

Rally Of The Lakes



April 30th - May 2nd 2010



Regulations

Photo © John Bailey



SANCTIONED
EVENT



CITROËN IRISH TARMAC
RALLY CHAMPIONSHIP
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Motorsport
Ireland

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Ordnance Survey Ireland International Rally of the Lakes 2010

Saturday Schedule

Control	KM	1st Car	Control	KM	1st Car
MC A	Parc ferme	9.00	DELAY		0.03
MC A - MC B	1.5	0.15	START SS 4		14.47
MC B	Start ramp	9.15	STAGE 4	18.47	0.23
MC B - MC C	33.72	0.50	FINISH SS 4		15.10
MC C	Service in	10.05	SF 4 - SAC 5	20.30	0.30
MC C - MC D		0.30	SAC 5		15.40
MC D	Service out	10.35	DELAY		0.03
MC D - SAC 1	15.82	0.25	START SS 5		15.43
SAC 1		11.00	STAGE 5	13.20	0.16
DELAY		0.03	FINISH SS 5		15.59
START SS 1		11.03	SF 5 - MC G	2.50	0.15
STAGE 1	18.47	0.23	MC G	Service in	16.14
FINISH SS1		11.26	MC G - MC H		1.16
SF 1 - SAC 2	20.30	0.30	MC H	Service out	17.30
SAC 2		11.56	MC H - SAC 6	5.35	0.10
DELAY		0.03	SAC 6		17.40
START SS 2		11.59	DELAY		0.03
STAGE 2	13.20	0.16	START SS 6		17.43
Finish SS 2		12.15	STAGE 6	17.35	0.21
SF 2 - MC E	2.50	0.15	FINISH SS 6		18.04
MC E	Service in	12.30	SF 6 - SAC 7	18.25	0.30
MC E - MC F		1.20	SAC 7		18.34
MC F	Service out	13.50	DELAY		0.03
MC F - SAC3	5.35	0.10	START SS 7		18.37
SAC 3		14.00	STAGE 7	17.58	0.21
DELAY		0.03	FINISH SS 7		18.58
START SS 3		14.03	SF 7 - MC I	49.88	1.02
STAGE 3	17.35	0.21	MC I	Parc ferme	20.00
FINISH SS 3		14.24			
SF 3 - SAC 4	12.65	0.20			
SAC 4		14.44			

Ordnance Survey Ireland International Rally of the Lakes 2010

Sunday Schedule

Control	KM	1st Car	Control	KM	1st Car
MC j	Parc ferme	7.45	MC N – SAC 12	17.32	0.25
MC j - SAC 8	13.38	1.15	SAC 12		14.05
SAC 8		9.00	DELAY		0.03
DELAY		0.03	START SS 12		14.08
START SS 8		9.03	STAGE 12	15.31	0.19
STAGE 8	15.31	0.19	FINISH SS12		14.27
FINISH SS 8		9.22	SF 12 – SAC 13	12.29	0.18
SF 8 - SAC 9	12.29	0.18	SAC 13		14.45
SAC 9		9.40	DELAY		0.03
DELAY		0.03	START SS 13		14.48
START SS 9		9.43	STAGE 13	12.81	0.16
STAGE 9	12.81	0.16	FINISH SS 13		15.04
FINISH SS 9		9.59	SF 13 – MC O	17.06	0.25
SF 9 – MC K	17.06	0.25	MC O	Service in	15.29
MC K	Service in	10.24	MC O – MC P		0.36
MC K – MC L		0.46	MC P	Service out	16.05
MC L	Service out	11.10	MC P – SAC 14	4.54	0.09
MC L – SAC 10	16.58	0.23	SAC 14		16.14
SAC 10		11.33	DELAY		0.03
DELAY		0.03	START SS 14		16.17
START SS 10		11.36	STAGE 14	9.72	0.12
STAGE 10	15.70	0.19	FINISH SS 14		16.29
FINISH SS 10		11.55	SF 14 – MC Q	22.00	0.31
SF 10 – SAC 11	27.10	0.35	MC Q	Finish Ramp	17.00
SAC 11		12.30	MC Q - MC R	2.27	0.20
DELAY		0.03	MC R	Parc ferme	17.20
START SS 11		12.33			
STAGE 11	9.72	0.12			
FINISH SS 11		12.45			
SF 11 – MC M	5.44	0.10			
MC M	Service in	12.55			
MC M – MC N		0.45			
MC N	Service out	13.40			

The Regulations for the Ordnance Survey Ireland Rally of the Lakes 2010 are presented as follows:

International Rally of the Lakes 2010:

Pages 6 to 24

Round 3 of 2010 TROA Irish Tarmac Rally Championship.

Round 3 of 2010 Irish Fiesta Sporting Trophy

Round 2 of The Thomond Crystal Southern 4 Championship

Eligible Cars: Homologated Vehicles, Classes N1 - A8

Eligible Competitors, Drivers: Holders of International Rally License

Co-Driver: Minimum required National Rally B / Stage / Road Navigator

National Rally of the Lakes 2010:

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Round 3 of the Tarmac Modified Challenge.

Round 2 of The Thomond Crystal Southern 4 Championship.

Eligible Cars: Modified Cars and Homologated Cars whose drivers hold National A or National B Licenses

Eligible Competitors: Holders of National A, National B or International Rally Licenses.

This event will cover the entire route of the International Rally of the Lakes.

Historic Rally of the Lakes 2010:

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Round 3 of TROA Historic Tarmac Rally Championship.

Round 2 of the Thomond Crystal Southern 4 Championship.

Eligible Cars: Historic and Post-Historic Rally Cars.

Eligible Competitors: Holders of National A, National B or International Rally License appropriate to the cubic capacity of the car.

Junior Rally of the Lakes 2010:

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For cars of up to 1650cc whose drivers are under 26 years on 1st January 2010

Drivers require National A or B License.

Fiesta Sporting Trophy 2010:

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For cars complying with the specifications of the Fiesta Sports Trophy

INTERNATIONAL RALLY OF THE LAKES 2010

SECTION I—TIMETABLE

Entries:	Entries Open Entries Close	Thursday, 1st April 2010 Thursday, 15th April 2010
Pace Note Making:	09.00 hrs. - 18.00 hrs.	Saturday 24th April 2010 Sunday 25th April 2010 Thursday 29th April 2010 Friday 30th April 2010
Scrutiny:	11.00 hrs. - 20.00 hrs.	Friday 30th April 2010
Provisional Timetable	See front of Regulations	
	Provisional Results Prize giving	20.00 hrs Sunday May 2nd 2010 National Events Centre, Gleneagle Hotel, Killarney

ARTICLE 1

SECTION II—ORGANISATION

1. This is an International competition organised and promoted by RallySport (Killarney) Ltd., trading as Killarney & District Motor Club (Hereinafter called the Promoters). It will take place from the 30th April - 2nd May 2010. Permit No. 10/067
2. The Organising Committee and Officials of the Rally are as follows:

Motorsport Ireland Stewards:	Frank O'Mahony & Robert Lyttle
K.D.M.C. Steward:	George Clancy
Clerk of the Course:	Liam Cronin
Deputy Clerks of the Course:	Brendan Counihan (operations) and Noreen Marshall (administration)
Assistant Clerks of the Course:	Dermot Healy, Kevin Flannery and Mark Phelan
Chief Safety Officer:	Gary McCormick
Motorsport Ireland Safety Officer:	John Tynan
Secretary of the Meeting:	Cathy Healy
Entries Secretary:	Cathy Healy
Chief Marshal:	Padraig Moriarty
Ass. Chief Marshal:	Joe McCarthy
Chief Timekeeper:	Gavin O'Grady
Ass. Timekeeper:	Niamh Moriarty
Results Officer:	Colm Feen
Communications:	Jason O'Brien & Kieran Martin
Radio Controller	Kevin Flannery
Chief Medical Officer:	Dr. Matthew Shortt
Chief Rescue Officer:	Martin Byrne
Emergency Services Co-ordinator:	Noreen Marshall
Garda Liaison:	Mike Marshall
Press Officer:	Ray Gavin
TROA Eligibility Scrutineers:	Rab and Shiela McDonald
Chief Scrutineer:	Pat Shiel
Competition Liaison Officer:	Pat Shiel

All officials are deemed to be Judges of Fact. Any additions to this list will be posted on the Official Notice board.

NOTE: U.K. Callers use code 00353-64 in place of 064
International Callers use +353-64 in place of (064)

3. The Rally Office will be situated in the Gleneagle Hotel, Muckcross Road, Killarney.
The Official Notice Board will be situated in the foyer.
Both Rally Office and Notice Board will be operational from 14.00 hrs. Friday, April 30th 2010.

SECTION III—GENERAL CONDITIONS

ARTICLE 2 — GENERAL CONDITIONS

1. The competition will be held under the International Sporting Code of the F.I.A., the General Competition Rules of Motorsport Ireland (hereinafter termed the * N.S.A., Appendix 25 and 29 of the MI year book), and these Regulations which supersede all others. Copies of the General Competition Rules may be obtained from Motorsport Ireland, 34 Dawson Street, Dublin 2.
2. The event is a qualifying round of the 2010 TROA Irish Tarmac Rally Championship, Irish Tarmac Historic Rally Championship, the Thomond Crystal Southern 4 Championship and the Fiesta Sporting Trophy.
3. The requirements of these regulations apply at all times during the 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 565 Km.
2. 14 Special Stages covering approximately 206 km all on tarmac. The interval between each car will be 30 seconds.
3. The use of Pace Notes is permitted and crews will be allowed two days to make low speed reconnaissance on special stages, subject to Article 26.
4. The sections of the Rally, as well as the Time Controls, Passage Controls, Neutral Zones, Regrouping Controls, Parc Fermes and Special Stages, are described on the Time Cards and in the Road Book.

ARTICLE 4 — ELIGIBLE CARS

1. Homologated vehicles as per current Appendix J of the International Sporting code (Group A and N cars) The Championship will be divided into the following FIA Homologated classes:
 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 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
-

3. Tyre Marking and Monitoring.

- Tyre changes may only be carried out in service areas or any other area specified in event regulations for that purpose.
- A tyre marking area may be located immediately after Service Out Controls, or otherwise as indicated in the Road Book.
- Competitors must ensure that all wheels and tyres are clean, and any tyre markings from previous events are removed.
- 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.
- All wheels and/or tyres on the car, including any spare(s) being carried will have a unique mark and/or bar code applied. Different marks and/or bar code may be applied at each tyre marking session. Tyre Marking and Monitoring
- Thereafter, only the crew members may change, or swap around, the wheels on, or being carried in, the car.
- If during subsequent spot-checks the 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 at the most recent tyre marking session, or no mark and/or bar code, the crew will be deemed to have serviced outside of the designated service area, and be penalized accordingly as per Article 11.8.

- Event organisers will appoint at least one named Judge of Fact to observe compliance with service and/or tyre monitoring regulations.

PENALTIES.

The parking of an associated vehicle and/or the setting up of equipment on the rally route or within one mile of an area where servicing is not permitted.

- 1st Offence: 5 minutes.
- 2nd Offence: Exclusion.

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

- 1st Offence Exclusion.

Competitors will be supplied with one service number, which must be carried in the service vehicle, and affixed in a forward facing position.

- Classes will not be amalgamated irrespective of the number of entries in each class.
- The use of non-skid attachments (which includes tyres with studs or spikes of metal or other material and/or chains) is prohibited during the event. Tyres with any form of metal in the tread compound are not permitted
- Under pain of exclusion ALL cars at ALL times during the competition must:**
 - Be fitted with a windscreen of Laminated glass
 - Be fitted with a safety roll cage or roll bar complying with F.I.A. regulations.
 - Carry a red reflective triangle for use by the crew in the event of an accident.
 - Carry a self-adhesive OK sticker as provided by the organisers.
 - Comply with the legal requirements of the Road Traffic Acts of Ireland.

- All cars must be individually licensed for the road – competing cars cannot be driven on any form of Trade Plate.
- 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 scrutiny before the start.

ARTICLE 5 – ELIGIBLE COMPETITORS

- Entries may be submitted by any person, organisation, or body, holding a valid Competition License. The minimum grades of Licenses for drivers is as follows:

International Rally	International License
National Rally	National B up to 1650cc, National A over 1650cc
Historic Rally	National B up to 1650cc, National A over 1650cc
Junior Rally	National A or B up to 1650cc

Or equivalent grade License issued by MSA
- 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.

ARTICLE 6 – ENTRY FORMS & ENTRIES

- 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 before 17.00 hours on Thursday 15th April, 2010

The changing of a crew member must be approved by the Organising Committee subject to the provisions of GCR 113 and F.I.A./ISC 121.
- In respect of holders of a Competition License not issued by Motorsport Ireland or the NSA of a European Union member country the Entry Form must be stamped by the Competitor's National Sporting Authority.
- 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 scrutiny. If they are not shown, the organisers may refuse to allow the competitor to start.
- 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 is permitted up to the time of scrutiny

The organisers may also permit a change of car or driver(s) from those nominated on the Entry Form on written application being made by the Entrant not later than the conclusion of Scrutiny subject to the provisions of GCR 113 and F.I.A./ISC 121 (F.I.A. Graded Drivers may not be replaced by non-graded drivers). Applications to change made after the Thursday 15th April, 2010 will only be considered if they are made on a Change of Car/Driver Form, obtainable from the organisers. A fee of €30.00 will be levied for each change.

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

The total of 151 cars passing through any control applies to the combined event , International + National as per MI Yearbook, Appendix 25, Art. 3.1. Numbers, for the purpose of promoting motor sport, may be allocated in excess of the specified number.

Should more than 151 fully paid applications be received, a Selection Committee will be appointed by the Organisers. This Committee will as far as possible choose applicants whose results in the past two years can satisfy the following criteria, in order of priority:

- a) Finishing in the first 10 in a World Championship Rally.
- b) Finishing in the first 3 in Class in a World Championship Rally.
- c) Finishing in the first 10 overall in a European Championship Rally.
- d) Finishing in the first 5 in Class in a European Championship Rally.
- e) Finishing in the first 5 overall in any International Rally.
- f) Winning a Class in any International Rally.
- g) Scoring points in National Championship Rally.
- h) By ballot.

A list of reserves will be drawn up, having been selected on the above criteria, in numerical order. Should any accepted entries withdraw, be excluded at Scrutiny, or not be allowed to start, up to the end of Scrutiny, reserves in rising numerical order will be invited to compete in the rally, subject to having complied with all the requirements necessary to be allowed to compete.

6. DECLARATION OF INDEMNITY

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 Childrens 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 Rally Sport (Killarney) Ltd. t/a Killarney & District Motor Club, Irish Automobile Club Ltd. t/a The 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. (a) Closing date for entries: Thursday 15th April 2010. Entry Fee: €850. This includes Compulsory Personal Accident Insurance premium, IRDS at standard rate and service plates for one service vehicle. A service plate for each additional service van will incur a charge of €150.00 per plate.
- 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 "Rally of the Lakes".
 - (a) No car will be allowed to start unless the entry fee has been paid in full.
 - (b) Where payment of an entry fee is, for any reason, the subject of dispute at the closing date, such entry will not be accepted.
 - (c) Notice of acceptance, or refusal of individual entries will be posted to Entrants on Monday 19th April 2010. This notification will include the Competitors' Scheduled Time at Scrutiny for which lateness will be penalized (Art. 20.1).
- 3. All Motorsport Ireland/RACMSA drivers MUST produce an N.E.S., I.R.D.S., or B.R.D.S. letter of acceptance, valid for 2010, and must pay any additional premium over and above the standard rates in order to be permitted to start.

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.
5. Entry fees will be refunded:
 - a) to candidates whose application was refused;
 - b) if a reserve entry is not allocated a start in the rally;
 - c) 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 incident 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 — 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 in writing 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, subject to approval of the Stewards, using the International Sporting Code and General Competition Rules of MI
4. In the event of any dispute concerning the interpretation of these regulations, the ruling of the Stewards shall be final subject to the right of appeal as provided by the International Sporting Code and the General Competition Rules.

SECTION IV—GENERAL OBLIGATIONS

ARTICLE 9 — CREWS

1. Each car must carry two drivers and the entrant shall nominate which is the first and which is the second driver.
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 competition License.
 - b. when so instructed wear an approved crash helmet properly positioned and fastened.
 - c. not drive for more than 200 miles without rest or relief.
 - d. be covered by insurance required by Article 7.3/4 of these regulations.
 - e. **Protective Clothing: Wear fireproof clothing as required by the NSA during the event.**
 For the International Section: "All drivers/co-drivers must comply with the FIA regulations and standards for protective clothing".
 For the National, Historic and Junior Section: "All drivers/navigators must comply with the MI regulations for protective clothing. The MI regulations are equivalent to the FIA standards with an additional three year lead-in to expiry as stated in Appendix 2 of the MI Yearbook".
 - f) Competitors in all sections of the rally must use head and neck restraint devices of a make and model approved by the FIA. Non compliance with Article 9.3 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 for an injured person) will result in exclusion from the event.

REPORTING OF ACCIDENTS

Competitors will be provided with a self-adhesive OK sticker at scrutiny.

Please ensure that this is carried in the competing car at all times.

If you crash or stop on a special stage and do not require medical assistance, peel off the backing paper and fix the OK sticker on the car, in a position where it can be seen by the following cars.

The sticker must remain on display until the car is removed from the stage.

Competitors who do not co-operate with this safety measure will be penalized as per the provisions of the Motorsport Ireland Yearbook 2010.

ARTICLE 10 — 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 1 will take precedence over List 2 which will, in turn 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 penalized by a cash penalty of €60 per plate.
3. Competition numbers will be supplied. 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 the event that:
 - any one competition number or rally plate is missing a cash penalty of €60 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. These competition numbers must be maintained in a legible condition throughout the event.
 - 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 requested to display the name of the driver and the co-driver and their national flags on both sides of the car. These must not obscure competition numbers, which must be displayed on the rear side windows.
5. Identification Marks may be affixed to any part of the competing cars before or during the event. The Stewards may at any time during the rally check these marks. A missing Identification Mark may result in exclusion.
6. Altering, retouching, or in any way interfering with Identification Marks may result in exclusion. Any other competitor who in any way assists in the above may also be excluded
7. This will not prejudice the fact that the N.S.A. to which the competitor or his accomplice belong to, may inflict further penalties.
8. The onus is on competitors to see that Identification Marks affixed to his car are in position at the finish.
9. 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 11 — TIME CARDS, STAGE CARDS.

1. At the completion of scrutiny 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 may 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 may 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 12 — CONDUCT DURING THE EVENT, REPAIRS, SERVICING

1. Throughout the entire event crews must strictly obey the traffic laws of the Republic of Ireland. Any crew which does not comply with these traffic laws shall be subject to the penalties laid out below
 - a. Any absence or malfunction of electrical or mechanical parts which are required by the Traffic Regulations will be penalized by a penalty of €60 for each offence
 - b. For other traffic violations the following penalties will apply: 1st offence : €60, 2nd offence : 5 minute penalty, 3rd offence : exclusion.

In the case of an infringement of the traffic laws committed by a crew participating in the event, the Gardai (police) or officials having noted the infringement must inform the offender of it, in the same way as for normal road users.

The Gardai may request the Organisers to apply the penalties laid out in the supplementary Regulations of the event, subject to the following:

- a) that the notification of the infringement reaches the Organisers through official channels, and in writing, before the posting of the final classification.
 - b) that the statements are sufficiently detailed, for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence.
 - c) that the facts are not open to various interpretations.
2. Repairs and refueling will be forbidden everywhere except in designated service areas. These will be specified in the Road Book. Repairs and refueling outside these areas will be penalised by exclusion.
3. Under pain of exclusion, cars must complete the entire course by their own power, by gravity or by the manual efforts of the crew except where a car has left the road.
4. Similarly crews are forbidden under pain of exclusion:
- a. to deliberately block the passage of competing cars, or to prevent them from overtaking;
 - b. to behave in an unsporting manner.
5. After the rally has started no claim will be allowed for:
- a. Force Majeure
 - b. Baulking
6. Except when cars are under parc ferme regulations, servicing is permitted but only:
- a. by the crew of a competing car, using equipment carried on the car.
 - b. by a commercial garage not connected with any entry on the rally, and not organised in advance (such vehicles will not be allowed to enter official service areas).
 - c. in accordance with Article 12.2.
 - d. under no circumstances may service vehicles enter a special stage during the road closed time of that stage.
Contravention of paragraph 6 will be penalized as follows:
 - a. First offence: 10 minutes penalty
 - b. Second offence: Exclusion
7. Servicing of a competition car may only be carried out in specific areas designated by the organisers (Service Areas) and from vehicles bearing an official plate supplied by the organisers of the event. The official plate will include the competitor's competition number and must be permanently affixed with its own adhesive to the front of the service vehicle throughout the event. Service Areas where servicing is permitted will be identified in the Competitor's Road Book.
8. A competitor shall be responsible for ensuring that any officially plated vehicle associated with his entry complies with all appropriate regulations and official instructions. A penalty of €200 may be applied if the users of such plates are observed acting in a manner contrary to the interests of the rally or contravening any specific instructions from any official. 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.

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 MAY BE DEEMED TO BE SERVICING.

Event organisers will appoint at least one named Judge of Fact to observe compliance with Service Regulations.

Penalties:

The parking of an associated vehicle and/or the setting up of equipment on the rally route or within one mile of an area where servicing is not permitted.

Penalised as per Article 12.2.

9. Servicing (other than as permitted by crew Members) outside of designated Service Area

1st offence: Exclusion

Competitors will be supplied with two service numbers, which must be carried in the service vehicle, and affixed in a forward facing position.

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:

- a. Speeding
- b. Driving in an inconsiderate manner
- c. Contravening specific official instruction
- d. Leaving litter.

ARTICLE 13 – ADVERTISING

1. Competitors are allowed to affix any kind of advertising to their cars, provided that:
 - a. it is authorized by the N.S.A. 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 organisers official plates and competition numbers.
2. Following scrutiny, 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 the vehicle must be brought into conformity. Any car not in conformity shall not be allowed to start. Once a car has passed scrutiny, no additional advertising is permitted without the permission of the organisers.

SECTION V – RUNNING THE EVENT

ARTICLE 14 – THE START, ROAD BOOK

- 1a. Following completion of scrutineering, all competing cars will be placed in Parc Ferme.
- 1b. The first car will leave the start control as per the time-table shown at the start of these Regulations and the remaining cars will follow at 30 second intervals.
- 1c. Any lateness at the start will be included in the cumulative lateness mentioned in Article 16.7. Early arrival at controls will be penalized as per article 16.6.
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. Road timing will be to last elapsed minute. Throughout the event, the official time will be that broadcast by RTE, the National Broadcast Service.
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 ferme. It will show the length of each section and the Target Time allowed to complete the said section. It will include also other relevant information pertaining to the running of the event as may be required by the competitor. Distances in the Road Book will be shown in Kilometres and Miles (1 mile – 1.6 km.). Distance shown in the Road Book shall be deemed to be correct.
5. A composite map of the entire route, based on the OS Discovery Series (1:50,000) has been prepared for the event. Each entrant will be provided with 2 copies of this map. Additional copies are available at a cost of €5 each.

ARTICLE 15 – CONTROLS, GENERAL DESCRIPTION.

1. All controls (Time, Passage, Special Stage Start, Special Stage Finish, Re-Grouping In, Re-Grouping Out, Service In, and Service Out) will be indicated by F.I.A. signs (See Appendix I).
2. The beginning of each control area will be marked by a clock sign with a yellow background. This will be positioned approximately 25 metres before the control itself.
 - a. The control itself will be indicated by a clock sign with a red background.
 - 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 areas between the first yellow clock sign and the final beige end of control sign) are considered as Parc Ferme (Article 19.1 and 19.2).
4. The time spent 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 penalized one minute.
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 be accepted as proof of passage. Absence of either of the above may result in exclusion.
 - a. Competitors will be given the opportunity to examine the clock at points where time is recorded.
 - b. A competitor who interferes with an official or an official clock accidentally or otherwise will be penalized as below:

First occasion	10 Minutes
Second occasion	Exclusion

7. Controls will open 15 minutes before the scheduled time of the first car and will close 15 minutes after the due 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 b, c, d, e.
 - 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. Passage Controls (PC) may be situated in appropriate places to ensure that competitors are following the correct route as per the road book. No time will be recorded at these.
 - d. Special Stage Start Controls (SSSC) will be located at the start line of a special stage.
 - e. Special Stage Finish Controls (SSFC) will be located a minimum of 300 metres after the finish line of a special stage.
 - f. The Start Control and Finish Control will be similar to Time Controls in Art. 15.8 a.
9. Competitors must follow the instructions of officials at any Control. Failure to do so may be penalized by the Stewards of the Meeting.
The insignia to be worn by marshals and officials will be displayed on the official notice board at Rally Headquarters.

ARTICLE 16 – 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.
3. The arrival time recorded at a time control at the end of a section will also be the departure time for the next section.
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. No penalty will apply for early arrival at any or all of the following Time Controls: Regroup Control, Final Control.
7. Competitors will be excluded for the following:
 - a. Absence of a recorded time.
 - b. Exceeding a cumulative lateness of 15 minutes at any Main Control.
 - c. A penalty of exclusion for exceeding maximum lateness will, if possible be notified at the next Main Control.
8. Early arrival cannot be used to reduce cumulative lateness counting towards exclusion.
 - a. Early arrival will be penalised as in Article 16.6 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:-

Scheduled 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 minutes
Cumulative lateness counting towards exclusion (Carried forward from previous section).	10 minutes

Control 2 to Control 3: -

Scheduled departure 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 (including 10 minutes from previous section). Competitor over maximum lateness (15 minutes) resulting in exclusion.	20 minutes

- b. The accumulation of lateness will end at all Re-grouping Controls In and at Overnight Controls In as a new Schedule Time will be given to competitors at Re-grouping Controls out and 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) as follows:
- | | |
|------------------------------------|--------------|
| a. Beginning of Control Area | Yellow board |
| b. Control Post (25 metres) | Red board |
| c. SS Start Control (300 metres) | Red board |
| d. End of Control Area (25 metres) | Yellow board |
- Note: All distances are approximate.
10. When the situation as in Article 16.9 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 18.5a).
11. Competitors are reminded that while between the signs as in Article 16.9 they are in a Control Area and so in Parc Ferme (Article 15.3 and Article 19).

ARTICLE 17 – REGROUPING CONTROLS

1. Competitors are reminded that while between the signs as in Article 16.9 they are in a Control Area and so in Parc Ferme (Article 15.3 and Article 19).
2. 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).

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;

- Target time for the arrival of car No. 1 at the regrouping control 8 h 01. Target time for the arrival of car No. 120 at the regrouping control 9 h 00.
 - Actual arrival time of car No. 1 at the regrouping control 8 h 45. Actual arrival time of car No. 120 at the regrouping control 9 h 50.
(60 cars have retired during this part of the rally)
 - Starting time of car No. 1; 12 h 01. Starting time of car No. 120; 12 h 30.
The respective length of stopping time shall therefore have been: –3 h 16 for car No. 1. –2 h 40 for car No. 120.
3. On their arrival at these regrouping controls, the crews will hand the official their time card. They will receive instructions on their due time out. They then must drive their car immediately and directly to the regrouping area. The starting order shall be that of their arrival at the control into regroup.

ARTICLE 18 – SPECIAL STAGES

- Special Stages will be timed to the tenth of a second from a standing start to a flying finish on roads closed to the public.
- During a special stage each member of the crew must comply with appendix S 23.1 of the MI scrutiny requirements. No member of the crew may smoke on a special stage.
Penalty for any of the above will be exclusion.
- Competitors are forbidden, under pain of exclusion, to move in the opposite direction to the rally on a special stage.
- Starting procedure will be as follows:
 - The car and its crew must be presented at the special stage start control with helmets, safety harness and FIA head restraint in position, and the engine running (Article 18.2 and 19.6 b).
 - The starting official will then enter the start time on the competitor's time card and on the timing chip and return same to the competitor. The competitor may not start until the starting signal is given.
 - The competitor may be given verbal warning at 20 and 10 seconds before his start time.
 - The last five seconds will 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 or by a light sequence).
 - Any crew refusing to start a special stage on the time and in the position allocated to it may be given a penalty by the Stewards of the Meeting of at least 10 minutes, and which may go so far as exclusion if the Clerk of the Course so requests, whether the Special Stage is run or not.

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 penalties being inflicted by the Stewards of the Meeting, especially if the practice is repeated.

6. Special stages will end in a flying finish. Overtaking between the Finish Line and the stop sign is not permitted. Timing will be done on the finish line.
 At a minimum distance of 300m after the finish, the crew must report to a control indicated by a red "STOP" sign to have its finish time entered on the time card. If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter will only enter the starting time for the next road section on the crew's time card and the special stage finish time will be entered at the next neutralization zone or regrouping control.
 The stage finish time recorded, disregarding the seconds, will be deemed to be the start time for the following Road section.

7. If, through the fault of a competitor, an entry is not made:-
 - a. At the Start Special Stage Control, he will be excluded.
 - b. At the Finish Special Stage Control, he will be penalized 5 minutes.

8. For each special stage (i.e. the section of the event between the special stage start control and the special stage finish control) competitors will be given a minimum and maximum time, which may be altered if circumstances so warrant in the opinion of the organisers.

9. The method of marking will be as follows:-
 - a. A competitor recording less than the minimum time will be debited with the minimum time.
 - b. A competitor exceeding the minimum time will be debited with his recorded time.
 - c. A competitor exceeding the maximum time will be debited with his recorded time, and in addition will be penalized 15 seconds per completed minute counting towards cumulative lateness.
 - d. A competitor who fails to attempt a special stage correctly will be excluded.

10. 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 penalized as in Article 18.9(d). Otherwise such signs will be advisory only.
 Other signals given to competitors will be in accordance with Appendix H of the International Sporting Code.

11. 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 penalized as in Article 18.9d.

12. 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 penalize 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 penalized by the Stewards of the Meeting.

13. Interruption of a Timed Stage.
 When a Special Stage has to be stopped for any reason whatsoever before the last crew has covered it, a classification for the Stage may 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, 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. They will be given the actual time taken by them to complete the stage. Following consultation with the Safety Officer a stage may be re-started and the stage interrupted time will only be applied to those crews affected by the stoppage. Crews completing the stage after it has been re-started will be credited with their actual time. If 10 minutes has elapsed since the start time of the last competing car that started the stage, then the stage may only be restarted in the following specific circumstances: A stage may be restarted up to 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.

ARTICLE 19 – 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. 17.3).
 - b. from the moment they enter a control area until they leave it (Art. 15.3; 16; 18.6).
 - c. All cars will be held in Parc Ferme at the conclusion of the event until 30 minutes after their recorded time at Parc Ferme in Control, extended if necessary in the event of official delay. (Art. 23).
2. While the vehicles are subject to the "parc ferme" rules, any repairs or refueling 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 penalized 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. 19.1)
 - a. change a punctured or damaged tyre using the equipment on board;
 - b. have a new windscreen fitted with the possibility of having outside help.
 - c. These repairs must be completed before the starting time; otherwise a penalty shall be imposed in accordance with the provisions laid out under (Art. 16.5).
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. 19.1 a) the crew shall be allowed to enter the parc ferme 10 minutes before its starting time
6. If a crew is unable to present its car with the engine running:
 - a. 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.
 - b. at the start of Special Stages, It will be excluded from the event.
7. Any infringements of the parc ferme regulations may result in exclusion from the event.

SECTION VI—SCRUTINEERING - PENALTIES

ARTICLE 20 – SCRUTINEERING

1. Any car taking part in the rally must arrive at Scrutineering at the time notified to him (7.2c). Competitors arriving late for Scrutineering will be penalised as follows, except in the case of Force Majeure duly recognised as such by the Stewards of the Meeting:-
 - Up to 30 minutes later than Scheduled Time as notified in Article 7.2c, €30.00.
 - Over 30 minutes later than Scheduled Time as notified in Article 7.2c, Deemed to be a non-starter.
2. The scrutiny carried out before the start will be of a general nature:-
 - a. Checking of Licenses, make, model and group of car (log book required), 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 entry form, etc.
 - b. Crews will only receive their time cards on completion of mechanical and paper scrutiny.
 - c. An identification of the car may include the fixing of the Identification Marks (Art. 10.5).
 - d. A current F.I.A. Form of Recognition must be produced at Scrutiny. Forms may be shared by drivers driving the same type of car.
3. All cars must be equipped with roll-cages complying with F.I.A. specifications. They must also have fire extinguishers and other safety devices as specified by F.I.A.
4. No car will be allowed to start the rally unless it complies with all F.I.A. regulations on safety.
5. One hour before the start a list will be posted on the official notice board at Rally Headquarters of known non-starters and cars that have been reclassified.
6. Competing cars must be placed in Parc Ferme immediately following completion of scrutiny.
7. Any competitor who fails to report at Scrutiny with his car will be deemed a non starter.
8. Failure to pass Scrutiny will entail exclusion.

ARTICLE 21 – 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 scrutiny as provided for in Article 20, and also to ascertain if penalties should be imposed as in Article 22. Cars must remain in Parc Ferme during overnight halts.
2. Any check of the Identification Marks affixed to the car in Article 10.5 may be made and if found to be missing or interfered with in any way, the competitor will be excluded (Art. 10.6/8).
3. A complete and detailed scrutiny may be carried out or will be carried out on cars finishing first in Groups. This scrutiny 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 examined at the discretion of the organisers and/or the Stewards of the Meeting, on the advice of the Clerk of the Course, or following a protest.
4. 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 24.

ARTICLE 22 – SUMMARY OF PENALTIES

Art. & ss.	Reasons	Start Refused	Exclusion or Disqualification	Penalty	
				Time	Money
6.3 7.2a/b 13.2 20.1/3/4/7 26.2/3 26.5a/b/c	THE START SHALL NOT BE AUTHORISED	*			
4.6 9.3/4 10.1/3a/3b/5/6 11.2/3/4 12.1/3/4/6/8/9 12.2 15.6/6b 16.7 18.2/3/7a/9d 19 20.8 21.2 26.6 27.1h	EXCLUSION OR DISQUALIFICATION** Repairs and refuelling in forbidden sections More than 3 pases over the stage during recce	**	**		
START 14.1b 14.1c	Each minute late Each minute early			15 secs. 1 min.	
12.1b	TRAFFIC LAWS 2nd infringement			5 mins.	
12.6	SERVICING REGULATIONS Non compliance			10 mins.	

Art. & ss.	Reasons	Start Refused	Exclusion or Disqualification	Penalty	
				Time	Money
15.5 15.6b	TIME CONTROLS Wrong direction Interfering with official or official clock			1 min.	
16.5 16.6	Each minute late Each minute early			10 mins. 15 secs. 1 min.	
18.5c 18.7b	SPECIAL STAGES False start Absence of time at special stage finish control			30 secs. 5 mins.	
18.9 18.4e 18.9c	Penalties on special stages as per art 18.9a/b Refusing to start special stage on time Exceeding maximum time			10 mins. 15 secs. /min	
19.2b	REPAIRS IN PARC FERME For each minute			15 secs.	
19.6a	CAR PRESENTED WITHOUT ENGINE RUNNING At the start, at the exit of regrouping points or end of a leg			30 secs.	
26.5a 26.5b 26.5c	RECONNAISSANCE REGULATIONS 1st offence Exceeding special stage speed limits Bringing sport into disrepute Being found on a special stage outside of the official Recce times.	*		2 mins. 2 mins.	€380
10.2 10.3a 10.3a 10.4	PLATES/NUMBERS For each covered registration plate Absence of 1 rally plate Absence of 1 competition number Not displaying crew information on exterior of car			€60	€60 €60
12.1a/b 20.1	TRAFFIC LAWS 1st offence Lateness at scrutineering				€60 €60
15.9 18.12 18.4e 18.5c 20.1 25.3	PENALTIES LEFT TO THE DISCRETION OF THE STEWARDS OF THE MEETING Competitors or service crews entering results rooms without invitation Failure to follow official instructions Blocking/delaying other competitors Repeated false starts (special stages) Reporting late for scrutineering in case of force majeure False claims				

SECTION VII—RESULTS, PROTESTS

ARTICLE 23 — RESULTS

1. Penalties are expressed in hours, minutes, seconds and tenths of a second.
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 protests.

ARTICLE 24 — PROTESTS, APPEALS

Protests and Appeals will be as set out in the International Sporting Code of the FIA and / or GCR 161. In the event of conflict between the International Sporting Code and the GCRs, the International Sporting Code will take precedence.

ARTICLE 25 — 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 be excluded by the Stewards of the Meeting.
4. The following awards will be presented :-

INTERNATIONAL RALLY

1st overall crew	Perpetual Trophy & two replicas & free entry for 2011 International Rally
2nd overall crew	Trophies for Driver & Co-Driver
3rd overall crew	Trophies for Driver & Co-Driver
Group A Winner	Trophies for Driver & Co-Driver
Group N Winner	Maurice O'Donoghue Perpetual Cup & Replicas and free entry for 2011
First in Class - Fifth in Class	Trophies for Driver & Co-Driver

5. The Novice Award will go to the Highest Placed competitor in the general classification who has never previously won an award in an international rally.
6. Competitors who win perpetual awards are entitled to retain them for only 10 months, and must then return them to the organisers. Any competitor who fails to return a perpetual award will be reported to his A.S.N.
Overall award winners will not be eligible for class awards. Class awards will be given to next in class.

ARTICLE 26 — RECONNAISSANCE

1. Four days have been allocated for the making of Pace Notes.
 - Saturday 24th April 2010
 - Sunday 25th April 2010
 - Thursday 29th April 2010
 - Friday 30th April 2010The hours during which Pace Notes may be made on the above dates are between 09.00 and 18.00 hours only
2. Before commencing reconnaissance, competitors must register with the Organisers.
 - a. Competitors must sign on at the start of each days recc.
 - b. Competitors must declare the make, model, colour and registration number of the car that they will be using for reconnaissance.
 - c. Competitors must carry Identification at all times, including a recce decal.
 - d. Any competitor found on a special stage without having registered as above will not be permitted to start the rally.
3. Only standard cars may be used for reconnaissance.
 - a. Modified suspensions, and altered seats and wheels are permitted. No advertising may be carried on cars used for reconnaissance.
 - b. **the use of vans (other than car derived vans) or jeep type vehicles is strictly prohibited. There will be no exceptions to this rule.**
 - c. Any crew member or his agent found in a car on a special stage in breach of this regulation will not be permitted to start the rally
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 any special stage is 60 kph, unless a lower limit is indicated by a traffic sign or a written instruction issued by the Organisers.
5. During the reconnaissance period the Gardaí and the Organisers will arrange speed checks and general patrols of special stages.
 - a. Competitors found in cars exceeding speed limits will be penalized as follows:
1st offence - 2 minutes penalty;- 2nd offence - start refused.
 - 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 penalized as follows:
1st offence - 2 minutes penalty;- 2nd offence - start refused.
 - 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 against the findings of the Judges of Fact. See GCR 136.4
Any competition License holder found on a Special Stage by a Judge of fact (GCR 136) outside the specified reconnaissance period will incur the following penalties against which there is no facility for protest or appeal:
 1. A fine of €380 payable to the event organiser.
 2. Start refused and entry fee forfeit.
 3. Start refused for all Motorsport Ireland permitted events until any or all monies or fines are paid in full.
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 Tribunal of Inquiry.
Competition License holders who use the roads which are to be used as special stages for social, domestic or business use must inform the Clerk of the Course of their need to use such roads.
6. Reconnaissance is limited to a maximum of 3 passes per stage or any part thereof. Competitors who exceed this limit will be penalised by exclusion from the event.

ARTICLE 27 — JURISDICTION

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. Does not apply.

- h. Exclude any person or car appearing on examination to be ineligible for the competition or the class 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 prior to the commencement of the event.
 - 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/her Deputies, having been approved by the Stewards of the meeting.
 - k. Offer awards additional to those specified in these regulations.
 - l. 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 traveled at an excessive speed, and or caused an excessive noise and/or obeyed instructions concerning servicing and service areas.
2. No oral instructions given to competitors shall be valid if these modify any instruction given in writing or affect the route or timing of the event or the application of these regulations.
3. 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 28 — SUNDAY RUN

There MAY be a Sunday Run for Competitors who retired earlier in the event

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 License 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 — CURRENCY

All references to currency are to Euro unless otherwise indicated.

APPENDIX I

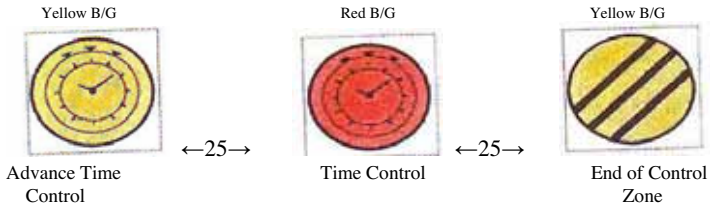
Diameter of Signs: about 70cm

Boards and Distances

Passage Control



Time Control

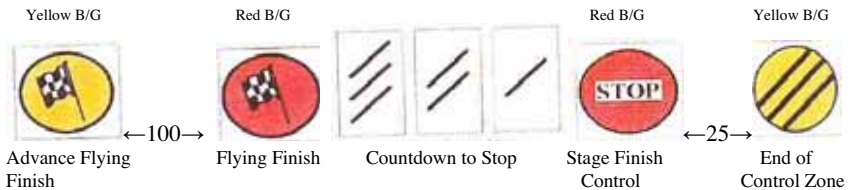


Special Stage Start



← 300 Meters Minimum →

Special Stage Finish



← 300 Meters Minimum →

Refer to Page 28 For More Signs.

APPENDIX II

COMPETITORS' RELATIONS OFFICER: Pat Shiel

PRINCIPAL MISSIONS

Inform the competitors and play the role of concerting factor at all times.

This post must be entrusted to an official in possession of a License 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' Relations Officer must be able to be easily identified by the competitors. To this end it is advisable that:

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

PRESENCE AT THE RUNNING OF AN EVENT

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

- Presence at scrutiny.
- At the Secretariat 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 clarifications in connection with the regulations and the running of the event.

CONCERTATION

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 time-keepers).

The Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.

REGULATIONS FOR THE NATIONAL RALLY OF THE LAKES 2010

Officials

As stated in the International Rally of the Lakes 2010 Regulations (Section II Article 1).

Headquarters

Gleneagle Hotel, Muckross Road, Killarney, Co. Kerry.

Timetable

As stated in the International Rally of the Lakes 2010 Regulations (Section 1).

Classes

- Class 9 Modified cars up to and including 1450cc, 2WD normally aspirated.
- Class 10 Modified cars over 1451cc and up to and including 1650cc, 2WD normally aspirated and not more than two valves per cylinder.
- Class 11 Modified cars over 1451cc and up to and including 1650cc, 2WD normally aspirated and more than two valves per cylinder.
- Class 12 Modified cars over 1651cc and up to and including 2050cc, 2WD normally aspirated and not more than two valves per cylinder.
- Class 13 Modified cars over 1651cc and up to and including 2050cc, 2WD normally aspirated and more than two valves per cylinder.
- Class 14 Modified cars over 2051cc and up to and including 3500cc, 2WD normally aspirated or turbo-charged.
- Class 15 Four wheel drive cars whose homologation has expired and other specified cars (notes 3,4,5)
- Class 16 Homologated cars, excluding WRC cars- drivers with National A or National B Licence as appropriate.

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

Awards

- | | |
|-------------------------|---|
| First Overall | Jimmy Coakley Perpetual Cup, Replicas and free entry in 2011 Rally of the Lakes |
| Second Overall | Trophies to driver and co-driver. |
| Third Overall | Trophies to driver and co-driver. |
| First to Fifth in Class | Trophies to driver and co-driver. |

Organisation

1. The National Rally of the Lakes 2010 is promoted and organised by the Killarney & District Motor Club (hereinafter called the Promoters). It will take place on the 30th April to 2nd May 2010 over a route of approximately 206 km containing 14 special stages. These Regulations have been submitted to and approved by Motorsport Ireland.

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 Motorsport Ireland, 34 Dawson Street, Dublin 2.
2. The event is a qualifying round of the Thomond Crystal Southern 4 Championship and Tarmac Modified Challenge.
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 Articles 6 and 7 of the International Rally of the Lakes 2010 Regulations.

ARTICLE 4 – RECONNAISSANCE

1. Reconnaissance regulations and penalties are as stated in Article 26 of the International Rally of the Lakes 2010 Regulations.

ARTICLE 8 –PENALTIES

1. Penalties for the event will be applied in accordance with penalties stated for the International Rally of the Lakes 2010.

REGULATIONS FOR THE HISTORIC RALLY OF THE LAKES 2010

ARTICLE 1

1. The Historic Rally of the Lakes 2010 is a counting round of the Irish Historic Rally Championship, the Thomond Crystal Southern 4 Championship and is a national permit event.

The Organiser of the Historic Rally of the Lakes which will take place on the 30th April - 2nd May is the Killarney & District Motor Club. The regulations for the International Rally apply to the Historic Rally except as varied below, and should be read in conjunction with the Championship Regulations. Only registered championship entrants can obtain championship points.

ARTICLE 3 — DESCRIPTION

1. The mileage of the 2010 Historic route will be determined by the level of retirements in the main field.
The Schedule is as follows (subject to detail adjustment):

FRIDAY, April 30th, 2010

Documentation and Scrutiny at Killarney Fire Station.
Crews will be advised of individual times for scrutiny.

SATURDAY, May 1st 2010

Start of Historic Rally.
Historic competitors will be advised of exact start time and location.

ARTICLE 4 — ELIGIBLE VEHICLES

1. An entrant wishing to enter a vehicle for this event must ensure that, at the date of scrutiny, the vehicle is homologated according to the prescriptions of Appendix K of the International Code for the period classifications mentioned below:

CLASSES FOR HISTORIC RALLY CARS

B1	From 1-1-1960 to 31-12 1967	—up to 1000cc
B2	" "	—1001cc to 1300cc
B3	" "	—1301cc to 1600cc
B4	" "	—1601cc to 2000cc excluding Porsche 911 and 912
B5	" "	—All Porsche 911 and 912
B6	" "	—Over 2000cc

CLASSES FOR POST HISTORIC RALLY CARS

C1	From 1-1-1968 to 31-12-1974	—up to 1600cc
C2	" "	—1601cc and over
D1	From 1-1-75 to 31-12-81	—up to 1300cc
D2	" "	—over 1300cc to 1600cc
D3	" "	—over 1600cc to 2000cc
D4	" "	—over 2000cc
D5	" "	All cars having engines with both more than one camshaft and more than two valves per cylinder. All cars with a Rotary Engine.

If fewer than 4 cars are entered in any one capacity class, this class may be amalgamated with the next highest class.

2. All Vehicles require:

Either

An historic identity form issued by the FIA

Or

An historic identity form issued by the MSA

And must

- a. Be accompanied by a log book issued by the MSA or Motorsport Ireland
- b. Comply with MSA Vehicle regulations for historic rallies R49 to R49.10.3
- c. Be taxed and insured for use on the public highway

ARTICLE 5 — ELIGIBLE COMPETITORS

1. Any person or legal entity holding an M.S.A./M.I. Licence valid for 2010, subject to the requirement that holders of MI National B may only compete in cars up to 1650cc.

ARTICLE 6 — ENTRY FORMS—ENTRIES

1. The maximum number of entrants is fixed at 30.

ARTICLE 7 — ENTRY FEES—INSURANCE

1. The entry fee is €650 (which includes competitors Compulsory Personal Accident and Standard IRDS Insurance premium).

ARTICLE 10 — STARTING ORDER — PLATES — NUMBERS

1. The starting order will be at the organisers discretion.

ARTICLE 13 — ADVERTISING

1. Advertising will be limited as specified in Appendix 6 of MI Yearbook

ARTICLE 20 — SCRUTINEERING BEFORE THE START AND DURING THE EVENT

1. Scrutiny will take place on Friday April 30th.
2. To be allowed start, all cars must be equipped with safety devices as specified in the M.I. Yearbook 2010.

ARTICLE 25 — PRIZES

To the outright winners, second and third in general classification, awards driver and co-driver. To the crew finishing first, second and third in each class, an award to driver and co-driver. Classes B & C only will compete for the Overall Awards in addition to their Class Awards. Class D will compete for Class Awards only.

NOTE:

The wearing of Fire-resistant Clothing is obligatory. Log books are required in addition to Vehicle Identification Documents.

REGULATIONS FOR THE 2010 JUNIOR RALLY OF THE LAKES

ARTICLE 1

The Junior Rally of the Lakes will take place on Sunday May 2nd 2010. The regulations of the International Rally of the Lakes apply to the Junior Rally as varied below. These regulations have been submitted to and approved by Motorsport Ireland.

ARTICLE 3

The mileage of the 2010 Junior route will be determined by the level of retirements in the main field.

The provisional Schedule is as follows:

Rece: Any one of the days specified for the International Rally of the Lakes.

Documentation & Scrutiny: Friday April 30th 2010

Start: Sunday May 2nd 2010.

Competitors will be advised of exact time and location of start.

ARTICLE 4

The following vehicles are eligible to take part in the Junior Rally of the Lakes:

Class J1: Cars up to 1400cc

Class J2: Cars 1401cc to 1650cc

ARTICLE 5 – ELIGIBLE COMPETITORS

Any person holding an MI/MSA National A or B License provided that the Driver is under 26 years of age on Friday 1st January 2010.

ARTICLE 6

In the event of more than 40 entries being received, priority will be given to National B License holders.

ARTICLE 7

The Entry Fee is €350, which includes Competitors Personal Accident Insurance of €50 and Standard Rate IRDS.

CPA insurance premiums - €13 per person (aged 16/17)

ARTICLE 25 – PRIZES

To the outright winners, Gerard Horgan Memorial Award, replicas and a free entry for the driver for the Rally of the Lakes 2011.

This prize is not transferable.

Second and third overall, Trophies to driver and co-driver.

To the crew finishing first, second and third in each class, an award to Driver and Co-Driver

Crews who finish first, second and third overall are not eligible for class awards.

ARTICLE 31 - DRIVERS BRIEFING

Appendix 25 Article 3.2. This article requires compulsory attendance at drivers briefings at ALL rallies by all members of crews entered in the **JUNIOR class and by NEWCOMERS**, being those drivers who have not finished in three rallies. Notice of drivers briefing will be posted on the official notice board.

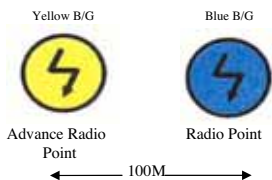
REGULATIONS FOR THE 2010 FIESTA SPORTING TROPHY RALLY OF THE LAKES

The regulation for the Fiesta Sporting Trophy will be as per the International Rally of the Lake with the modifications shown below.

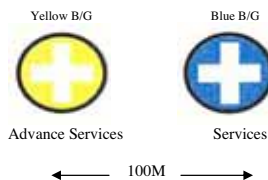
1. Eligible cars, Ford Fiesta as per FST Regulations
2. Eligible competitors, Competitors who hold International Competition Licenses will compete in class 3 of the International Rally. Competitors who hold lower grade licenses will compete in Class 16 of the National Rally.
The FST awards will be decided on the basis of each eligible competitor's position at the end of day 1 of the rally.
Any Competitor who wishes to continue for the duration of the rally must indicate his/her intention to do so at the time of entry and must submit the full entry fee of €850.
Competitors who do not comply with the above will be deemed to have withdrawn at the end of the first leg and cannot be classified in the awards for either class 3 or class 16. Such competitors will pay a reduced entry of €550

Boards and Distances

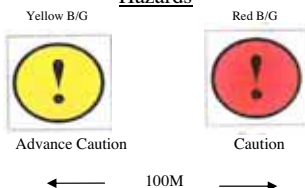
Radio Points



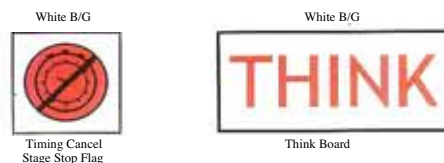
Services



Hazards



Stage Safety



Special Awards

The Toastal Cup	to the Overall Winner of the International Rally
The Maurice O'Donoghue Cup	to the Overall Group N Winner
The Sean Conlon Cup	To the highest overall placed crew from Class 9, 10 or 11
The Jason Barry Cup	To the highest placed crew in the modified classes 12, 13 or 14
The John Mullane Cup	To the highest placed crew both of whom are residents of County Kerry. Open to both National and International sections
The Bertie Fisher Cup	Awarded to the driver setting fastest time on Molls Gap each year. Open to all sections of the Rally. Time may be recorded on any run on the stage unless the start and finish locations are altered between runs, in which case the first run will count.
The Jimmy Coakley Cup	To the Overall Winner of the National Rally
The Timmie Sullivan Cup	Awarded to the highest placed co-driver who is a member of the Killarney Club. Open to National and International sections
The Gerard Horgan Trophy	To the winner of the Junior Category

All Perpetual Trophies can be held by the winners for Ten Months and must be returned undamaged to the organisers when requested to do so



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