one of the same Group / Class may be permitted up to the time of scrutineering.

The Stewards of the Meeting may also permit a change of nominated driver(s) from those nominated on the Entry Form on written application being made by

the Entrant not later than the conclusion of Scrutiny. (F.I.A. Graded Drivers may not be replaced by non-graded drivers.). A fee of €65.00 will be levied for each change.

5. The organisers reserve the right to refuse any application or entry. (F.I.A. Art. 74).

The number of starters will be limited to a combined total of 151 incorporating the International and National Events.

In the event of an excess of 151 entries being received the following criteria will be applied to all entries received from the opening to the closing date of entries.

- (a) (1) Previous winners of the Donegal International Rally; (2) Previous winners of the Irish Tarmac Rally Championship; (3) previous winners of the MI National Rally Championship; (4) The winning overall driver of the Junior section of the 2009 Donegal International Rally.
- (b) Up to 10 Entries allocated at Organiser's discretion plus up to 16 entries allocated to Citroen car entries, some of all of which benefit categories (a) to (r).
- (c) Up to 5 Entries allocated to overseas crew.
- (d) Up to 20 entries allocated to D.M.C. members using Club criteria applied.
- (e) Finishing in the first 15 in a World Championship Rally.
- (f) Finishing in the first 5 in Class in a World Championship Rally.
- (g) Finishing in the first 10 in a European Championship Rally.
- (h) Finishing in the first 5 in class in a European Championship Rally.
- (i) The first 5 overall in the 2010 Irish Tarmac Rally Championship at closing date for entries.
- (j) The first 3 in class in the 2010 Irish Tarmac Rally Championship at closing date for entries.
- (k) Finishing in the first 15 overall in any International Rally.
- (l) Finishing in the first 3 overall on National section of International rally.
- (m) Up to 20 Donegal Motor Club members finishing in the first 20 overall selected in the order of (1) an International Rally; (2) a National Stages rally; (3) a National section of an International Rally.
- (n) Finishing in the first 15 overall in a National Stages Rally.
- (o) Finishing first 3 in Class on an International Rally including National Section.
- (p) Finishing in the first 3 in class in any National Stages Rally.
- (q) Finishing in the first 20 overall on any other Stage Rally.
- (r) Any other Speed Event.

## Notes

- Results from 1<sup>st</sup> Jan. 2008 to closing date of entries to count except in relation to (a)(1) above.
- Category (a)(2) & (a)(3) entries apply to winners in the 10 years prior to 1<sup>st</sup> January 2010.
- Category (a)(4) entry is restricted to the 2009 Junior winning driver only. No substitution of driver will be permitted.
- To qualify under (D) of criteria, the highest 20 eligible crews accumulating points within the DMC new points system at 10th May 2010.
- In category (m) Donegal Motor Club members shall be those holding continuous membership of Donegal Motor Club Limited since at least 2008.
- Only results attained by the driver as a driver will be taken into consideration.

- The onus will rest with the competitor to provide documentary proof of results stated if requested to do so by the organisers.
- Any false declaration of results will result in the entry in question being placed at the end of the list.
- Names of drivers given discretionary entries will be disclosed by the organisers if they are requested to do so.
- Citroen entrants must be registered with the Citroen Irish Tarmac Championship, on or before 3<sup>rd</sup> April 2010.

Claims on an Entry Form relating to the above will be subject to verification by the selection committee.

**6. By the very fact of signing the Entry Form, the Entrant and all crew members acknowledge and accept unreservedly these regulations, and the International Sporting Code of the F.I.A.**

**Entrants and Drivers will be required to sign the following declaration:**

**(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 Donegal Motor 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 a licence which permits me to do so.**

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

(e) 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. Furthermore, the parents and/or guardians of persons under 18 years of age shall grant permission to MI and the Irish Sports Council to carry out tests in accordance with the Irish Anti-Doping Rules (Rule No 139) in the following form:

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

## **ARTICLE 7 - ENTRY FEE AND INSURANCE**

1. The Entry Fee will be €925 up to Fri. 14<sup>th</sup> May 2010 and €950 thereafter until close of entries at 18.00hrs on Fri 21<sup>st</sup> May 2010. Entry Fee includes IRDS at standard rate premiums, and competitor P.A. insurance.

### **CURRENCY IN EURO ONLY PLEASE.**

2. The entry application will only be accepted if accompanied by the total entry fee or by a receipt issued by the competitors' N.S.A. Cheques should be made payable to " Donegal Motor Club Limited".

(a). Where payment of an entry fee is, for any reason, the subject of dispute at the closing date, such entry will not be accepted.

(b). Notice of acceptance, or refusal of individual entries will be posted to Entrants on week starting 24<sup>th</sup> May 2010. This notification will include the Competitors Scheduled Time at Scrutineering for which lateness will be penalised (Art. 21.1.b).

3. **Motorsport Ireland/M.S.A. licence holders MUST produce an I.R.D.S., or B.R.D.S., letter of acceptance, valid for 2010, and pay any additional premium loading specified on the "Letter of Acceptance" at documentation scrutiny in order to be permitted to start the event. Each Co-Driver not in possession of their own "Letter of Acceptance" must sign a declaration stating that at no time during the event, will he/she drive the competing car.**

**I.R.D.S./B.R.D.S Cover will commence on arrival at Parc Ferme Out Control.**

(a) **Cover only exists while travelling the Official Route, i.e. via the Road Book - during the course of the competition and while under the control of the Organisers.**

(b) **Cover will cease on arrival at the Final Parc Ferme In Control or at the point where the competitor(s) retire from the Event.**

(c) **Motorsport Ireland have introduced a "COMPULSORY PERSONAL ACCIDENT" scheme for all competitors, including navigators/Co-Drivers taking part in Motor Sport Events. Premium is currently as follows:-**

**Class: All Stage Rallies:€25.00 per person (age 18 or over). €13.00 (aged 17 and under) ( See Art.7.1.above)**

**Please refer to the current Motorsport Ireland Yearbook for details of Benefits payable under the scheme.**

4. All other Entrants and drivers must have in force a National Road Traffic Act insurance policy covering them against Third Party liability whilst taking part in

the event and they must take the necessary steps to ensure that any insurance policies are adjusted to cover this. The Organisers have, however, made arrangements to insure, jointly with the sponsors, and other parties, as necessary, entrants and drivers against third party risks while taking part in such parts of the rally which are held on private lands or on roads specifically closed for the purpose of the rally. The indemnity provided under this special insurance is specified in the policy for any one accident or occurrence.

5. Entry fees will be refunded:
  - (a) To candidates whose application was refused;
  - (b) In the case of the rally not taking place;
  - (c) If the entry is withdrawn before 18.00 hours on Friday 14<sup>th</sup> May 2010.
  - (d) If a reserve entry is not allowed to take part in the rally;
  - (e) In special circumstances at the discretion of the organisers.
6. The Organisers decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The Organisers also decline any liability for breach of the laws and regulations of the countries covered by the rally. Competitors shall be held entirely responsible for any accident or breach of laws in which they may be involved and shall declare to the Organisers particulars from any accident from which liability may arise and shall indemnify the organisers in regard to any liability. An entrant or driver(s) shall have no claims against the Organisers arising out of any action of the Organisers, their servants or officials, during the course of the rally.

#### **ARTICLE 8 - TEAM / CLUB ENTRIES**

1. Team Entries will be accepted up to 09.00 hrs. Friday, 18<sup>th</sup> June 2010.
2. The fee for all team entries will be €100.00.
3. Team entries must be composed of cars and drivers whose individual entries have already been accepted. Manufacturers Teams must consist of at least three cars and not more than five cars. Only the best three results will count. Club and Trade teams must consist of three cars, and a car may not be in more than one team of each type.
4. The Entrant of any team must hold a valid Entrants Competition Licence.
  - (a) Club Teams may be entered by any Motor Club as long as the entrant of each car comprising the team is a current member of the club.
  - (b) Manufacturers' Teams must consist of the same marque name and the Manufacturers, their importers, or their Agents only, may submit an entry.
  - (c) Trade teams may be entered by any organisation. Such teams need not consist of cars of the same make.
5. The winning team in each of Art. 8.4 a.b. & c will be that with the least total penalty for the highest placed three (3) cars. In case of a tie, the team with the higher placed car in the General Classification will be the winner. A team which has less than three (3) cars classified will be eliminated.

#### **ARTICLE 9 - AMENDMENTS AND INTERPRETATION**

1. The Organisers, in compliance with Article 66 of the F.I.A. Sporting Code reserve the right to alter the provisions of the present regulations in accordance with conditions and circumstances, which may arise. In such a case competitors will be notified in due course by the Secretary of the Meeting concerning any

eventual alteration.

2. Any alteration or addendum will be duly communicated by dated and numbered information bulletins, which will constitute an integral part of the present regulations. These bulletins will be posted on the Official Notice Board at Rally Headquarters (Art. 1.3). The onus is on a competitor to keep informed of any additional instructions.
3. Any case not foreseen in the present regulations shall be decided by the Organisers and approved by the Stewards, using the International Sporting Code as far as suits the case.
4. In the event of any dispute concerning the interpretation of these regulations, the English version shall take precedence, and the ruling of the Stewards shall be final subject to the right of appeal as provided by the International Sporting Code.

## SECTION IV - GENERAL OBLIGATIONS

### **ARTICLE 10 – COMPETITORS AND DRIVERS**

1. Each car must carry two drivers and the entrant shall nominate which is the first and which is the second driver, except where a Co-Driver has declared otherwise (Art 7.3).
2. The occupants of the car will be collectively referred to as the car's crew.
3. Each crew member shall:
  - (a). Hold a current valid driving licence appropriate to the vehicle. (except where a Co-Driver has declared otherwise Art7.3)
  - (b). Hold a competition licence valid for the rally.
  - (c). When required, wear an approved crash helmet, safety harness and FIA approved head restraint, properly positioned and fastened.
  - (d). Not drive for more than 200 miles without rest or relief.
  - (e). Be covered by insurance required by the laws of the country, (including co-driver if they intend to drive).
  - (f). Wear the correct combination of fireproof overalls and underwear during the event **"All drivers/co-drivers must comply with FIA regulations and standards for protective clothing"**.

Non compliance with Article 10.3 above will result in exclusion.

4. The number of persons in the car shall not be varied during the event except when the car is stationary, by official instruction, or in the case of an emergency. Even the temporary retirement of a crew member or the admission of a third person (except an injured person) will result in exclusion from the event.
5. Failing to carry or to display the OK sign/board in a clearly visible manner on the car and failing to ensure that the sign/board remains in position until the car is removed from the stage - COC may impose a penalty of exclusion. The stewards may impose a penalty of exclusion.

A competitor who fails to stop and investigate when encountering, on a Special Stage, another competing car, on which an O.K. sign/board is NOT displayed – COC may impose a penalty of exclusion. The Stewards may impose a penalty of exclusion.

## **ARTICLE 11 - STARTING ORDER, PLATES, NUMBERS**

1. The numerical order of entries will be determined by reference to the list of F.I.A. Graded Drivers for rallies. List A will take precedence over List B which will in turn will take precedence over all other drivers. The order of the other entries will be determined as far as possible according to their performances during the previous two years of the nominated first driver. Any claim found to be false may entail exclusion.
2. In no case should the rally plates cover the car's registration plates. This infringement will be penalised by a cash penalty of €65 per plate.
3. Competition numbers will be supplied and will measure approximately 20 in x 20 in (50 cm x 50 cm). These numbers must be displayed on the front doors on both sides of the car during the event.
  - (a). If it is ascertained at any time during this event that:
    - Any one competition number or rally plate is missing cash penalty of €65 will be imposed.
    - Any two competition numbers or rally plates are missing at the same time exclusion will be pronounced.
  - (b). The Competition numbers specified above may incorporate publicity for the Organisers and/or Sponsor of the event. They must not be obscured or altered and must at all times be maintained in a legible condition. Contravention of this will result in a penalty of €635. Checks may be carried out during the rally to see if this requirement is being complied with.
  - (c). In accordance with the national regulations of each country allowing the Organiser to make use of spaces on the car other than those specified above, the competitors may refuse this additional advertising, and the entry fees will thus be fixed at twice the amount of the entry fees with this advertising. (Art 7.1).
4. Competitors are required to display the name of the driver and the co.-driver on the appropriate front wings of the car. Their blood group must also be displayed, and the national flag(s) of their country/countries. The absence of any of these will result in a cash penalty of €30  
Identification Marks may be affixed to any part of the competing cars before or during the event. The Organisers may at any time during the rally check these marks. A missing Identification Mark will result in exclusion.
5. Altering, retouching, or in any way interfering with Identification Marks will result in exclusion. Any other competitor who in any way assists in the above will also be excluded.
6. This will not prejudice the fact that the A.S.N. to which the competitor or his accomplice belongs, may inflict further penalties.
7. The onus is on competitors to see that Identification Marks affixed to his car are in position at the finish.
8. A competitor who has withdrawn from the rally shall at once remove or cover up all rally identification markings, rally plates, and competition numbers on his car. He shall notify his retirement immediately to Rally Headquarters.

## **ARTICLE 12 - TIME CARDS, STAGE CARDS**

1. At the completion of scrutineering each competitor will receive time cards on which the times allowed for each section of the rally will be shown.
  - (a). The time cards will include special stage cards.

- (b). The time cards will be collected at various controls on the rally route.
- (c). Each crew is solely responsible for its time cards.
- 2. The time cards must remain in the car during the rally and must be presented personally by a member of the crew at all controls while they are open, and in the order in which they appear in the time card and road book. Contravention of this will result in exclusion.
- 3. Any correction or amendment made to the time card will result in exclusion unless it has been signed by the official in question.
- 4. The absence of an entry from any control official or the failure to hand in a time card at the required controls and/or at the finish control will result in exclusion from the event.
- 5. The special stage cards are an integral part of the time card and are subject to all the penalties laid out for time cards.
- 6. Competitors are responsible for the presentation of time cards at all controls, and also the accuracy of all entries made on the cards.
- 7. The car must be immediately present when time cards are presented at controls.
- 8. It is the duty of the competitor to present time cards to officials at the correct times and to check that times are correctly entered. Control officials are the only persons entitled to enter times on time cards.

### ***ARTICLE 13 - CONDUCT DURING THE EVENT, REPAIRS, SERVICING***

- 1.1 Servicing of a competition car may only be carried out in specific areas designated by the organisers (Service Areas) and from vehicles bearing an official plate supplied by the organisers of the event.
- 1.2 The official plate will include the competitor's competition number and must be affixed to the front of the service vehicle throughout the event.
- 1.3 Service Areas where servicing is permitted will be identified in the event Road Book.
- 1.4 A competitor shall be responsible for ensuring that any officially plated vehicle associated with his entry complies with all appropriate regulations and official instructions.
- 1.5 A penalty of €200 may be applied if the users of such plates are observed acting in a manner contrary to the interests of the rally or contravening any specific instructions from any official.
- 1.6 Crew members, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where specifically prohibited.
- 1.7 **IN ANY AREA WHERE SERVICING IS NOT PERMITTED THE PARKING OF AN ASSOCIATED VEHICLE, THE PRESENCE OF TEAM PERSONNEL, AND/OR THE SETTING UP OF EQUIPMENT AND/OR LEAVING TYRES, WHEELS, FUEL, SPARES OR OTHER MATERIALS ON THE RALLY ROUTE, OR WITHIN A DISTANCE OF ONE MILE FROM AN AREA WHERE SERVICING IS NOT PERMITTED, MAY BE DEEMED TO BE SERVICING.**
- 1.8 The Organisers will appoint at least one named Judge of Fact to observe compliance with these Service Regulations.
- 1.9 Competitors will be supplied with one service number, which must be carried in the service vehicle, and affixed in a forward facing position.

- 1.10 Service Crews must at all times, drive and conduct themselves in a quiet and reasonable manner. Penalties may be incurred if a Service Crew is observed:
- Speeding.
  - Driving in an inconsiderate manner.
  - Contravening specific official instruction.
  - Leaving litter
- 1.11 Under no circumstances may service vehicles enter Special Stages during the road closing time of that stage. This will be penalised with exclusion.

**Penalties:**

**The parking of an associated vehicle and / or the setting up of equipment and/or leaving tyres, wheels, fuel, spares or other materials on the rally route or within one mile of an area where servicing is not permitted.**

**1st Offence: - 5 minutes.**

**2nd Offence: - Exclusion.**

Servicing outside of designated Service Area (other than as permitted by the competing crew Members)

**1st Offence: - Exclusion.**

**Tyre Marking and Monitoring.**

- 2.1 Tyre changes may only be carried out in service areas or any other area specified in event regulations for that purpose.
- 2.2 Tyre marking areas may be located immediately after Service Out Controls, or otherwise as indicated in the Road Book. All Competing crews must bring their car to a complete halt at such tyre marking areas and remain stopped until instructed to continue.
- 2.3 Competitors must ensure that all wheels and tyres are clean, and any tyre markings from previous events are removed.
- 2.4 For the sole purpose of assisting with the tyre marking procedure, one team member, or the co-driver, must be available to assist the tyre marking officials. The driver should remain in the car to avoid delays.
- 2.5 All wheels and/or tyres on the car, including any spare(s) being carried will have a unique mark and/or bar code applied.
- 2.6 Different marks and/or bar code may be applied at each tyre marking session.
- 2.7 After a mark is applied to the wheel and/or tyre, or a bar code reading obtained, only the competing crew members may change, or swap around, the wheels on, or being carried in, the car.
- 2.8 If during subsequent spot-checks the competing car is found to be either carrying, or have fitted, wheels and/or tyres bearing a different mark and/or bar code, compared to those as applied or noted, at the most recent tyre marking session, or to be carrying no mark and/or bar code, the crew will be deemed to have serviced outside of the designated service area, and be penalized as set out below.
- 2.9 Altering, retouching or in any way interfering with tyre identification marks will result in exclusion.
- 2.10 Any Competitor who in any way assists in the above, or who interferes with the tyre markings applied to another competing car will also be excluded.
- 2.11 The Organisers will appoint at least one named Judge of Fact to observe compliance with service and/or tyre monitoring regulations.

- 2.12 Tyre marking passage controls will be indicated in the event Road Book, where tyre markings will be examined to ensure compliance with these Regulations.
- 2.13 All Competing crews must bring their car to a complete halt at such passage controls and remain stopped until instructed to continue.
- 2.14 A failure to stop and/or remain at a tyre marking passage control will incur a penalty as set out below.
- 2.15 Tyre marking spot checks may also take place at any point along rally route, or within a radius of one mile from any point thereon, by any duly authorised official of the event.

## **PENALTIES.**

**Carrying, or having fitted, wheels and/or tyres bearing a different mark and/or bar code, compared to those as applied or noted by the Organisers at the most recent tyre marking session, or bearing no mark and/or bar code.**

***1st Offence: - 5 minutes***

***2nd Offence: - Exclusion.***

**Failing to stop and/or remain at a tyre marking area, tyre passage control or spot check.**

***1st Offence: - Exclusion.***

**Altering, retouching or in any way interfering with tyre identification marks, or assisting another competitor to do so.**

***1st Offence: - Exclusion.***

**Altering, retouching or in any way interfering with tyre identification marks applied to another competitor's car.**

***1st Offence: - Exclusion.***

- 3. Under pain of exclusion, no car may be moved after starting the rally, other than by its own power, except: -
  - (1) By a ferry
  - (2) By outside means for a minimum distance necessary to extricate it from difficulty, or to clear the route for other competitors.
  - (3) By gravity
  - (4) By its crew and / or other persons without mechanical aid
  - (5) By official permission or instruction
- 4. (a) After the rally has started, no claim will be allowed for: -
  - (1) force majeure
  - (2) baulking
 (b) Competitors are forbidden under pain of exclusion to: -
  - (1) deliberately block the passage of other competing cars or to prevent them from overtaking
  - (2) to behave in an unsporting manner

- (3) tow, transport the cars or have them pushed except to bring them back onto the road, or to clear the road.
- (4) **“Doughnuts” in any form, before, during or post event are banned – Penalty is exclusion.**
5. (a) Throughout the rally, competitors must strictly observe the traffic laws of the Republic of Ireland. Competitors shall always drive and conduct themselves in a manner, which shall not discredit the event or arouse adverse public opinion. Failure to do so, or any instance of a competitor driving at an excessive speed, or in a negligent manner, or failure to comply with local or national traffic regulations and laws, or being accused of any driving offence will be penalised as follows: -
- First Offence                      2 minutes stage time.**  
**Second Offence                    Exclusion.**
- (b) Judges of Fact will report to the Clerk of Course all competitors, which are noted as having failed to stop at "Yield Right of Way " and or "Stop" signs on all road sections. Penalties will be imposed by the Stewards as follows: -
- First offence                    2 minutes stage time.**  
**Second offence                Exclusion.**
6. Competitors are required to inform the organisers each day of any alleged offence or contravention, which is to be the subject of a Garda report. Failing to do this will be penalised as follows: -
- First Occasion                    2 minutes stage time.**  
**Second Occasion                Exclusion**
7. (a) In the case of a breach of the traffic laws, officials, having noted the infringement, will inform the offending competitor, as the Gardai normally do.
- (b) The Stewards will apply penalties as in Art 13.5(a) if asked to do so by the Gardai. This will be done subject to the following: -
- (1) That the notification of the infringement reaches the organisers through official channels, and in writing, before the posting of the official final results.
- (2) That the information in the notification will establish beyond any doubt the identity of the offending competitor, the location and time of the infringement and that the facts are not liable to various interpretations.
- (3) In such circumstances the written report will be sufficient to allow both the Organisers in the first instance to decide on the penalty to impose if any and subsequently to allow the Stewards of the Meeting to hear an appeal. The appellant may, if he or she wishes call the reporting Garda as a witness. The responsibility for the attendance of the witnesses is a matter for the appellant . The non-attendance of a Garda witness will not prevent the Stewards of the Meeting from hearing the appeal.
8. **REFUELLING REGULATIONS.**
- a) Competitors should only refuel in the service area and/or at a commercial fuel station on route..

## **ARTICLE 14 – ADVERTISING**

1. Competitors are allowed to affix any kind of advertising to their cars,

provided:

- (a). It is authorised by the A.S.N. and F.I.A. regulations.
  - (b). That it is unlikely to give offence.
  - (c). That it does not interfere with the crew's vision through the windows of the car.
  - (d). That it does not encroach upon the spaces reserved for the organisers official plates and competition numbers.
2. Following scrutineering and should any vehicle be found not to be in conformity, a period of time will be granted by the Stewards of the Meeting within which to render the vehicle to conform. Any car not in conformity shall not be allowed to start. No additional advertising is permitted after passing scrutiny without the permission of the organisers.

## **SECTION V - RUNNING OF THE EVENT**

### **ARTICLE 15 - THE START, ROAD BOOK**

- 1(a). Cars will be due to leave the Start Control as in the timetable, at intervals stated in the time card and road book, unless a different interval is specified.
- (b). Any lateness at the start will be included in the cumulative lateness mentioned in Article 17.7(b) and being early will be penalised as in Article 17.6.
2. Competitors will be given a specific Target Time for traversing each road section. This time will be shown in the Time Cards and Road Book.
3. Hours and minutes will always be shown thus: 00.01 - 24.00, the hours and minutes which have elapsed will be counted. Throughout the event, the official time will be that published by RTE.
4. Each competitor will be provided with a Road Book. This road book will detail the route to be followed during the event, the time schedule planned by the organisers, the location and order of controls, special stages, re-grouping areas, service areas, and Parc Fermes. It will also include the length of each section and the Target Time allowed to complete the said section. It will include as well all other relevant information pertaining to the running of the event as is necessary to the competitor. All distances in the Road Book will be in Kilometres (1 mile - 1.6 km.) and shall be deemed to be correct.
5. **The entire route will be contained on the O.S. Map, 1: 50.000 series, - Sheets No. 2, 3, 6.**

### **ARTICLE 16 - CONTROLS, GENERAL DESCRIPTION**

1. F.I.A. signs will indicate all controls (Time, Passage, Special Stage Start, Special Stage Finish, Re-Grouping In, Re-Grouping Out, Service In, and Service Out).
2. A warning sign with a yellow background will mark the beginning of each control area. This will be positioned approximately 25 metres before the control itself.
  - (a). A sign with a red background will indicate the control itself.
  - (b). The end of a control area will be approximately 25 metres after the control, and will be indicated by a sign showing black diagonal stripe(s) on a yellow background.
3. All control areas (i.e. the area between the first yellow warning sign and the final yellow warning sign with the diagonal stripe(s) are considered as Parc Ferme (Article 20.1 and 20.2).
4. The time stopped within the control area should not exceed the time necessary

to complete control formalities.

5. Any competitor who passes through a control at any time in a direction other than that defined in the Road Book will be penalised one minutes.
6. All controls must be visited in the order in which they are listed in the road book. A time must be recorded at all controls except at Passage Controls, where an official stamp or the signature of the official will only be accepted as proof of passage. Absence will mean exclusion.
  - (a). Competitors will be given the opportunity to examine the clock at any point where time is recorded.
  - (b). A competitor who interferes with an official or an official clock accidentally or otherwise will be penalised below:  
First occasion: 10 minutes  
Second occasion: Exclusion
7. Controls will open 5 minutes before the scheduled time of the first car and will close 15 minutes after the scheduled time of the last car.
8. Controls will be as follows:
  - (a). Time Controls (TC) will be at the beginning and end of each road section except as stated below in Article 16.8 b, c, d, e, f.
  - (b). At the beginning of a Rest Halt there will be a Re-grouping control in (RCI) and at the end of a Rest Halt there will be a Re-grouping Control Out (RCO).
  - (c). At overnight Rest Halts there will be an Overnight Control in (OCI) in the evening and Overnight Control Out (OCO) on the following morning.
  - (d). Passage Controls (PC) may be situated in appropriate places to ensure that competitors are following the correct route as per the road book or for the collection of timecards. No time will be recorded at these points.
  - (e). Special Stage Start Controls (SSSC) will be located at the start line of a special stage.
  - (f). Special Stage Finish Controls (SSFC) will be located approximately 300 meters after the finish line of a special stage.
  - (g). The Start Control and Finish Control will be similar to Time Controls in Art. 16.8a.
9. Competitors must follow the instructions of officials at any Control. Failure to do so will be penalised by exclusion.  
The insignia to be worn by marshals and officials will be displayed on the official notice board at Rally Headquarters.

#### ARTICLE 17 - TIME CONTROLS

1. The time to be recorded on a time card will be taken as the time at which the card is presented to the control official. The car and both crew members must be within the control area before a time card entry can be made.
2. The control official must enter on the time card the exact time at which it is handed to him by one of the crew. Control officials are the only persons entitled to enter times on the time cards.
3. The arrival time recorded at a time control at the end of a section will also be the departure time for the next sections.  
**In exceptional circumstances officials may hold competitors at a time control. In this case a new departure time (N.D.T.) will be given, and the period of the delay will be considered "dead time".**
4. Times recorded at time controls will be hours and minutes, therefore, the recording will be to the preceding whole minute (e.g. 18 hours, 58 minutes, 59 seconds will be recorded as 18 hours, 58 minutes).

5. The penalty for late arrival at a time control will be 15 seconds per minute.
6. The penalty for early arrival at a time control will be 1 minute per minute.
7. Competitors will be excluded for the following:
  - (a). Absence of a recorded time.
  - (b). Exceeding a cumulative lateness of 15 minutes at any Time Control.
  - (c). A penalty of exclusion for exceeding maximum lateness will in so far as possible be notified at the next Rest Halt at the end of the Leg.
8. Early arrival will be penalised as in Article 17.6 but will not be taken into account when calculating the cumulative lateness counting towards exclusion.

Example:

Start Control to Control 1: -

Scheduled time at start control	12.01
Target time to control 1	30 mins.
Check in time at control 1	12.41
Penalty for late arrival	150 seconds
Cumulative lateness counting towards exclusion	10 minutes

Control 1 to Control 2: -

Check In time at Control 1	12.41
Target time to Control 2	60 mins.
Check in time at Control 2	13.31
Penalty for early arrival	10 Mins
Cumulative lateness counting towards exclusion	10 minutes

(Carried forward from previous section).

Control 2 to Control 3: -

Check In time at Control 2	13.31
Target time to Control 3	40 mins.
Check-in time at Control 3	14.21
Penalty for late arrival	150 seconds
Cumulative lateness counting towards exclusion	20 minutes

(Including 10 minutes from previous section).

Competitor over maximum lateness (15 minutes) resulting in exclusion.

- (b). The accumulation of lateness will end at all Overnight Controls In As a new Schedule Time will be given to competitors at Overnight Controls Out, their cumulative lateness at these points will be nil.
9. Whenever a time control is followed by a special stage start control, these two points will be included in a single Control Area (Articles 16.3 and Article 20) as follows: -
  - a. **Beginning of Control Area** **Yellow board**
  - b. **Control Post** **Red board**
  - c. **SS Start Control** **Red board**
  - d. **End of Control Area** **Yellow board**
10. **When the situation as in Article 17.9 occurs, competitors having recorded a time at the Time Control will then proceed immediately to the Start Special Stage Control. Competitors must be ready to start the Special Stage three minutes after the time recorded at the Time Control. Competitors not ready to start the Special Stage may be deemed to have started at a time specified by the official (Article 19.5 a).**

11. Competitors are reminded that while between the signs as in Article 17.9 they are in a Control Area and so in Parc Ferme (Article 16.3 and Article 20).

### **ARTICLE 18 - REGROUPING CONTROLS, REST HALTS**

1. Regrouping controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts. (Art. 16 and Art. 20).
2. The purpose of these regroupings will be to reduce the intervals, which may occur between crews as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.  
*Example:* 120 cars at the start of the rally;  
First regrouping of 4 hours; Starting time from the regrouping control: 12.01hrs
  - (a) Target time for the arrival of car No. 1 at the regrouping controls 8.01hrs. Target time for the arrival of car No. 120 at the regrouping controls 09h.00m.
  - (b) Actual arrival time of car No. 1 at the regrouping control 08h.45.m.  
Actual arrival time of car No. 120 at the regrouping control 09h.50.m.  
(60 cars have retired during this part of the rally).
  - (c) Starting time of car No. 1 12.01hrs. Starting time of car No. 120 12.30hrs.  
The respective length of stopping time shall therefore have been:  
- 3.16.hrs, for car No. 1 – 2h.40m for car No. 120.
3. On their arrival at these regrouping controls, the crews will hand the official their time card and possibly the sheets for the special stages covered. They will receive instructions on their starting time. They then must drive their car immediately and directly to the Parc Ferme. (Art. 20). The starting order shall be that of the arrival.

### **ARTICLE 19 - SPECIAL STAGES**

1. **Special Stages will be timed to 1/10<sup>th</sup> second from a standing start to a flying finish on roads closed to the public.**
2. During a special stage each member of the crew must wear an approved crash helmet, safety harness and FIA approved head restraint, etc. No member of the crew may smoke on a special stage.  
Penalty for any of the above will be exclusion.
3. Competitors are forbidden, under pain of exclusion, to move in the opposite direction to the rally on a special stage.
4. Starting procedure will be as follows:
  - (a). The car and its crew must be presented at the special stage start control with helmets and safety harness in position, and the engine running (Article 19.2 and 20.6a).
  - (b). The starting official will then enter the start time on the competitor's time card and return same to the competitor. The competitor may not start until the starting signal is given.
  - (c). The competitor may be given verbal warning at 10 seconds before their start time.
  - (d). The countdown will be by electronic clock and 'traffic lights'. The last five seconds may be counted as "5-4-3-2-1-Go". "Go" will be considered the starting signal. (This may also be indicated by the raising of a flag).

- (e). Any crew refusing to start a special stage on the time and in the position allocated to it shall be given a 5 minute penalty.
5. **The starting official at a special stage start control shall: -**
- (a). **Have the sole right to specify a competitors starting time and will do so in accordance with the order of competitors reporting at the preceding time control.**
- (b). **Rule as to whether or not a competitor has made a false start.**
- (c). The penalty for a false start is 30 seconds. However, this does not exclude the possibility of further heavier penalties being inflicted by the Stewards of the Meeting, especially if the practice is repeated.
6. (a) After the flying finish, at which, there will be a chequered flag on a red background, competitors must slow down and then stop at a red "STOP" sign. This point is the Special Stage Finish Control. The official will enter the finish time for the Special Stage in the competitors time card. The time entered will be the time at which the car crossed the flying finish.
- (b) Stopping or overtaking is prohibited between the flying finish and the special stage finish control, and will be penalised by exclusion.
- (c) The finish time received, disregarding the seconds, is the start time for the next road section.
7. If through the fault of a competitor, an entry is not made: -
- (a). At the Special Stage Start Control, or Special Stage Finish Control, he will be excluded.
- (b). A competitor recording less than the minimum time will be debited with the minimum time.
- (c). A competitor exceeding the minimum time will be debited with the recorded time.
- (d). A competitor exceeding the maximum time will be debited with the recorded time. The minutes in excess of the maximum time will be penalised as per Art 17.5 and also count towards maximum lateness. (Art 17.7(b))
- (e). A competitor who fails to attempt a special stage correctly will be excluded.
8. In addition to, or in the absence of instructions in the road book, the organisers may erect direction signs. Such direction signs as indicate the route of a special stage will be mandatory and non-compliance will be penalised as in Article 19.7e. Otherwise such signs will be advisory only.
- Other signals given to competitors will be in accordance with Appendix H of the International Sporting Code. During darkness, flags may be replaced by light signals of an appropriate colour or flags may be illuminated.
9. In order to be deemed to have correctly attempted a special stage, a competitor must:
- (a). Have a time recorded at special stage start control,
- (b). Traverse the full and correct route,
- (c). Only proceed in the correct direction,
- (d). Have a time recorded at special stage finish control.
- Contravening any of the above will be penalised as in Article 19.7e.
10. No case of Force Majeure or baulking will be taken into consideration after a competitors scheduled time from the start control. Nevertheless the promoters have the right to penalise any competitor deemed to have unreasonably delayed another competitor.

Any competitor whose car blocks the passage of other competitors will be assumed to be acting against the interests of the sport unless the contrary can be proven to the satisfaction of the promoters. Such competitors, if any, may be excluded from the event.

#### **11.1 Interruption of a Timed Stage.**

**When a Special Stage has to be stopped for any reason whatsoever before the last crew has covered it, a classification for the Stage may however be established by allocating to each crew, which has been unable to complete the stage because of the interruption, the time of the last competitor to complete the stage before the interruption. This classification may be drawn up by the Clerk of the Course even if only one crew has been able to cover the stage in normal competitive conditions.**

**Should the Clerk of the Course consider the time set by the last competitor to complete the stage as abnormal, he / she may choose as the scratch time the one among the four previous competitors to complete the stage which seems to be the most suitable. However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure. It will be given the time, which it might have eventually set if this is greater than the scratch time awarded to the other crews. Following consultation with the safety officer, a stage may be restarted and the stage interrupted time will only be applied to those crews affected by the stoppage. Crews completing the stage after it has been restarted will be credited with their actual time. If 10 minutes has elapsed since the start time of the last competing car which started the stage, the stage may only be restarted in the following specific circumstances:**

**A stage may be restarted up to 16 minutes after the start time of the last competing car, provided that a 00 car is available at the stage start and has entered the stage no more than 11 minutes after the start time of the last competing car and the 00 car has passed the second radio point before the next competing car starts the stage. This re start procedure will be under the control of the CoC and the Radio Controller. A report (to include start and finish times together with times 00 reached the second radio point) for all re starts involving 00's must be submitted to the appointed MI Stewards of the event..**

**11.2 If because of a Stage blockage, no car receives a competitive time for that stage, the offending competitor will receive their actual time while the balance of competitors will receive the stage minimum time.**

**11.3 The point of interruption will be defined as the time at which an incident takes place. The stage interruption time will apply to ALL competitors who start the stage after the competitor who causes the interruption and prior to the stage restart.**

### **ARTICLE 20 - PARC FERME**

1. The cars shall be subject to the "Parc Ferme" rules: -

- (a) Following completion of scrutiny, from the moment they enter the starting area, a regrouping zone or an end of leg, until they leave one of these (Art. 18.3).
- (b) From the moment they enter a control area until they leave it (Art. 16.3; 17; 19.6).

- (c) 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.
- 2. While the vehicles are subject to the "Parc Ferme" rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.
  - (a) However, if the Scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired.
  - (b) The minutes used for such repairs shall be considered as the same number of minutes lateness registered on a road section. They will therefore be taken into consideration for the calculation of the exclusion. After repairs have been carried out, the crew shall possibly be given a new starting time.
  - (c) In no case may the time used for the repairs exceed the allowed time before a car is penalised by exclusion. If this time is exceeded exclusion shall be announced.
- 3. By way of exception and under the supervision of the competent Marshal the crew may, while in the Parc Ferme, at the start, regrouping zone or end of leg. (Art. 20.1 a).
  - change a punctured or damaged tyre using the equipment on board;
  - have a new windscreen fitted with the possibility of having outside help.
 These repairs must be completed before the starting time; otherwise a penalty shall be imposed in accordance with the provisions laid out under Art. 17.5.
- 4. As soon as they have parked their car in the Parc Ferme, the drivers will leave the Parc Ferme and no member of the crew will be allowed to re-enter it.
- 5. To leave a Parc Ferme for the start, regrouping halt or end of leg (Art. 20.1a) the crew shall be allowed to enter the Parc Ferme 10 minutes before its starting time.
- 6. If a crew is unable to present it's car with the engine running at the exit of the starting areas, regrouping points or end of leg, a thirty second penalty shall be imposed. This penalty shall not count towards exclusion.
- 7. Any infringements of the Parc Ferme regulations shall result in exclusion from the event.

## **SECTION VI - SCRUTINEERING – PENALTIES**

### **ARTICLE 21 - SCRUTINEERING AND SAFETY REQUIREMENTS**

- 1. (a) Any team taking part in the rally must arrive at Scrutineering with its full crew and car at the time notified to them (ART. 7.2b)
- (b) Competitors arriving late for Scrutineering will be penalised as follows except in the case of Force Majeure duly recognised by the Stewards of the Meeting: -
  - (1) Up to 30mins later than scheduled time as notified in Article 7.2b  
€50.00
  - (2) Over 30mins later than scheduled time as notified in Article 7.2b  
Deemed to be a non-starter.
- (c) Protective Clothing: Wear fireproof clothing as required by the NSA during the event. "All drivers/co-drivers must comply with the FIA regulations and standards for protective clothing".

Helmets and head restraints must be to current F.I.A. specification.

2. (a) The Scrutineering carried out before the start will be of a general nature: -  
 Checking of licences, make, model and group of the car, essential safety items as per F.I.A. regulations, conformity of the car with the National Road Traffic Act, checking of crash helmets, noise level test, conformity with details on the entry form, etc. Failure to comply with any Scrutineering requirements will result in a penalty being imposed (Non-Start).
- (b) This will be followed with an identification of the crew both of whom will have to sign a starters sheet. They must produce photographs of themselves as specified in Art 10.5 (**1 set of photographs approx. 2"x2"**)
- (c) Identification marks may be affixed to any part of the competing cars before or during the event. The Organisers may at any time during the rally check these marks. A missing identification mark will result in exclusion.  
 Altering, retouching or in any way interfering with identification marks will result in exclusion.  
 Any Competitor who in any way assists in the above will also be excluded. This will not prejudice the fact that the N.S.A. to which the Competitor or his accomplice belongs may inflict further penalties.  
 The onus is on the Competitor to see that identification marks affixed to his car are in position at the finish.
- (d) A current F.I.A. Form of Recognition must be produced at Scrutineering. Forms may be shared by Drivers driving the same type of car. Failure to produce these documents shall result in the car being reclassified.
- (e) **LOG BOOKS MUST BE PRODUCED FOR ALL COMPETING CARS ENTERED BY MOTORSPORT IRELAND / M.S.A. LICENCE HOLDERS**
3. (a) All cars must be equipped with roll-over bars / cages complying with F.I.A. specifications. A current certificate must be produced for it.
- (b) **FIRE EXTINGUISHING SYSTEMS:**  
 The containers must be securely floor mounted. In all cases their mountings must be able to withstand a deceleration of 25g. Furthermore, only quick-release metal fastenings, metal straps, will be accepted. If another system is fitted, it may be retained, but the apparatus below must also be carried. Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the occupants' heads.  
 All cars must be equipped with an extinguishing system from technical list n°16 : "Extinguisher systems homologated by the FIA". (Available from [www.fia.com](http://www.fia.com))  
 All extinguishers must be adequately protected and must be situated within the cockpit. In all cases their mountings must be able to withstand a deceleration of 25 g. All extinguishing equipment must withstand fire. Plastic pipes are prohibited and metal pipes are obligatory.  
 The driver must be able to trigger all extinguishers manually when seated normally with his safety belts fastened and the steering wheel in place. 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 a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.  
 The system must work in all positions.  
 Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the occupants' heads.

## Manual extinguishers

All cars must be fitted with one or two fire extinguishers.

Permitted extinguishants: AFFF, powder or any other extinguishant homologated by the FIA.

Minimum extinguisher capacity: In case of use of powder: 2.60 litres for the quantities specified hereafter.

Minimum quantity of extinguishant: AFFF: 2.4 litres Powder: 2.0 kg

All extinguishers must be pressurised according to the contents: AFFF: in accordance with the manufacturer's instructions Powder: 13.5 bar Furthermore, each extinguisher when filled with AFFF must be equipped with a means of checking the pressure of the contents.

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.

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 metal straps, will be accepted. The extinguishers must be easily accessible for the driver and the co-driver.

### **Full Scrutiny requirements can be viewed in Appendix “2” of Motorsport Ireland 2010 Yearbook**

4. The use of non-skid attachments (which includes tyres with studs or spikes of metal or other material and chains) is prohibited during the event. Tyres with any form of metal in the tread compound are not permitted.
5. **Under pain of exclusion ALL cars at ALL times during the competition must:**
  - (a) Be fitted with a windscreen of Laminated glass.
  - (b) Carry a red reflective triangle for use by the crew in the event of an accident, also SOS/OK boards.
  - (c) Comply with the legal requirements appropriate to use on a public highway in the country in which the event is being held. (Particular attention is called to requirements for lights, noise, tyres, and radio transmitters/receivers. The Promoters will provide advice on these requirements on request).
  - (d) All cars must be individually licenced for the road - competing cars cannot be driven on any form of Trade Plate.
  - (e) An Entrant is deemed to have full knowledge of his/her car and to vouch for its eligibility by the act of presenting the car for scrutineering before the start.
  - (f) No car will be allowed to start unless it complies with all F.I.A. regulations on safety.
  - (g) Following Scrutineering a list will be posted on the Official Notice Board at Rally H.Q. of known non-starters and cars that have been re-classified.
  - (h) Any car found during the event, not to be in compliance with F.I.A. safety regulations may be excluded.

### **ARTICLE 22 - FINAL CONTROL**

1. After the finish, all cars must be driven to Parc Ferme, where a check will take

place to find out if the car is the same as that presented at scrutineering as provided for in Article 21, and also to ascertain if penalties should be imposed as in Article 23. All cars will be held in Parc Ferme at the conclusion of the event until 30 minutes after the recorded time of the competitor at the final control, extended if necessary in the event of official delay. N.B. Appeals concerning eligibility must be lodged within 30 minutes of the time of the final Service Out Control. Appeals must be lodged with CLO or Official Timekeeper in writing, with appropriate fee. Cars must remain in Parc Ferme during overnight halts.

2. Any check of the Identification Marks affixed to the car in Article 11.5 may be made and if found to be missing or interfered with in any way, the competitor will be excluded (Art. 11.5. / 6. / 7, 21.2(c)).

3. A complete and detailed scrutineering may be carried out or will be carried out on cars finishing first in Groups. This scrutineering may mean dismantling the cars.

It may also be carried out on cars finishing in the first three places in the overall classification.

Cars placed first in classes or any other award may also be scrutineered at the discretion of the organisers and/or the Stewards of the Meeting, on the advice of the Clerk of the Course, or following protest.

3. When it is deemed necessary to have a car dismantled, all expenses must be borne by the entrant of the car in question. However, if the dismantling is the result of a protest, all fees and expenses will be according to Article 25.

## **ARTICLE 23 - SUMMARY OF PENALTIES**

**NON-START** \_\_\_ 7.2 / 3 \_\_\_ Entry Fee/ I.R.D.S./B.R.D.S.

14.2 \_\_\_ Advertising

21.1. (b)(1&2) \_\_\_ Over 30 mins late at Scrutiny

22.2. \_\_\_ Scrutiny Requirements

27.2(a)(b)(c)(d) \_\_\_ Reconnaissance

27.6(b) \_\_\_ Reconnaissance

**EXCLUSION** \_\_\_ 6.1 \_\_\_ False Declarations

10.3/. 4/. 5 \_\_\_ Crews

11.3(a) \_\_\_ Plates

10.6 \_\_\_ OK Board

11.5, \_\_\_ Identification Marks

12.2/. 3/. 4 \_\_\_ Time Cards

13.1.6/7/11 \_\_\_ Servicing

13.2.8/9/10/13/14 \_\_\_ Tyre Marking

13.3/. 3(b) \_\_\_ Moving Cars

13.4(b.4) \_\_\_ "Doughnuts"

13.5(a)(b)/. 5 \_\_\_ Road Traffic Laws

16.6/. 6(b)/. 9 \_\_\_ Controls

16.9 \_\_\_ Non-Compliance with a reasonable instruction of an Official.

17.7(a)(b) \_\_\_ Absence of Time/Exceeding Max Lateness

19.2/. 3 \_\_\_ Crew

19.6(b)/. 7(a)(e) \_\_\_ SSSC, SSFC

19.9 \_\_\_ Failure to attempt stage correctly

	19.10	Spirit of Rallying	
	20.2 / (c) / 7	Parc Ferme	
	21.1	Non compliance with Scrutiny requirements	
	26.3	False claim of award	
	27.5(a)(b)	Reconnaissance	
	30	Air Assistance	
<b>FINES</b>	11.2/ 3(a)	Rally/Competition Plate	€65
	11.3(b)	Competition Numbers	€635
	11.4	Blood Group/Name/National Flag	€30
	21.1(b)(1)	Scrutiny	€50
	27.2(c)	Entrant Decal	€65
	27.6(a)	Reconnaissance	€380
	27.6(c)	Reconnaissance	Forfeit of Entry Fee
<b>TIME</b>	13.1.7	Servicing	5mins
	13.2.8	Tyre Marking	5mins
	13.5(a)/. 5	Road Traffic Laws	2 mins
	13.5(b)	Stop / Yield signs	2mins
	16.5	Controls	5mins
	16.6(b)	Interference with Clock/Official	10mins
	17.5	Per minute late	15secs
	17.6	Per minute early	1 minute
	19.1	Stages	as per article 19.7
	19.4(e)	Failure to start stage on time	5mins
	19.5(c)	False Start	30secs
	20.6	Engine not running	30secs
	26.2	Non attendance at Prize-Giving	Forfeiture of award
	27.5(a)(b)	Reconnaissance	2mins

Additional Penalties left to the discretion of the Stewards of the Meeting

Cases not provided for in these Regulations.

## SECTION VII. – RESULTS - APPEALS

### **ARTICLE 24 - RESULTS**

1. Penalties are expressed in minutes, seconds and 1/10<sup>th</sup> of seconds.  
The final results will be established by adding together all the penalties incurred during the event, and the competitor with the lowest total will be deemed the overall winner, the competitor with the next lowest total will be second, and so on. Class results will be established in the same manner.
2. In the case of a tie, the competitor with the fastest time on the last special stage will be deemed the winner. If this fails to resolve the tie, the penultimate stage will be taken into account and so on until the tie is broken.  
This system also applies to classes.
3. The anticipated time for posting provisional results is shown in the timetable. They will be posted on the official notice board. Provisional results will become final 30 minutes from the time of posting subject to any outstanding appeals

## **ARTICLE 25 - APPEALS**

1. An appeal against the results or overall classification must be lodged within 30 minutes of the posting of the provisional results.
2. An appeal on a technical matter or against a decision of a scrutineer must be lodged immediately after the party involved has been informed. If during an event, a competitor thinks that he has observed an irregularity about which he has the right to appeal, he must give notice in writing of his intention to do so at the next control that he arrives at, after observing the alleged infringement.
4. Failure to follow this procedure will result in the forfeiture of his right to appeal and also his appeal fee.
5. All the appeals must be made in writing and addressed to the Stewards of the Meeting together with a fee of €500 (National Event Fee is €300). Such fee shall only be returned if the appeal shall be deemed to be well founded or if so directed by the Stewards of the Meeting or Motorsport Ireland
6. If an appeal requires the dismantling of a car the appellant must make a deposit in accordance with GCR 163
8. The right to appeal lies solely with any entrant or driver. (Art. 171 of F.I.A International Sporting Code)
9. The time limits for lodging appeals are those established by Article 174 of F.I.A. Sporting Code
10. Appeals are not admitted on facts established by the Stewards of the Meeting, on times given by officials, or on distances measured by the organisers.
11. Competitors have the right to appeal to the National Tribunal of Appeal, as per Article 181 of F.I.A. Appeal fee is €2000. (National Event Fee is €1000)
12. A competitor desiring to raise a query concerning any matter connected with the rally may do so by means of an "Enquiry Form" obtainable at Rally Headquarters.
13. To be valid an Enquiry Form shall be lodged with the following time limits: -
  - (a). Not later than 1 hour before the start in respect of any matter concerning which information was available prior to this time.
  - (b). Not later than 30 minutes after the publication of any further information prior to the start.
  - (c). Not later than the competitors' scheduled time at the Overnight Control Out concerning any information available regarding the previous day's sections up to the Overnight Control In.
14. An Enquiry Form shall be deemed to be returned to the competitor at the time it is posted on the official notice board.

## **ARTICLE 26 - PRIZE GIVING, TROPHIES AND AWARDS**

1. The Prize giving will take place as per the timetable (Section 1).
2. All awards will be presented to the first nominated driver unless otherwise specified in the details of the awards hereafter. It is a condition of receiving any award, prize, or trophy, that the first driver is present at the prize giving, unless having given prior notice in writing to the organisers, he has been excused, in which case he must also nominate a person to collect the award at least one hour before official prize giving time. Otherwise he will forfeit his award.
3. Entrants wishing to compete for particular awards other than the General Classification, Group, and class awards must claim for such awards in his entry

form. The organisers shall have absolute discretion to accept or reject any such claim, and in cases of doubt may call for proof in support of any claim. Any claim deemed to be false will entail exclusion.

4. The following awards will be presented:-

## GENERAL CLASSIFICATION

### International Event      National Event

1st overall crew	Award for Driver & Co-Driver
2nd overall crew	Award for Driver & Co-Driver
3rd overall crew	Award for Driver & Co-Driver
Group A: 1st	Award for Driver & Co-Driver
Group N: 1st	Award for Driver & Co-Driver

## CLASSIFICATION BY CLASSES

1st in class	Award for Driver & Co-Driver
2nd in class	Award for Driver & Co-Driver
3rd in class	Award for Driver & Co-Driver
4th in class	Award for Driver & Co-Driver
5th in class	Award for Driver & Co-Driver

## CLASSIFICATION BY NATIONALITY

Best Cross Channel Crew	Award for Driver & Co-Driver (Both Crew members eligible)
Best Northern Ireland Crew	Award for Driver & Co-Driver (Both Crew members eligible)
Best Rep of Ireland Crew	Award for Driver & Co-Driver (Both Crew members eligible)

## CLASSIFICATION BY TEAMS

Best Club Team	Award for Drivers & Co-Driver
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## LADIES AWARD

Highest placed ladies crew	Award for Driver & Co-Driver
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## ADDITIONAL AWARDS

Trevor Fleming Perpetual Award	Highest Placed Driver - N.2
Sammy Fisher Memorial Trophy	1 <sup>st</sup> O/all National Rally (2 trophies)
The following awards are applicable to combined International and National Events	
<b>The Jim Kennedy Perpetual Cup</b>	First Overall
<b>Declan Gannon Award</b>	Highest Placed Donegal Motor Club Crew
<b>Fanad Development Trophy</b>	Fastest Group N Time Knockalla (All Competitors)
<b>Spirit of the Rally Award</b>	To competitors
<b>Ford of Ireland Award</b>	Highest Placed Ford Car

Additional Awards at Organisers discretion.

- Award winners in the General Classification will not be eligible for class awards. Class awards will be given to next in class.
- For the **Ladies Award** both members of the crew must be Female.

## **ARTICLE 27 – RECONNAISSANCE**

1. (a). The use of "pace notes" is permitted and reconnaissance on special stages is allowed.  
(b). Reconnaissance may only be carried out between 09.00hrs and 18.00hrs on the following dates: - 12<sup>th</sup> & 13<sup>th</sup> , 14<sup>th</sup> & 15<sup>th</sup> and 16<sup>th</sup> 17<sup>th</sup> June 2010, competitors may use any 3 days.
2. Before commencing reconnaissance, competitors must register with the Organisers.
  - (a). Competitors must sign on at the start of (each) day. (08.30 to 10.30)
  - (b). Competitors must declare the make, model and registration number of the car that they will be using for reconnaissance.
  - (c). Entrant Decals supplied by the organisers, must be displayed clearly on the windscreen of the car during the reconnaissance period. These plates must be returned to the Secretary before 10.00am on 18th June 2010. Fine of €65.00 for non- - return.
  - (d). Any competitor found on a special stage without having registered as above, or in breach of these registration regulations, will not be permitted to start the rally.
3. Only standard cars may be used for reconnaissance. Rally cars will not be allowed to be used for reconnaissance. Modified suspensions, and altered seats and wheels are permitted. No advertising may be carried on cars used for reconnaissance. Cars will be scrutinised before the start of reconnaissance to see that they are in compliance with these regulations. The Organisers have the power not to allow the use of any particular car.
4. The organisers will issue a Road Book with lists of Special Stages and speed limits, with supplementary regulations which will apply during the reconnaissance period and which will have the same force as Regulations of the Rally. The maximum speed allowed on special stages is 60 kph, unless a lower limit is indicated by a traffic sign or written instruction issued by the Organisers.
5. During the reconnaissance period the Gardai and the Organisers will arrange speed checks and general patrols of special stages.
  - (a). Competitors found in cars exceeding speed limits will be penalised as follows:
    - 1st offence - 2 minute penalty
    - 2nd offence - Exclusion
  - (b). Competitors driving or being driven at an excessive speed or in a manner which in the opinion of the Organisers causes or could cause danger or inconvenience to other road users or local residents or could bring the sport into disrepute will be penalised as follows:
    - 1st offence - 2 minutes penalty
    - 2nd offence - Exclusion.
  - (c). The Organisers will appoint Judges of fact, a minimum of 2 per stage, whose decision will be final.

***There is no right of protest or appeal against the findings of the Judges of Fact.***

See **GCR No. 136.**

6. Any Competition Licence holder who practises, reconnoitres, or otherwise examines a special stage outside the specified reconnaissance period, or causes any person to do so on their behalf will incur the following penalties against which there is no facility for Protest or Appeal:
- (a) A fine of €380 which will apply to each competition licence holder and will be payable to the club organising the event at which the breach of regulation was committed.
  - (b) Start refused
  - (c) Entry Fee forfeit
  - (d) Start refused for all Motorsport Ireland permitted events until all monies or fines are paid in full.

In addition to the above, if a competition licence holder is observed either by a Judge of Fact or any other person in close proximity to the location of a Special Stage and no reasonable explanation is given to the promoters for his or her presence there, then the promoters may refuse to accept an entry or if an entry has already been received, such an entry may be returned. In such circumstances the observations made by the Judge of Fact or the decision of the promoters cannot be the subject of a Protest or Appeal.

Reports of Competitors found to be in breach of this regulation will also be submitted to the CEO of Motorsport Ireland who may convene a Court of Tribunal (GCR's, Chapter 16).

7. The decision of the Stewards of the Meeting will be final.

## **ARTICLE 28 - RIGHTS OF ORGANISERS**

1. The organisers may at their discretion: -
- (a). Refuse any entry without giving a reason.
  - (b). Offer an applicant whose entry is refused, a reserve entry.
  - (c). Refund any entry fee, or excuse a competitor payment of an entry fee in circumstances other than those defined in Article 7.5.
  - (d). Abandon, cancel, or postpone the competition in the case of unforeseen circumstances.
  - (e). Delete or amend any part of the route, competition, or time requirements in the case of unforeseen circumstances.
  - (f). Distribute the awards at their discretion, if through unforeseen circumstances the competition is stopped before its scheduled completion.
  - (g). Reduce the number of awards in any class.
  - (h). Exclude any person or car appearing on examination to be ineligible for the competition or the class therein, to which the entry refers.
  - (i). Offer the entrant of any person or car liable to exclusion under Paragraph (h) above the option to transfer to the appropriate class.
  - (j). Publish an instruction, which will have the force of these regulations. Such instructions will be displayed on the official notice board or at a control and will be signed by the Clerk of the Course or his deputies.
  - (k). Offer awards additional to those specified in these regulations.
  - (l). Exclude a competitor from the rally and refuse his application for entry for the following 3 years for contravention of Article 27.

- (m). Appoint Judges of Fact to determine whether or not the requirements of these regulations have been complied with. In particular, these judges will be empowered to determine whether a competitor has followed the correct route, and /or travelled at an excessive speed, and or caused an excessive noise and /or obeyed instructions concerning servicing and service areas. Appendix 29 Art 3.3 & Art 11 Motorsport Ireland 2010 Yearbook
- (n) The promoters decline liability in any accident caused to or by a competitor or competitors. The promoters also decline any liability for breach of laws, regulations, ordinances or cases in force, the consequences of which are the entire responsibility of the competitors.

## **ARTICLE 29 - RADIO EQUIPMENT**

The use of radio transmitting and receiving equipment in competing and/or service cars is not prohibited under the Regulations but competitors are reminded that a limited period licence must be obtained for the use of such equipment. The appropriate Government Service are only prepared to allow the use of a limited number of frequencies.

## **ARTICLE 30 – 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.

**Attention is directed to Motorsport Ireland Bulletin 5<sup>th</sup> January 2007.**

## **ARTICLE 31 - COMPETITORS' LIAISON OFFICER: PHILIP NICHOLSON**

### **PRINCIPAL MISSIONS**

Inform the competitors and play the role of mediator at all times.

This post must be entrusted to an official in possession of a licence issued by his A.S.N. as it implies a certain knowledge of the general regulations. He may attend the meeting of the Panel of the Stewards of the Meeting, in order to keep abreast of all decisions taken.

The Competitors' Liaison Officer should be easily identified by the competitors.

To this end it is advisable that:

- (1) He wears a very conspicuous badge.
- (2) Be introduced to the competitors' when there is a drivers briefing.
- (3) His photograph is included in the supplementary Regulations or in an Addendum if possible.

### **PRESENCE AT THE RUNNING OF AN EVENT**

When the Rally Office is opened, he shall have the Secretary of the Meeting draft a schedule of his duties that shall be posted on the notice board of the event and which shall include:

- Presence at scrutineering.
- At the Rally Office of the Meeting.
- At the start of the event.
- At the regrouping halts.

- "Parc Ferme" at end of sections.
- Near the "Parc Ferme" at the arrival. (The latter being dependent on the rally timetable).

## **FUNCTION**

- Give accurate answers to all questions asked. Provide all information or additional clarification in connection with the regulations and the running of the event.
- Avoid forwarding questions to the Panel of the Stewards of the Meeting which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers).
- The Competitors' Liaison Officer shall refrain from saying anything or taking any action, which might give rise to protests.

## **SECTION VIII. HELICOPTERS**

### **ARTICLE 33.**

- 1.1 Every helicopter flying in connection with the event must be registered with the organisers.
- 1.2 Every helicopter flying in connection with the event must comply with the directions of Motorsport Ireland notified in its Bulletin of January 2007 for the use of helicopters at Motorsport Ireland events, save as may be otherwise provided in final instructions.
- 1.3 Donegal Motor Club Ltd accepts no liability for any damage caused to or by any helicopter flying in connection with the event. Any damage caused by a helicopter during the event remains at all times the responsibility of the owner/operator thereof and it is a condition of registration that all owners/operators agree to indemnify Donegal Motor Club Ltd in respect of any and all such claims.
- 1.4 Donegal Motor Club Ltd reserves the right to cancel any helicopter registration, without return of registration fee, and to report any matter concerning the operation of any helicopter during the event to the Irish Aviation Authority, if it deems it necessary to do so.

## **SECTION IX. RESTART PROCEDURE**

### **ARTICLE 34 – RESTART PROCEDURE**

#### **1.1 Restart Procedure**

1.1.1. An "eligible crew" for the purposes of rally restart shall be defined as a crew entered in the Topaz Donegal International rally, the Topaz Donegal National Rally or the Topaz Donegal Historic Rally.

1.1.1 An eligible crew that has retired from a Leg may apply to re-start the Rally from the start of the next leg. However, the crew will be penalised with a 5-minute penalty

added to the fastest time set by a competitor in the same class for each missed stage, which shall include the special stage or Super Special Stage on which the crew has retired. Should no time be set in the same class for any stage or Super Special Stage missed, the Organisers may select such comparative stage time as they in their absolute discretion deem fit. Should retirement occur after the last special stage or Super Special Stage, the crew will nonetheless to be deemed to have missed that last stage or Super Special Stage.

1.1.2 An eligible crew which has retired from the Final Leg will be classified after the application of a 5-minute time penalty added to the fastest time set by a competitor in the same class for each missed stage which shall include the special stage or Super Special Stage on which the crew has retired. Should no time be set in the same class for any stage or Super Special Stage missed, the Organisers may select such comparative stage time as they in their absolute discretion deem fit. Should retirement occur after the last special stage or Super Special Stage, the crew will nonetheless to be deemed to have missed that last stage or Super Special Stage.

However, in order to be classified, their car must be present in the finish Parc Fermé before the publication of the provisional final results.

1.1.3 An eligible crew which has failed to complete a Leg, and wishes to restart the next Leg must notify the Organisers and lodge a Restart request not later than 8 pm on the evening of the Leg in question.

1.1.4. The number of crews permitted to restart each Leg, if any, shall be determined by the Organisers according to event capacity, and selected by the Organisers in their absolute discretion.

1.1.5. There shall be no right of appeal in relation to any decision taken by the Organisers regarding the application or non-application of Restart procedure.

1.1.6 An eligible crew permitted to restart shall do so in such place in the field as the Organisers in their absolute discretion shall select.

1.1.7 A crew permitted to restart shall not be eligible for any Overall, Class, Stage, Tarmac championship or Oil Burner Trading Club Championship awards, but may be classified as a finisher in the overall finishers list.

## 1.2 Repairs in the case of a retirement and restart.

1.2.1 A Crew eligible for restart must present their car for re-scrutineering at such time and place as the Organisers may designate.

## ***THE TOPAZ DONEGAL NATIONAL RALLY 2010***

### **Officials**

As stated in the Topaz Donegal International Rally 2010 Regulations.  
(Section II Article 1)

### **Headquarters**

The Mount Errigal Hotel Letterkenny.

### **Timetable**

As stated in the Topaz Donegal International Rally 2010 Regulations. (Section 1)

### **Classes**

Class 9-Modified cars up to and including 1450cc, 2WD normally aspirated

Class 10-Modified cars over 1450cc and up to and including 1650cc, 2WD normally aspirated and not more than two valves per cylinder

Class 11-Modified cars over 1450cc and up to and including 1650cc, 2WD normally aspirated and more than two valves per cylinder.

Class 12 - Modified cars over 1650cc and up to and including 2050cc, 2WD normally aspirated and not more than two valves per cylinder.

Class 13 - Modified cars over 1650cc and up to and including 2050cc, 2WD normally aspirated and more than two valves per cylinder.

Class 14 - Modified Cars over 2050cc and up to and including 3500cc 2WD normally aspirated or turbo-charged.(see note 2)

Class 15 – Four wheel drive cars whose homologation has expired and other specified cars (notes 3,4,5)

Class 16 – Cars currently homologated in Gp N & Gp A(excluding WRC) which are being driven by drivers who hold a competition licence of a grade not higher than National A. ( None of these cars are eligible for overall awards.)

**NOTES ON CLASSES:** See Appendix 29 Classes / Notes 1 to 14 of the Motorsport Ireland 2010 Yearbook.

If the number of cars entered in the same cubic capacity class is less than five (5), the Organisers reserve the right to reduce the number of awards for that class.

### **Awards**

As stated in Article 26 of the Topaz Donegal International Rally 2010 regulations

### **Organisation**

1. The Topaz Donegal National Rally is promoted and organised by the Donegal Motor Club Ltd. (Hereinafter called the Promoters). It will take place from the 18<sup>th</sup> to the 20<sup>th</sup> June 2010 over a route of approximately 860km containing 20 special stages, comprising 280kms approximately. These Regulations have been submitted to and been approved by Motorsport Ireland, MI permit No. 10/99 has been issued for the holding of the event. There will be no Sunday Run on this event.

## **Supplementary Regulations**

### **Article 1**

1. The competition will be held under the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland and these Supplementary Regulations including Appendix 25 (Rally Code) and Appendix 29 of the Motorsport Ireland 2010 Yearbook. Copies of the General Competition Rules may be obtained from the Motorsport Ireland, 34 Dawson Street, Dublin 2.
2. The event is a qualifying round of the CITROEN IRISH TARMAC RALLY CHAMPIONSHIP MODIFIED CHALLENGE, BASSETT'S PLUMBING & HEATING DONEGAL MOTOR CLUB CHAMPIONSHIP.
3. The requirements of these regulations apply at all times during this event. All competitors who forward completed entry forms agree to be bound by the rules.

### **Article 2 Jurisdiction**

- 1 The Supplementary regulations for the event are as stated by Motorsport Ireland Regulations and Definitions 2010 Yearbook. Final Instructions are an integral part of these supplementary regulations.

### **Article 3 Entries**

- 1 Entry Forms, Entries, Entry Fees and Insurance are as stated in Article 6 of the Topaz Donegal International Rally 2010 Regulations.

### **Article 4 Reconnaissance**

- 1 Reconnaissance regulations and penalties are as stated in Article 27 of the Topaz Donegal International Rally 2010 Regulations.

### **Article 8 Penalties**

- 1 Penalties for the event will be applied in accordance with penalties stated for the Topaz Donegal International Rally 2010.

# THE TOPAZ DONEGAL NATIONAL HISTORIC RALLY 2010

## Article 1

1. The organisers and Promoters of the Topaz Donegal National Historic are Donegal Motor Club Ltd.  
The Rally will take place from 19<sup>th</sup> – 20<sup>th</sup> June 2010.  
The Regulations for the Donegal International Rally apply to the Topaz Donegal National Historic Rally except as varied below.

## Article 2

The event is a qualifying round of the CITROEN IRISH TARMAC HISTORIC RALLY CHAMPIONSHIP.

## Article 3 – DESCRIPTION

1. The total length of the Topaz Donegal National Historic Rally is approx. 450 kms which includes stage distance of 163 kms approx. and is divided into 2 legs. The Schedule is as follows: -

17.00 - 19.00	Friday 18 <sup>th</sup> June	Scrutiny at McGinley Motors, Letterkenny.
12.00 -	Saturday 19 <sup>th</sup> June	Rally start from LYIT to SS11
10.40 -	Sunday 20 <sup>th</sup> June	Re-start from LYIT.
19.00 -	Sunday 20 <sup>th</sup> June	Rally finish at Mount Errigal Hotel.

## Article 4 - ELIGIBLE VEHICLES

1. There will be eleven classes as follows: -
  - (a) Historic Rally Cars**

A1	Pre 1/1/1960	- up to 1200cc
A2	"	- 1201cc to 1500cc
A3	"	- 1501cc and over
B1	From 1-1-1960 to 31-12-1967	- up to 1000cc
B2	" "	- 1001cc to 1300cc
B3	" "	- 1301cc to 1600cc
B4	" "	- 1601cc to 2000cc
B5	" "	- All Porsche 911 and 912
B6	" "	- Over 2000cc
  - (b) Post Historic Rally Cars**

C1	From 1-1-1968 to 31-12-1974	- up to 1600cc
C2	" "	- 1601cc and over
  - (c) Classic Rally Cars**

D1	From 1-1-1975 to 31-12-1981	- up to 1300cc
D2	" "	- 1301cc to 1600cc
D3	" "	- 1601cc to 2000cc
D4	" "	- over 2000cc
D5	" "	-All cars having engines with more than one camshaft and more than two valves per cylinder. All cars with a Rotary engine.

All cars must be registered for use on the open road. Current LOGBOOKS are required. Historic Entrants are reminded that all vehicles must comply with

RACMSA 2010 Yearbook regulations for Historic Rallies with particular reference to R49 – R49.10.3

Class C1, C2, D1, D2, D3, D4 and D5 will compete for class awards only.

### **Article 6 - Entry form and Entries**

1. All individual entries, must be made on the Official Entry Form, properly completed in all particulars, and forwarded to the Secretary as shown in Art:6.1 before 18.00hrs on Friday 21<sup>st</sup> May 2010.
2. The number of entries will be limited up to 20, subject to a total overall event entry maximum of 151. If less than 10 entries are received the Organisers reserve the right to cancel the event.

### **Article 7 - Entry Fee and Insurance**

1. The entry fee for the event is €600 inclusive of IRDS at standard rate premiums, and competitor P.A. insurance. Entries close at 18.00hrs on Friday 14<sup>th</sup> May 2010. A Late entry fee of €650 will apply and close at 18.00hrs on Friday 21<sup>st</sup> May 2010. **Entry Fee in Euro only please.**

### **Article 21 - Scrutineering**

1. Scrutineering will take place at McGinley Motors, Letterkenny, between 17.00hrs - 19.00hrs on Friday 18<sup>th</sup> June 2010. **Documentation at Mount Errigal Hotel.**
2. All cars must be equipped with safety devices as specified in the Motorsport Ireland Yearbook 2010.

### **Article 26 - Trophies and Awards.**

#### **GENERAL CLASSIFICATION**

1st Overall Crew	2 Trophies
2nd Overall Crew	2 Trophies
3rd Overall Crew	2 Trophies

#### **CLASSIFICATION BY CLASS**

1st in Class	2 Trophies
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NOTE: - The wearing of fire resistant clothing is compulsory in rallies for Historic Cars.

# REGULATIONS FOR THE 2010 JUNIOR TOPAZ DONEGAL RALLY.

## ARTICLE 1

The Junior Topaz Donegal Rally will take place on Sunday 20<sup>th</sup> June, 2010. The regulations of the Topaz Donegal International Rally apply to the Junior Rally as varied below. These regulations have been submitted to and approved by Motorsport Ireland.

## ARTICLE 3

The total distance of the Topaz Donegal Junior Rally is 260 kms with a stage distance of 100km, of the 2010 Topaz Donegal International Rally.

The provisional Schedule is as follows:

**Recce:** Any one of the recce days specified for the Topaz Donegal International Rally.

**Scrutiny:** Saturday 19<sup>th</sup> June 2010 17.00hrs-19.00hrs, McGinley Motors, Letterkenny.

**Documentation at Mount Errigal Hotel.**

Start: Sunday 20<sup>th</sup> June 2010 from Parc Ferme LYIT. Competitors will compete on all Sunday stages.

Competitors will be advised of start time.

## ARTICLE 4

The following vehicles are eligible to take part in the Topaz Donegal Rally (including Super 1600 and Kit-Car variant 1600)

Class J1: Cars up to 1400cc

Class J2: Cars 1401cc to 1650cc.

## ARTICLE 5 — ELIGIBLE COMPETITORS

Any person holding an MI/MSA National B or higher graded Licence valid for 2010 provided that the Driver is under 26 years of age on 1st January 2010.

## ARTICLE 6 - Entry form and Entries

1. All individual entries, must be made on the Official Entry Form, properly completed in all particulars, and forwarded to the Secretary as shown in Art 6.1 before 18.00hrs on Friday 14<sup>th</sup> May 2010. A Late entry fee of €350 will apply and close at 18.00hrs on Friday 21<sup>st</sup> May 2010.

2. The number of entries will be limited up to 40, subject to a total overall event entry maximum of 151.

If less than 10 entries are received the Organisers reserve the right to cancel the event.

## ARTICLE 7

The Entry Fee is €325, which includes IRDS at standard rate premiums, and competitor P.A.

## ARTICLE 26 — Trophies & Awards

### GENERAL CLASSIFICATION

1st Overall Crew	2 Trophies
2nd Overall Crew	2 Trophies
3rd Overall Crew	2 Trophies

### CLASSIFICATION BY CLASS

1st in Class	2 Trophies
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Crews who finish first, second and third overall are not eligible for class awards.

# REGULATIONS FOR THE 2010 FIESTA SPORTING TROPHY TOPAZ DONEGAL RALLY.

## ARTICLE 1

The Fiesta Sporting Trophy Topaz Donegal Rally will take place on Saturday 19<sup>th</sup> June, 2010. The regulations of the Topaz Donegal International Rally apply to the Fiesta Sporting Trophy, in addition to the regulations governing the Fiesta Sporting Trophy. These regulations have been submitted to and approved by Motorsport Ireland.

## ARTICLE 3

The total length of the Fiesta Sporting Trophy is 335 kms, which includes 8 stages of 125kms, of the 2010 Topaz Donegal International Rally.

The provisional Schedule is as follows:

**Recce:** Any one of the recce days specified for the Topaz Donegal International Rally.

**Scrutiny:** Friday 18<sup>th</sup> June 2010 17.00hrs-19.00hrs, McGinley Motors, Letterkenny.

**Documentation at Mount Errigal Hotel.**

Start: Saturday 19<sup>th</sup> June 2010 from Parc Ferme. LYIT

Competitors will be advised of start time.

## ARTICLE 4

Vehicles registered with the 2010 Irish Ford Fiesta Sporting Trophy are eligible to take part in the Topaz Donegal Rally.

Regulations published for the above Trophy series, must be adhered to at all times.

## ARTICLE 5 — ELIGIBLE COMPETITORS

All competitors must be registered with the Ford Fiesta Sporting Trophy, and fully compliant with those rules and regulations published. Licence National A.

## ARTICLE 6 - Entry form and Entries

1. All individual entries, must be made on the Official Entry Form, properly completed in all particulars, and forwarded to the Secretary as shown in Art 6.1 before 18.00hrs on Friday 14<sup>th</sup> May 2010. A Late entry fee of €600 will apply and close at 18.00hrs on Friday 21<sup>st</sup> May 2010.
2. The number of entries will be limited up to 10, subject to a total overall event entry maximum of 151.

## ARTICLE 7

The Entry Fee is €550, which includes IRDS at standard rate premiums, and competitor P.A.