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## USEFUL INFO:

- **CLERK OF THE COURSE:** Anthony O'Connor, Email: [cocrallyofthelakes@gmail.com](mailto:cocrallyofthelakes@gmail.com), Mobile: 085 2061331
- **EVENT SECRETARY:** Linda Gordon, Torc Solicitors, The Courtyard, Killarney, Co. Kerry. Mobile: 087 9334714
- **ENTRIES SECRETARY:** Laura Healy, 12 Melrose Grove, Killorglin, Co. Kerry
- **HEADQUARTERS:** The Gleneagle Hotel, Killarney. Tel: 064 6671550
- **TARMAC CHAMPIONSHIP:** Manager Paddy Flanagan Mobile: +44 7732 493724
- **MOTORSPORT IRELAND:** Email: [info@motorsportireland.com](mailto:info@motorsportireland.com), Tel: 01 6775628

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**Cartell.ie International Rally of the Lakes 2017**  
Saturday Schedule

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**Cartell.ie International Rally of the Lakes 2017**  
Sunday Schedule

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## **The Regulations for the Cartell.ie Rally of the Lakes 2017 are presented as follows:**

### ***International Rally of the Lakes 2017:***

Round 3 of the 2017 TROA Irish Tarmac Rally Championship

Round 2 of the Southern 4 Championship

For: Homologated Cars – drivers require International Rally Licences.

Co' Driver: Minimum required National Rally B/ Stage/ road Navigator

### ***National Rally of the Lakes 2017:***

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Round 3 of the Tarmac Modified Challenge

Round 2 of the Southern 4 Championship

Round 3 of the Tarmac Historic

Championship

For Modified Cars- Drivers require a minimum Stage National A or B Licence (as appropriate to the cars cc) or a higher Grade Licence.

There is also one class for Homologated Cars whose drivers have Stage National A or B License (as appropriate to the cars cc). This class is not for International Rally Licence holders – they must enter the International Rally.

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

### ***Junior Rally of the Lakes 2017:***

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For cars of up to 1650cc whose drivers are under 26 on 1st January 2017 Drivers require Stage National B or higher grade license.

One day rally on Sunday 30th of April 2017 over 7 Stages of the International Rally of the Lakes.

# INTERNATIONAL RALLY OF THE LAKES 2017

## SECTION I—TIMETABLE

March 2017	Publication of Regulations / Entry Forms / Entries Open
April 13th 2017	Entries Close
April 17th 2017	Final Instructions Published
April 22nd, 23rd, 27th & 28th	Sign On for Reconnaissance – Rally HQ 08.00 – 11.00 (maximum 2 days per crew)
April 22nd, 23rd, 27th & 28th	Reconnaissance, 09:00 – 18:00
April 28th 2017	Mechanical Scrutiny, Killarney Fire Station 14:00 – 19:00
April 28th 2017	Documentation Scrutiny, Rally HQ 14:30: 20:00
April 28th 2017	Ceremonial Start, Killarney Town Centre 19.30 – 20.30
April 29th 2017	Competitors Safety Briefing, TBC
April 29th 2017	Rally Start Leg 1 08.30
April 29th 2017	Junior Rally Competitors Safety Briefing, Rally HQ (Time TBC)
April 29th 2017	Provisional Results (Leg 1) Official Notice Board, Rally HQ, 18.30hrs
April 29th 2017	Sunday restart times Official Notice Board, Rally HQ 21.30hrs
April 30th 2017	Rally Start Leg 2 08.00
April 30th 2017	First car at Finish Ramp, Rally HQ 17.15hrs
April 30th 2017	Provisional Results 60 minutes after finish time of last car
April 30th 2017	Prize giving Ceremony, Rally HQ, Gleneagle Hotel. 22.00hrs

## SECTION II—ORGANISATION

### ARTICLE 1

1. This is an International competition organised and promoted by RallySport (Killarney ) Ltd trading as Killarney and District Motor Club (Hereinafter called the Promoters) It will take place from the 28th April – 30th April 2017 permit No. 17/055
2. The Organising Committee and Officials of the Rally are as follows:

Motorsport Ireland Stewards John Tynan/Tom Walsh  
KDMC Steward Joe McCarthy  
Clerk of the Course Anthony O'Connor  
Deputy Clerk of the Course Adrian Cronin  
Assistant Clerks of the Course Kevin Flannery, Pdraig Moriarty  
Assistant COC Juniors TBC  
Club Safety Officer Alan Buckley  
Motorsport Ireland Safety Officer Frank O Mahony  
Secretary of the Meeting Linda Gordan  
Entries Secretary Laura Healy  
Chief Marshals Martin Farrell  
Chief Timekeeper Eamon McGee  
Results Officer Angus Sealy  
Communications Kieran Martin  
Radio Controller Kevin Flannery  
Chief Medical Officer Dr. Eugene Cotter  
Chief Rescue Officer Martin Byrne  
Emergency Services Liaison Officer Mike Marshall

Garda liaison: Pat Healy  
Press Officer Sean Morriarty  
TROA Eligibility Scrutineers: James O'Brien  
Chief Scrutineer: Gerry Keyes  
Competition Liaison Officer: Pat Sheil  
Rally 2 Co-Ordinator: Winnie  
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)

- The rally office will be situated in the Gleneagle Hotel, Muckross road, Killarney]  
The Official notice Board will be situated in the Foyer.  
Both rally Office and Notice Board will be operational from 14:00 hours Friday 28th April 2017

#### 4. JUDGES OF FACT

The following are Judges of Fact

Names will be posted on the Notice Board

## SECTION III—GENERAL CONDITIONS

### ARTICLE 2 — GENERAL CONDITIONS

- 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, Appendix 29 and Appendix 29.1 (Standard Regulations for all Stage Rallies), of the current Motorsport Ireland Yearbook.. and these regulations will supercede all others. Copies of the General Competition Rules will be obtained from Motorsport Ireland, 34 Dawson Street, Dublin 2.
- The event is a qualifying round of the 2017 Clonakilty Black Pudding Irish Tarmac Rally Championship, Irish Tarmac Historic Rally Championship, the Southern 4 Championship and the Irish Tarmac Historic Rally Championship.
- 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

- The length of the Rally including non competitive sections will be approximately 600km.
- 15 Special Stages covering approximately 240 km all on tarmac. The interval between each car will be 30 seconds.
- The use of Pace Notes is permitted and crews will be allowed two days to make low speed reconnaissance on special stages.
- 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

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

- Class 1** Group N up to 1600 cc (Previously N1 & N2); R1 (atmospheric up to 1600 cc - VR1A/VR1B and turbo up to 1067 cc - VR1A/VR1B)

**Class 2** Group A up to 1600 cc (Previously A5 & A6); R2 (atmospheric over 1390 to 1600 cc - VR2B and turbo over 927 to 1067 cc - VR2B); Kit cars up to 1600 cc; Group N 1601 to 2000 cc (Previously N3)

**Class 3** Group A 1601 to 2000 cc (Previously A7); R2 (atmospheric over 1600 to 2000 cc - VR2C and turbo over 1067 to 1333 cc - VR2C); R3 (atmospheric over 1600 to 2000 cc - VR3C and turbo over 1067 to 1333 cc - VR3C); R3 (Turbo up to 1620 cc nominal - VR3T); R3 (Diesel up to 2000 cc nominal - VR3D); Super 1600 cars

**Class 4** N4 FIA Group N over 2000 cc Appendix J 254

**Class 5** Group R4 (Appendix J 260); Group R5; S2000 Rally (2.0 Atmospheric)

**Class 6** All cars homologated in FIA R-GT

**Class 7** Group A over 2000 cc (Previously A8); WRC (1.6T); WRC (2.0T); S2000 Rally 1.6T 28 mm Restrictor (also known as Regional Rally Car - RRC)

3. 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.

4. Classes will not be amalgamated irrespective of the number of entries in each class.
5. 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
6. **Under pain of exclusion ALL cars at ALL times during the competition must:**
  - (a) Be fitted with a windscreen of Laminated glass
  - (b) Be fitted with a safety roll cage or roll bar complying with F.I.A. regulations.
  - (c) Carry a red reflective triangle for use by the crew in the event of an accident.
  - (d) Carry a self-adhesive OK sticker as provided by the organisers.
  - (e) Comply with the legal requirements of the Road Traffic Acts of Ireland.
7. All cars must be individually licensed for the road — competing cars cannot be driven on any form of Trade Plate.
8. 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**

1. 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
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.

**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 before the 13th April 2017. Entry Fee: €825 plus €375 insurance levy**

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 Article 9.13
2. 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.
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 scrutiny. 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 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 Article 9.13 (F.I.A. Graded Drivers may not be replaced by non-graded drivers). Applications to change made after the Thursday 13th April 2017 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 + National Historic + Junior 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.

#### ARTICLE 7 — ENTRY FEE AND INSURANCE

1. **(a) Closing date for entries: Thursday 13th April 2017. Entry Fee: €825 plus insurance levy. 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 Tuesday 18th April 2017. This notification will include the Competitors' Scheduled Time at Scrutiny for which lateness will be penalized (Art. 20.1).
3. **All drivers MUST ensure that proof of I.R.D.S., or B.R.D.S. cover exists , valid for 2017, and must pay any additional premium over and above the standard rates in order to be permitted to start. NO OTHER FORM OF INSURANCE COVER IS VALID FOR THE ROAD SECTIONS.**
4. 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 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, safety harness and Fia approved head restraint. properly positioned and fastened.
  - c) not drive for more than 320km 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 all Sections: "All drivers/co-drivers must comply with the FIA regulations and standards for protective clothing".**
  - 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 2017.**

#### **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: 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.

- a. First offence: 5 minutes.
- b. Second offence: Exclusion.

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. 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.
- 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 Kilometers. 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 M.1 yearbooks app. 26).
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 beige background.
3. All control areas (i.e. the areas between the first beige 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	10 minutes
(Carried forward from previous section).	

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	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 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. Advance Stage Start             | Yellow board |
| d. SS Start Control (300 metres)   | Red board    |
| e. End of Control Area (25 metres) | Beige 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;

- a. 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.
- b. 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)
- c. 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

1. 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.
2. During a special stage each member of the crew must comply with appendix 2 Article 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.
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:
- 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" 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 excluded.
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.

#### **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 12.1/3/4/8/9 12.2 12.6 15.6/6b 16.7 18.2/3/7a/7b/9d 19 20.8 21.2 26.6 27.1h	EXCLUSION OR DISQUALIFICATION**  Repairs and refuelling in forbidden sections  More than 3 passes 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.	
12.8	SERVICING REGULATIONS Non compliance			5 mins.	

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

## 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

International Event - Appeal to Stewards, National Events Protests to C.O.C.

1. A protest against the results or overall classification must be lodged within 30 minutes of the posting of the provisional results.
2. A protest on a technical matter or against a decision of a scrutineer must be lodged immediately after the party involved has been informed.
3. If during the event, a competitor thinks that he has observed an irregularity about which he has the right to protest, 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 protest and also his protest
5. All the protests must be made in writing and handed to the Clerk of the Course in accordance with Chapter 11 of the General Competition Rules or GCR 167 in the case of an appeal to the Stewards. The fee for an appeal to Stewards is: €500 (International) /€300 (National).
6. 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.
7. 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.
8. An Enquiry Form shall be deemed to be returned to the competitor at the time it is posted on the official notice board

### 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 :- Additional awards at organisers discretion. Trophies not collected at prize giving will be held for a maximum of 4 weeks after the event.

### INTERNATIONAL RALLY

1st overall crew	Perpetual Trophy & two replicas
2nd overall crew	Trophies for Driver & Co-Driver
3rd overall crew	Trophies for Driver & Co-Driver
Group N Winner	Maurice O'Donoghue Perpetual Cup & Replicas
First in Class - Third in Class	Trophies for Driver & Co-Driver

Additional awards at organisers discretion.

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.  
Max. of two days per crew.
  - Saturday 22nd April
  - Sunday 23rd April
  - Thursday 27th April
  - Friday 28th April
 The hours during which Pace Notes may be made on the above dates are between 09.00 -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 recce.
  - 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 Gardáí 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 travelled 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 - Rally 2 (Restart after Retirement)**

- 28.1: General
- 28.1.1 The rally will operate Rally 2 in accordance with Art 13, Appendix 29 of the Motorsport Ireland Yearbook (as published on MI Website)

### **RE-START AFTER RETIRING ON LEG 1:**

**28.1.2.1** A crew retiring from the rally between Parc Ferme Out and Arrival Control SS2, may restart the rally from Service Out Control after 2 stages, or Service Out Control after 5 stages, or from Overnight Parc Ferme Out Control.

Cars retiring from the rally on Special Stages 2, 3 or 4, or the following road sections, may only restart from Service Out Control after 5 stages or from Overnight Parc Ferme Out Control.

Cars retiring from the rally on Special Stages 5, 6, 7 or 8, or the following road sections, may only restart from Overnight Parc Ferme Out Control.

If they are unable to re-start at Service Out Control after 2 or 5 stages, they must have their car in Parc Ferme not later than 22.30 hours on Saturday night. They may then restart, subject to passing scrutiny, on Leg 2 at Overnight Parc Ferme Out Control if they are to continue to be classified in overall results.

### **RESTART AFTER RETIRING ON LEG 2:**

**28.1.2.2** A crew retiring from the rally between Overnight Parc Ferme Out Control and Arrival Control SS9 may re-start the rally from Service Out Control after 9 stages or Service Out Control after 12 stages.

Cars retiring from the rally on Special Stages 9, 10 or 11, or the following road sections, may only restart from Service Out Control after 12 stages.

No restart will be permitted for crews retiring on Stage 12, 13, 14 or 15.

The above re-start procedure on Leg 2 will also be made available to the Junior Class with the following relevant sections applying to all classes throughout the event.

A restart will not be permitted where a crew has been excluded for non-compliance with eligibility requirements, traffic violations or a decision of the COC/R2C (Rally 2 Co-ordinator).

On retirement the crew must hand in their time cards to Car Accountability or the marshal/timekeeper at the next available location/Time Control.

Crews must retain the duplicate copy of the time card, to present to R2C as proof of stages completed.

**28.1.3** Competitors must register for Rally 2 if they wish to restart by contacting the R2C prior to a time that will be specified in Final Instructions.

Service Vehicles will not be permitted to access the Stage or any closed road between runs. The organisers will, where possible, endeavour to remove any car to the nearest location where it can exit the stage.

The transport of the car from that location is the responsibility of the competitor. The car must return by direct route to the Service Area.

**28.1.4** Competitors availing of Rally 2 must present themselves at the appropriate Out Control, with their car, for re-scrutiny. Due time is 10 minutes before their original due time at that Control, and 15 Minutes maximum lateness will apply.

**28.1.5** The R2C, once satisfied that the crew meets the conditions for a restart, will issue new time cards which will have a restart time and restart Control Number.

The restart position within the field shall be at the discretion of the COC/R2C.

**28.1.6** The organisers reserve the right to disallow restart on safety grounds or if the restart would interfere with the running of the rally.

### **28.2 Penalties:**

**28.2.1** Penalties will be applied as per Article 13.5, Appendix 29 of the Motorsport Ireland Yearbook (**as published on MI Website**)

### **28.3 Award Eligibility:**

**28.3.1** In order to be classified as a finisher the crew must complete a minimum of 6 special stages, which must include the final loop of stages and the finish control.

**28.3.2** Crews completing the rally under Rally 2 regulations **will** be eligible to score points in Championships.

### **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.**

**ARTICLE 31 — Competitors Safety Briefing**

It is compulsory for all competitors to attend the Competitors Safety Briefing. To this end, 10 competitor numbers will be drawn at random at the briefing, and any crew whose number is drawn, and who are not present (at least one crew member must be present), will incur a 2 minute penalty as per Appendix 25, 3.2, Motorsport Ireland Yearbook ).

Venue: Will be confirmed in Competition Bulletin No. 1

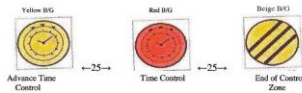
Time: Will be included on Final Instructions 1 and will be posted on the official notice board

Boards and Distances

Passage Control



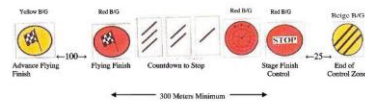
Time Control



Special Stage Start



Special Stage Finish



Refer to Page 27 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 2017**

## **Officials**

As stated in the International Rally of the Lakes 2017 Regulations (Section II Article 1).

## **Headquarters**

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

## **Timetable**

As stated in the International Rally of the Lakes 2017 Regulations (Section 1).

## **Classes**

Class 9 Modified cars up to 1450cc, 2 wheel drive.

Class 10 Modified cars 1451 to 1650cc, not more than 2 valves per cylinder, 2 wheel drive

Class 11F Modified FWD Cars 1451 to 1650cc with more than two valves per cylinder

Class 11R Modified RWD cars 1451 cc to 1650 cc with more than two valves per cylinder

Class 12 Modified cars 1651 to 2100cc, not more than 2 valves per cylinder, 2 wheel drive

Class 13 Modified cars 1651 to 2100cc, more than 2 valves per cylinder, 2 wheel drive

Class 14 Modified cars 2101 to 3500cc, 2 wheel drive (Max 2 valves per cylinder over 3000cc)

Class 15 Four-wheel drive cars whose homologation has expired. See notes 3 & 5

Class 20 Modified 4 Wheel Drive Cars (4WD) see note 16 on classes

Class 22: Homologated cars - for drivers with National A or National B licence as appropriate. WRC cars are not eligible for this class.

**NOTES ON CLASSES:** See Appendix "29.1" Classes/Notes 1 to 16.5 of the Motorsport Ireland 2017 Yearbook.

## **Awards**

First Overall Jimmy Coakley Perpetual Cup, and Replicas

Second Overall Trophies to driver and co-driver.

Third Overall Trophies to driver and co-driver.

First to Third in Class Trophies to driver and co-driver.

Trophies not collected at prize giving will be held for a maximum of 4 weeks after the event.

## **Organisation**

1. The National Rally of the Lakes 2017 is promoted and organised by the Killarney & District Motor Club (hereinafter called the Promoters). It will take place on the 28th April to 30th April 2017 over a route of approximately 600km, 240km 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), Appendix "29" and Appendix 29.1 of the Motorsport Ireland 2017 Yearbook. Copies of the General Competition Rules may be obtained from Motorsport Ireland, 34 Dawson Street, Dublin 2.
2. 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 on 13th April 2017. Entry Fee: €825 plus €375 insurance levy
3. The event is a qualifying round of the 2017 Irish Tarmac Modified Rally Championship & The Southern 4 Championship.
4. 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 2017 Yearbook. Final instructions are an integral part of these supplementary regulations.

### **ARTICLE 3 — ENTRIES**

1. Entry Fees €825 plus insurance levy, Entry Forms, Entries and Insurance are as stated in Articles 6 and 7 of the International Rally of the Lakes 2017 Regulations.

### **ARTICLE 4 — RECONNAISSANCE**

1. Reconnaissance regulations and penalties are as stated in Article 26 of the International Rally of the Lakes 2017 Regulations.

### **ARTICLE 8 — PENALTIES**

1. Penalties for the event will be applied in accordance with penalties stated for the International Rally of the Lakes 2017.

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# **REGULATIONS FOR THE HISTORIC RALLY OF THE LAKES 2017**

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## **ARTICLE 1**

1. The Historic Rally of the Lakes 2017 is a counting round of the Clonakilty Black Pudding Irish Historic Tarmac Rally Championship, the Southern 4 Championship and is a national permit event. The Organiser of the Historic Rally of the Lakes which will take place on the 28th April to 30th April 2017 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 — OFFICIALS**

1. As stated in the International Rally of the Lakes 2017 Regulations (Section II Article 1).

### **Headquarters**

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

### **Timetable**

As stated in the International Rally of the Lakes 2017 Regulations (Section 1).

## **ARTICLE 4 — ELIGIBLE VEHICLES**

### **CATEGORY 1 HISTORIC CARS - Vehicles first registered prior to 31/12/1967**

Class B1 : up to 1000cc

Class B2 : 1001cc up to 1300cc

Class B3 : 1301cc up to 1600cc

Class B4 : 1601cc up to 2000cc Excluding all Porsche 911 and 912

Class B5 : over 2000 cc Including all Porsche 911 and 912

### **CATEGORY 2 POST HISTORIC CARS - Vehicles first registered between 01/01/1968 and 31/12/1974**

Class C1 : up to 1300cc

Class C2 : 1301 up to 1600cc.

Class C3 : 1601 up to 2000 cc

Class C4 : Over 2000cc

Class C 5 : All cars having engines with both more than one camshaft and more than two valves per cylinder and all cars with a rotary engine

### **CATEGORY 3 CLASSIC RALLY CARS - Vehicles first registered between 1/1/1975 to 31/12/1981**

Class D1 : up to 1300cc

Class D2 : 1301cc up to 1600cc

Class D3 : 1601cc up to 2000cc

Class D4 : over 2000cc

Class D5: All cars having engines with more than one camshaft and more than two valves per cylinder and all cars with a rotary engine.

### **CATEGORY 4: HISTORIC RALLY CARS - Vehicles first registered from 1.1.82 to 31.12.85**

Class E1 : Up to 1300cc

Class E2 : 1301cc to 1600cc

Class E3 : 1601cc to 2000cc

Class E4 : Over 2001cc

All vehicles in the above Categories must comply with the MSA Vehicle Regulations for Historic Rally Cars (Refer RACMSA Yearbook - Section R49)

### **FIA APPENDIX K CARS**

Vehicles that comply with the current FIA App. K Regulations and which are in possession of a valid FIA Historic Technical Passport. (HTP).

If sufficient entries are received then this Category will be sub-divided in accordance with the FIA Championship categories/classes

## **ARTICLE 5 — ELIGIBLE COMPETITORS**

Any person or legal entity holding an M.S.A./M.I. National B licence (or higher grade) valid for 2017 is eligible

#### **ARTICLE 7 — ENTRY FEES—INSURANCE**

1. The entry fee is €825 plus insurance levy (which includes competitors Compulsory Personal Accident and Standard RDS 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 K F.I.A. Regulations.

#### **ARTICLE 20 — SCRUTINEERING BEFORE THE START AND DURING THE EVENT**

1. Scrutiny will take place on Friday 28th April.
2. To be allowed start, all cars must be equipped with safety devices as specified in the M.I. Yearbook 2017.

#### **ARTICLE 25 — PRIZES**

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

Overall – REMINDER – ONLY CATEGORY 1 AND APPENDIX K CARS ARE ELIGIBLE TO BE DECLARED THE OVERALL HISTORIC WINNER – SEE APPENDIX 29.1, LAST SENTENCE OF ARTICLE 18.1

Classes 1st Crew 2 Trophies, 2nd Crew 2 Trophies 3rd Crew 2 Trophies

#### **ARTICLE 31 — Competitors Safety Briefing**

It is compulsory for all competitors to attend the Competitors Safety Briefing. To this end, 10 competitor numbers will be drawn at random at the briefing, and any crew whose number is drawn, and who are not present (at least one crew member must be present), will incur a 2 minute penalty as per Appendix 25, 3.2, Motorsport Ireland Yearbook).

Venue: Parc Ferme

Time: Will be included on Final Instructions 1 and will be posted on the official notice board

#### **NOTE:**

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

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## **REGULATIONS FOR THE 2017 JUNIOR RALLY OF THE LAKES**

#### **ARTICLE 1**

The Junior Rally of the Lakes will take place on Sunday 30th April 2017. 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 length of the Rally of the Lakes Junior Rally 2017 will be approximately 235 km over 7 stages of which the special stage distance is 100km

The provisional Schedule is as follows:

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

**Documentation & Scrutiny:** Friday 28th April 2017

**Start:** Sunday 30th April 2017.

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

**Junior Competitors Safety Briefing:** April 29th 2017 Rally HQ (Time TBC)

**Start:** Sunday 30th April 2017

#### **ARTICLE 4**

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

2 wheel drive, normally aspirated:

Class J1: Cars up to 1450 cc

Class J2: Cars from 1451 to 1650 cc

#### **ARTICLE 5 — JUNIOR COMPETITORS**

Any person holding an MI/MSA National A or B or International License provided that the Driver is under 26 years of age on 1st January 2017.

#### **ARTICLE 6**

max entries 20 (Appendix 25, Art 3.1.2).

#### **ARTICLE 7**

The entry fee is €362 plus €188 insurance Levy, 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, and replicas.

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.

Trophies not collected at prize giving will be held for a maximum of 4 weeks after the event.

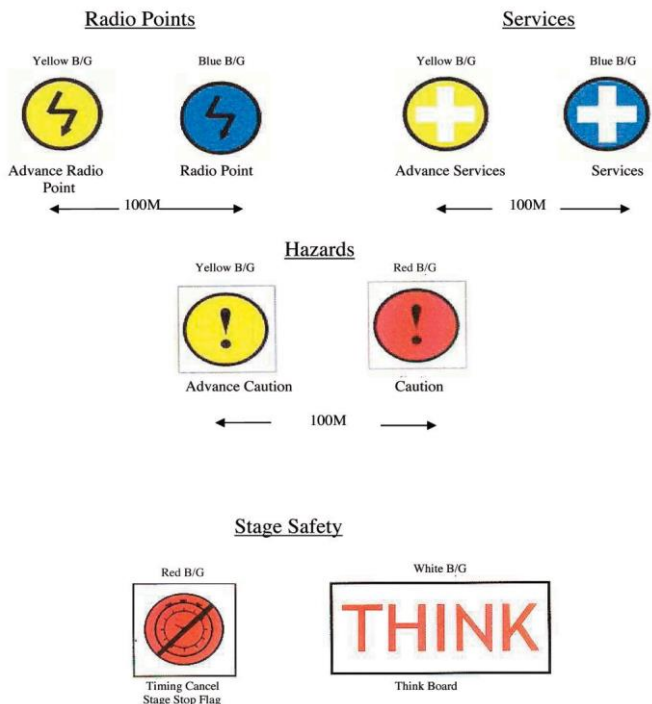
#### **ARTICLE 31 - Competitors' Safety Briefing**

It is compulsory for all competitors to attend the Competitors Safety Briefing. To this end, 10 competitor numbers will be drawn at random at the briefing, and any crew whose number is drawn, and who are not present (at least one crew member must be present), will incur a 2 minute penalty as per Appendix 25, 3.2, Motorsport Ireland Yearbook).

Venue: Parc Ferme

Time: Will be included on Final Instructions 1 and will be posted on the official notice board

## Boards and Distances



## Special Awards

<b>The Toastal Cup</b>	to the Overall Winner of the International Rally
<b>The Maurice O'Donoghue Cup</b>	to the Overall Group N Winner
<b>The Sean Conlon Cup</b>	To the highest placed crew overall, from Class 12, if there is no finisher in Class 12 the award goes to highest placed crew in class 10 and then class 9.
<b>The Jason Barry Cup</b>	To the highest placed crew overall, from Class 13 if there is no finisher in Class 13 the award goes to the highest placed crew in Class 11 combined.
<b>The John Mullane Cup</b>	To the highest placed crew both of whom are residents of County Kerry. Open to both National and International sections
<b>The Bertie Fisher Cup</b>	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.
<b>The Jimmy Coakley Cup</b>	To the Overall Winner of the National Rally
<b>The Timmie Sullivan Cup</b>	Awarded to the highest placed co-driver who is a member of the Killarney Club. Open to National and International sections
<b>The Gerard Horgan Trophy</b>	To the winner of the Junior Category
<b>Tom Nynan Cup</b>	Best West Cork Crew

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