



CITROËN IRISH TARMAC
RALLY CHAMPIONSHIP
www.irishtarmac.com



3rd & 4th April 2010

International Regulations

www.circuitofireland.net

Foreword

It gives me great pleasure to present to you the Regulations for the 2010 Circuit of Ireland International Rally.

When I took over the day-to-day management of the Circuit a few months ago we promised fans and competitors alike that we'd introduce new elements to the event and I'm thrilled to confirm that the event has received Intercontinental Rally Challenge (IRC) Supporter Event status for 2010

Having this prestigious charter bestowed upon the Circuit of Ireland is the first step in our strategy to re-awake the sleeping sporting giant that is the Circuit of Ireland. On top of that, Circuit of Ireland will be the only rally event to be granted "Supporter Event" in Ireland for 2010."

The centre piece to the 2010 Circuit of Ireland will be the marathon 18 mile (29km) night-time stage on Saturday night and with stages of this length rarely seen in today's rallying, this one is sure to create a real buzz with competitors and spectators alike.

Add to that the other 14 challenging stages, the enthusiastic support from Dundalk and Banbridge District Council, we promise you an event like no other.

So, on behalf of the organising team, I look forward to seeing you all in Dundalk for the start of the event and I wish you all a safe and enjoyable Circuit of Ireland.

Bobby Willis

Event Director

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1. INTRODUCTION

The rally will be run in compliance with the International Sporting Code (and its appendices), the 2010 FIA Regional Rally Championships Sporting Regulations, the national sporting regulations which comply with the FIA regulations, and these Supplementary Regulations.

Modifications, amendments and / or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by the organiser or the stewards).

The 2010 FIA Regional Rally Championship Regulations can be found at www.fia.com/en-GB/sport/regulations/Pages/FIARallyChampionships.aspx

1.1 Road Surface

Asphalt

1.2 Distances

Total Distance 450 miles (720 km)
Special Stage Distance 140 miles (225 km)

2. ORGANISATION

2.1 Titles for which the rally counts

The Citroen Irish Tarmac Rally Championship
Mitsubishi Ralliart Evolution Challenge
Citroen Racing Trophy Ireland
Fiesta Sporting Trophy Ireland

2.2 Permit Number – ASN

MSA International permit no tba issued on:

2.3 Organisers' Name

The Ulster Automobile Club Ltd.

2.4 Organisers' Address and Contact Details

Rally Secretariat,
The Gate Lodge, 107 Sydenham Avenue,
Belfast, BT4 2DP
Tel: +44 (0) 78 8216 9175
Fax: +44 (0) 28 9042 1818
Email: secretary@circuitofireland.net

Media Enquiries

Jonathan McDonald
Rally Media Officer
Email: media@circuitofireland.net

2.5 Organising Committee

Bobby Willis, Andrew Kellitt, Alan Bolton, Michael Orr, Des O'Loan, Brian McConnell, Geraldine McBride, Gary McDonald, Neil Malcolm, Carol Kennedy, Roisin Boyd, Gordon Noble, Colin Duncan, Eamon Ferguson, Michael Marnier, Paddy McCollum, George Kennedy, Robert Coursey, Gary Milligan, Martin Cheshire, Jonathan McDonald, Pat McCartan, Lissa McCully, Paul Conlon, Ian Atkinson, Chris Livingston, Declan Gannon, Robert Harte, Ronnie Hawe, Alan Cullinan, Paul Hughes, Wilson Carson, Gareth James, Andy Gilmore, Paul Mulholland, Anne O'Gorman, Jan Huisman, Iain Campbell, Linda Malcolm

2.6 Stewards of the Meeting

Chairman – Malcolm Neill (Appointed by the MSA)
Steward – Joe Corcoran
Steward – tbc

2.7 Senior Officials

Event Director	Bobby Willis
Clerk of the Course	Gordon Noble
Deputy Clerk of the Course	Philip Murray

Assistant Clerk of the Course	tbc
Route Manager	Michael Orr
Manpower Manager	Des O'Loan
Administration Manager	Brian McConnell
Project Manager	Geraldine McBride
Finance Manager	Gary McDonald
Safety Manager	Neil Malcolm
Secretary of the Meeting	Carol Kennedy
Entries Co-ordinator	Paul Biggerstaff
MI Safety Officer	Robert Lyttle
MI Observer	Martin McKenna
Chief Communications Officer	Colin Duncan
Chief Medical Officer	Eamon Ferguson
Chief Rescue Officer	Michael Marner
Chief Results Officer	Paddy McCollum
Chief MSA Scrutineer	George Kenndy
Environmental Scrutineer	Cyril Hughes
PSNI/Gardai Liasion	Chris Livingston
Technical Delegate	Rab McDonald
Chief MSA Timekeeper	Robert Coursey
Competitor Relations Officer	Gary Milligan
Media Officer	Jonathan McDonald
Facilities Manager	Jim Crozier
Service Park Manager	Lissa McCully
Parc Ferme Co-ordinator	Ian Atkinson
Start & Finish Co-ordinator	tbc

2.8 Rally HQ & Official Notice Board location

Park Inn Hotel, Armagh Road, Dundalk

Tel: +353 (0) 42 939 5700

Fax: +353 (0) 42 938 6788

The Official Notice Board will also be available in the Service Park in Newry

3. PROGRAMME

Wednesday 24th February

Opening Date for entries

Thursday 18th March

16.00 Closing Date for entries

Wednesday 24th March

List of accepted entries published in seeded order

Saturday 27th March

Road Books available

08.00 – 10.30 Reconnaissance Registration & Administrative Checks - Rally HQ, Dundalk.

09.00 – 17.00 Reconnaissance *(if one of the days selected)*

Sunday 28th March

08.00 – 10.30 Reconnaissance Registration & Administrative Checks - Rally HQ, Dundalk.

09.00 – 17.00 Reconnaissance *(if one of the days selected)*

Thursday 1st April

08.00 – 11.30 Reconnaissance Registration & Administrative Checks – Rally HQ, Dundalk.

09.00 – 17.00 Reconnaissance *(if one of the days selected)*

Friday 2nd April

08.00 – 22.00 Rally Office open – Reconnaissance & Administrative Checks - Rally HQ, Dundalk.

09.00 – 17.00 Reconnaissance *(if one of the days selected)*

11.00 – 22.00 Media centre opens - Rally HQ, Dundalk.

tbc Service Park opens - Newry.

14.00 – 20.00 Scrutineering & final Administrative Checks – Comiskey Volkswagen, Dundalk Retail park, Dundalk

19.00 1st Stewards meeting - Rally HQ, Dundalk.
21.30 Publication of Start List for Day 1 – Rally HQ, Dundalk.

Saturday 3rd April

07.00 – 01.00 Rally Office open – Rally HQ, Dundalk.
08.00 – 01.00 Media Centre open – Rally HQ, Dundalk.
12.00 Start of Day 1, Dundalk
21.55 End of Day 1, Dundalk
00.00 Publication of start list for Day 2 – Rally HQ, Dundalk.

Sunday 4th April

07.00 – 21.00 Rally Office open – Rally HQ, Dundalk.
08.00 – 21.00 Media Centre open – Rally HQ, Dundalk.
08.50 Start of Day 2, Dundalk.
16.30 Rally Finish and Prize-giving – Newry
17.30 Final Scrutineering – Dundalk
19.30 Provisional results published – Rally HQ, Dundalk.

4. ENTRIES

4.1 Entry Procedure

Anybody wishing to take part in the 2010 Circuit of Ireland must send the attached entry form duly completed (including co-driver details) to the Entries Co-ordinator by 16.00 Thursday 18th March.

Alternatively, a competitor can enter the event using the on-line entry system which can be accessed at via www.circuitofireland.net

The entry form must be accompanied by the total entry fee. If the entry form is sent by fax or email the original entry form must reach the organiser no later than one week after the closing date for entries. Entrants other than the first or second driver must hold an appropriate Entrants Licence issued by their ASN.

Entries should be sent to:

Circuit of Ireland 2010
9 Montague Park
Tandragee
County Armagh
Northern Ireland
BT62 2NU
Email: entries@circuitofireland.net
Tel: +44 (0) 78 8803 8861
Fax: +44 (0) 87 1263 8545

4.2 Number of entries accepted and classes

The maximum number of entrants for all Circuit of Ireland events will be 135, and the minimum for all events will be 80. If more than 135 entries are received, a reserve list of up to 10 cars will be created. The organisers also reserve the right to allocate up to 10 entries at their own discretion.

Priority will be given to Citroen Irish Tarmac, Citroen Racing Trophy, Mitsubishi Ralliart Evolution Challenge Ireland and Fiesta Sporting Trophy Ireland competitors provided a completed entry and fee has been received before 18th March. All other entries will be allocated in order of receipt and at the discretion of the organisers.

A minimum of three starters per class must be attained. Should any of these minimum figures not be met, the Organisers have the right to either cancel the meeting or amalgamate classes as necessary.

4.2.1 Eligible Cars

Class N1 Group N to and including 1400cc
Class N2 Group N over 1400cc up to and including 1600cc
Class N3 Group N over 1600cc up to and including 2000cc
Class N3 Group N over 1600cc and up to and including 2000cc
Class N4 Group N over 2000cc and Super 2000

Class A5 Group A up to and including 1400cc
Class A6 Group A over 1400cc up to and including 1600cc

Class A7 Group A over 1600cc up to and including 2000cc
 Class A8 Group A over 2000cc also World Rally Cars (WRC)

4.2.2 Group R cars shall enter the event as Group A or Group N cars as:

Group A /N – Group R equivalences	
Group A/N	Group R – 2010
Group N1 – up to 1400cc	R1A – (up to 1400cc)
Group N2 – over 1400cc and up to 1600cc	R1B – (over1400cc and up to 1600cc)
Group A6 – over 1400cc and up to 1600cc	R2B – (over 1400cc and up to 1600cc)
Group A7 – over 1600cc and up to 2000cc	R2C – (over 1600cc and up to 2000cc)
	R3C – over 1600cc and up to 2000cc
	R3T – up to 1600cc
	R3D – up to 2000cc (nominal)

4.3 Entry Fees

Entry fees including the advertising proposed by the organisers:

£750 (€865)

Entry fees without the advertising proposed by the organisers:

£1500 (€1730)

The entry fee will include the following:

- One road book
- One Service plate
- All car number panels and plates
- All organiser's optional advertising decals
- Legal liability insurance cover (Art 5)

4.4 Payment Details

The entry application will only be accepted if accompanied by the total entry fee. Cheques should be made payable to Ulster Automobile Club Ltd. Credit cards will be accepted subject to a 4% surcharge and Debit Cards a 2% surcharge. All entrants who pay by credit card should note that in the event of any refund being granted, the refund will only be credited to the payee cardholder's account. All refunds will be made in sterling.

4.5 Refunds

4.5.1 Entry fees will be refunded in full:

- (a) to candidates whose entry has not been accepted.
- (b) in the case of the Rally not taking place.
- (c) to those entrants who withdraw on or before 17 March 2010.

4.5.2 No refund will be issued for entries withdrawn on or after Friday 2 April 2010.

4.5.3 Refunds will be issued on the undernoted basis:

Requests received between 18 March and 1 April, Entry Fee minus £150 administration fee.

If a withdrawal from the event is anticipated, please advise the Entries Co ordinator by telephone as soon as possible on **+44 (0) 78 8803 8861**. Competitors, however, should note that any withdrawal **MUST** be confirmed in writing within 7 days of the initial telephone contact. A signed and legible fax will also be accepted on **+44 (0) 87 1263 8545** providing the original letter is received with the club within 7 days

The Organisers may return part of the entry fee to any entrant who for reasons of force majeure is unable to start. Any such application for reimbursement will only be considered if certified by the competitor's ASN.

All requests for refunds must be submitted to the Permanent Secretariat in writing not later than 10 April 2010.

5. INSURANCE

5.1 Organisers' Insurance

The entry fees include the insurance premium to insure the competitors and other parties as necessary against third party risks whilst taking part in such parts of the Rally on private lands or roads. The indemnity provided under this special insurance is £30,000,000 (Sterling) covering any one incident or accident. The cover is provided for such period as the Organising Permit is in force.

5.2 Competitors' Insurance and Declaration

Entrants and drivers must have valid insurance as is required by the Road Traffic Act, covering them against liability for both personal injury to, and damage to the property of, third parties on public road parts of the event.

It is the entrant's responsibility to arrange such insurance and/or to extend existing insurance so as to comply with the requirements of the Road Traffic Act. Entrants and drivers will be required to sign and declare that they are covered by such insurance. Any failure to sign a declaration may mean that the car in question may not be permitted to start.

Organisers also decline any liability for breach of the laws and regulations of the UK as covered by the itinerary. Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the promoters particulars of any incident from which liability may arise and shall have no claim against the organisers arising out of the accidents of the organisers, servants or officials during the course of the Rally.

Entrants and drivers will be required to sign the following declaration:

"I declare that:

1. I have read the General Prescriptions of the FIA, and the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the event and the potential risk inherent with motor sport and agree to accept that risk.

2. To the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.

3. The use of the vehicle hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.

4. I understand that should I at any time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to the ASN which has, following such declaration, issued a licence which permits me to do so.

5. Any application form for a Licence which was signed by a person under the age of 18 years was countersigned by that person's parent/legal guardian/guarantor, whose full names and addresses have been given.

6. If I am the Parent/Guardian/Guarantor of the driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Part 3, Appendix 3.

Note: Where the Parent/Guardian/Guarantor is not present there must be a representative who must produce a written and signed authorisation to so act from the Parent/Guardian/Guarantor as appropriate.

7. I hereby agree to abide by the MSA Child Protection Policy and Guidelines."

5.3 Richard Egger Road Traffic Scheme

The Club has applied to Richard Egger Insurance (Tel: **+44 (0) 11 5985 0165** Fax: **+44 (0) 11 5988 2757**), for a Blanket Cover Note. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet the RTA requirements on the road sections of the event.

The basic rate for the event (before any loading) will be **£45.00 (€52)**

ALL new applicants wishing to use the scheme must be able to comply with all points of the declaration:

Age 19 or over

Has held a full licence for minimum 6 months

Has less than 9 points on their licence

Has less than 2 fault claims in last three years

If you can comply with all points above, simply sign the signing on form – **No letter of acceptance will be issued.**

If you are unable to comply with any of the above points you will be required to complete a Declaration Form which should be forwarded either to the club or direct to Richard Egger Insurance prior to the event to allow sufficient time for a Letter of Acceptance to be issued. **Faxed copies are acceptable.**

6. ADVERTISING & IDENTIFICATION

6.1 Organisers Advertising

The organiser's advertising will be detailed in a future Official Bulletin.

6.2 Rally Plates

Competitor numbers and rally plates must be affixed to the car for scrutineering. These must be visible for the duration of the rally, according to Art R 6.1.3 of 2010 MSA Regulations.

7. Tyres

7.1 Studded tyres

The use of studded tyres is prohibited.

7.2 The organisers will be marking tyres during the event

8. Fuel

8.1 Lead Content

The maximum lead content permitted in fuel in the U.K. is 0.15 gms/litre.

8.2 General

Except as detailed in Article 52 of the 2010 FIA Regional Rally Championships Regulations competitors may only refuel in the designated refuelling zones.

In addition competitors may refuel at commercial filling stations on the rally route; where they may use commercially available pump fuel dispensed from pumps at the filling stations. It is not permissible to refuel from their own equipment at filling stations

A designated refuel zone will be set up adjacent to the service area, where all refuelling must take place. Competitors may avail of fuel from commercial organisations, or refuel using their own equipment in this same area. No refuelling will be allowed within the service park

9. Reconnaissance

9.1 Procedure for Registration

A reconnaissance registration form giving details of the car and occupants, including address and telephone numbers at which they can be contacted during the reconnaissance period, must be submitted for registration at the Rally Office.

If approved, the organisers will issue a Reconnaissance Authorisation Card which cannot be amended or altered in any way. If the crew making a reconnaissance wish to change the car or vary the occupants a new card must be obtained by personal application to the Rally Office and upon surrender of the original card.

While engaged in reconnaissance the Reconnaissance Car Plate must be displayed on the top corner of the windscreen of the car. Failure to do so will be deemed to be a breach of the Reconnaissance Regulations.

9.2 Schedule

Competitors may make a low speed reconnaissance of all the special stages during any **two** selected days from the four listed below.

Between	09:00 hrs – 17:00 hrs	Saturday 27 March
	09:00 hrs – 17:00 hrs	Sunday 28 March
	09:00 hrs – 17:00 hrs	Thursday 1 April
	09:00 hrs – 17:00 hrs	Friday 2 April

9.3 After the road closing order details have appeared in the newspapers and up until a time 2 hours before First Car Due Time on a stage and also during the road opening period for repeated stages, a competitor who reconnoitres, practices, or drives over, or is driven over, a Special Stage or part thereof or causes any person to do so on his behalf except as permitted in times above, will be reported to the Clerk of the Course. The competitor may also be reported to the ASN of his country who may add further penalties. For the purpose of this regulation 'Special Stage' shall at any time mean the roads and carriageways which shall be used during the rally as a Special Stage, or a road closed by the Road Closing Order.

Reconnaissance Officials will be appointed to enforce this regulation and will carry special identification. The organisers will also have the co-operation and assistance of the PSNI, the Garda and Officials of local authorities.

9.4 Reconnaissance may only be carried out in a car complying with Article 9.8 of the supplementary regulations, registered with the organisers and accompanied by a Reconnaissance Authorisation Card and a Reconnaissance Car Plate.

Once a car has been registered by a competitor the responsibility for that car is entirely the competitor's. If the car is observed on a Special Stage or part thereof outside the permitted times the associated competitor will be deemed to have contravened the reconnaissance regulations on that occasion.

9.5 A Reconnaissance Official who believes that a competitor is engaged in reconnaissance may ask that competitor to produce his Reconnaissance Authorisation Card. Failure to produce this card at that time, amendments to the card, or discrepancies (e.g. non-authorized car) on the card will be deemed to be a contravention of reconnaissance regulations. If amendments or discrepancies are evident on the card the official may retain the card.

If a competitor elects to undertake reconnaissance and obtains a Reconnaissance Authorisation Card then this card must be surrendered at Administrative Checks. Failure to do so will be deemed to be a breach of the reconnaissance regulations.

9.6 If any competitor or his representative drives on a Special Stage in a manner liable to cause distress, in the opinion of the Clerk Of The Course, to an official of the event, to a resident of the Special Stage, to other road users, or to the PSNI or Garda, then this will be deemed to be a breach of the reconnaissance regulations.

9.7 Any competitor deemed to be in breach of reconnaissance regulations will be reported to the Clerk of the Course where the penalties imposed may be start refused and/or £620 maximum fine and/or exclusion and reported to their ASN. The organisers may not accept an entry from that entrant or either of that crew on any UAC event for the next five years. Any Competitor excluded for breach of reconnaissance regulations will not be granted a refund of the entry fee.

9.8 Reconnaissance cars must conform to the following criteria:

9.8.1 Common requirements.

- The car must be painted in a single colour, with no advertising, stickers, etc.
- Underbody protection is authorised (complying with the Group N regulations).
- Two additional road-homologated headlamps are authorised.
- The crew may use a "light" intercommunication system (without helmets).
- On board navigation equipment may be fitted

9.8.2 Standard cars

- Totally unmodified standard cars as offered for sale to the general public

9.8.3 Production cars

- The engine shall be a series production engine (complying with the Group N Regulations).
- The gearbox shall be a series production gearbox (complying with the Group N Regulations).
- The exhaust shall be a series production exhaust and a maximum noise level within the permitted legal tolerances of the organising country.
- Suspensions shall comply with the Group N Regulations.
- The fitting of a steel safety rollbar complying with FIA regulations is permitted.
- Bucket seats in colours similar to those of the interior of the car are permitted.
- The rims are free within the limits of Appendix J Group N, and shall be fitted with, road-homologated series production tyres for asphalt.

9.9 Reconnaissance Restrictions

9.9.1 The maximum speed on special stages during reconnaissance is 45 mp/h (70 km/h)

9.9.2 The fitting or carrying of radar detection equipment during reconnaissance is not permitted.

9.10 Speeding Offences during Reconnaissance

During reconnaissance, any speeding offence whether recorded by police or officials on a special stage or on a road section, will result in the following fines being levied by the Clerk of the Course:

For each km per hour over the speed limit:

£25 (€29) for all drivers

This fine is levied as per the Regulations. The amount of the fine is unaltered by any fine that may or may not be levied by the Police. The fine is doubled for all drivers if a 2nd offence is committed.

9.11 Any behaviour, driving or otherwise which may give rise to complaints and bring the event, its officials or motorsport in disrepute will be reported to the stewards who may impose a penalty which could go as far as exclusion

10. Administrative checks

10.1 Documents to be presented

At administrative checks the following documents will be checked and entry form details verified:

- Entrants Licence (if applicable).
- International Competition Licences for Driver and Co-driver.
- Both Driver and Co-Driver REQUIRE an International Licence to participate in the Rally. Competitors from outside the jurisdiction of the Motor Sports Association MUST produce documentary evidence from their ASN that their Licence is valid to enable them to participate as a Driver or Co-Driver in the Rally.
- If using your own Road Traffic Insurance, details must be provided (if not previously submitted)
- Richard Egger Insurance letter (if applicable)
- Form giving make, model, colour, registration number and name(s) of driver(s) of Service vehicle and Management/Motorhome vehicles (if not previously submitted).
- If driver or co-driver has any particular medical details, then such details should be enclosed in a sealed envelope addressed to the Chief Medical Officer (if not previously sent to the Secretary of the Meeting).

All drivers and co-drivers must be present at administrative checks.

Final administrative checks must be completed after Vehicle Scrutineering at the location and times detailed below.

The following documents must be presented:

- Scrutineering Card
- Reconnaissance Authorisation Card (if reconnaissance was undertaken)
- Any information of documents not previously provided or checked.

10.2 Timetable

All checks must be completed by 17.00 on Friday 2nd April.

11. Scrutineering, sealing and marking

Pre event Scrutineering & final Administrative Checks will be carried out at **Comiskey Volkswagen, Dundalk Retail Park, Dundalk**. A schedule will detail times for presentation of the vehicle, and associated components/clothing etc. Failure to comply with the schedule (except in cases of force majeure) will be reported to the stewards who may impose a penalty

11.1 Log books, Motor tax and MOT/NCT

All cars must have a MI or MSA log book. A valid MOT or NCT Test Certificate must be produced at scrutineering for any car required by law to have such a certificate.

Competitors are reminded that any vehicle with an MI Rally Special Stage Log Book must comply with the vehicle test requirements as defined in the MI Green Book 2010.

All cars must display a current Tax disc for the vehicle entered as per MSA regulation

Failure to produce any of the necessary above documentation will lead to a Refused Start.

11.2 Specific and National Regulations

A noise test will be carried out at scrutineering. The noise limit will be 100dB(A) measured at 0.5m from the end of the exhaust pipe at an angle of 45°. All transmissions, turbos and spares will be marked and sealed for all competitors. Competitors must make the necessary preparations before attending scrutineering; this includes the removal of the sump guard which must be kept with the car for weighing purposes.

11.3 Safety Equipment

Use of a head restraint (HANS device) in compliance with FIA 8858-2002 is mandatory for all competitors, and must be an FIA approved model as detailed in Technical List No. 29 of Appendix J.

Competitors helmets must be in compliance with FIA 8858-2002 and be an FIA approved model as detailed in Technical List No. 29 of Appendix J.

Flame resistant clothing must be worn and homologated to the FIA 8856-2000 standard.

The above equipment will be checked at Scrutineering.

HANS devices and approved Helmets will be available to hire for the event from the appointed suppliers.

11.4 Competitors wishing to carry an on-board camera at any point during the event must request permission from the Clerk of the Course and present the written request to the Chief Scrutineer. The camera must be fitted in place before scrutiny so that it can be examined.

12. SERVICING

12.1 Servicing of a competitor's car may only be carried out in a specific area identified by the Organisers and from a vehicle bearing an official plate valid for that Area. This area is defined as a 'Service Park'.

WALERS
west limerick rally spares

KILCORAN, PALLASKENRY, Co, LIMERICK
(based near Kilcornan carting track)

All Mark II Escort Parts

(Available at all rallies)



**Helmets for
hire with
Hans clips
Available
At All Rallies**

Hire a helmet 4 times and get a 5th free

**T/F: AIDAN WALSH on 061 393775 • Mob: 087 2461046
Email: aidwalsh@eircom.net**

**SUITS & HELMETS FOR HIRE
- ALL FIA APPROVED**

WALERS
west limerick rally spares

OMP

sparco



12.2 A Service Park where servicing is permitted will be provided by the Organisers and identified in the Competitor's Road Book and in the Service Book. Only vehicles bearing official Service, Management or Motor home plates, which must be affixed to the front of the vehicle, will be allowed into the Service Park.

There will be no Remote Service Parks therefore the use of Auxiliary vehicles is not required.

12.3 Competitors are responsible for ensuring that their Service crews do not leave any litter or waste materials in Service areas. Non-compliance will incur a penalty of £100/€120.

12.4 All competitors must provide and use spillage mats in all service parks. Non-compliance will incur a penalty of £500/€580

12.5 Any breach of service regulations, service from an unauthorised vehicle or service taking place other than in permitted areas will incur a penalty of exclusion.

Service, Management and Motorhome plates will be available as follows:

It is not possible to purchase additional Service plates, only one service vehicle per competitor will be permitted access to Service Park.

12.6 Service Packs each containing a Service Vehicle Plate will be available on submission of the entry. Once issued the Service Plate must be permanently displayed externally on the front of the vehicle to which it refers. **Vehicles displaying this Service Plate will only be permitted access to Service Park once per leg.**

12.7 Management packs each containing a Management Vehicle Plate will be available on submission of the entry and accompanied by a fee of £50 (or €58) per pack. Management vehicles must not exceed 4.8 metres in length and 2.1 metres in height. These vehicles must not be commercial vehicles and may not be fitted with a roof rack or tow a trailer. Once issued the Management Plate must be permanently displayed externally on the front of the vehicle to which it refers. These plates only allow entry to Service Parks provided space is available.

12.8 Management vehicles shall not carry any tools, wheels or spare parts relating to their entered vehicle(s), neither shall they carry persons deemed by the organisers to be other than management staff directly engaged in the management of their team on the event.

12.9 Motor home Packs containing a Motor home Plate available on submission of the entry and accompanied by a fee of £100 (or €115) per pack. Once issued the Motorhome Plate must be permanently displayed externally on the front of the vehicle to which it refers. This vehicle will be permitted access to Service Parks, providing that space is available.

12.10 Completed application forms for Service and Management packs, giving vehicle details, together with the appropriate fee must be received before 26th March 2010. After this date packs cannot be guaranteed.

12.11 Failure to have any of the above plates affixed to the front window of the appropriate vehicle registered with the organisers will result in a fine of £300 (€350)

12.12 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 £500 (€580) 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 or observed by officials to be contravening these Regulations. In any area where service is not permitted the parking of a vehicle and/or the setting up of equipment may be deemed to be servicing. Service crews must at all times abide by the instructions of the travelling marshals.

12.13 Competitors, service crews and other team personnel are forbidden to smoke or use BBQ's in service parks and refuelling zones. Any infringement will be reported to the Clerk of the Course who may impose a penalty which may go as far as exclusion.

13. Features of the Rally

13.1 Starting System of Special Stages

- This will be an electronic system of lights with a digital countdown as described below, and supported by a manual back-up system.
- The traffic light sequence at the start of every stage will be as follows:
 - 15 seconds to go a red light will be displayed
 - 10 seconds to go red and amber lights will be displayed (the amber light is divided into five sections)
 - 5 seconds to go the red light goes out leaving the five sections of the amber light displayed
 - 4 seconds to go four of the amber sections are displayed
 - 3 seconds to go three of the amber sections are displayed
 - 2 seconds to go two of the amber sections are displayed
 - 1 second to go one of the amber sections is displayed
 - Go when green light is displayed
- In the event of a failure of electronic timing equipment the timekeeper will countdown 30 – 15 - 10 and the last 5 seconds one by one and then raise a flag or hand.
- A beam placed beyond the start line will be used to detect jump starts.

13.2 Early Check In

Crews may check in early without incurring a penalty at the final control on each day.

13.3 Traffic Infringements

(Art. 17.3 of the 2010 FIA Regional Rally Championships Regulations)

The following fines will be applied by the Clerk of the Course following a Police report received after the start of the rally:

1st Infringement:

For each Km per hour over the speed limit:

£25 (€29) for all drivers. This fine is levied as per the Regulations. The amount of the fine is unaltered by any fine that may or may not be levied by the Police.

2nd Infringement:

A 5 minute time penalty

3rd Infringement:

Penalty applied by the Stewards.

13.4 Re-start after retirement

A competing car which fails to finish Day 1 of the rally will be able to restart the next Day. This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

Any car that fails to finish a Day in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight Parc Fermé prior to the next Day, no later than 6 hours before the scheduled start of that Day.

The car must retain its original body shell and engine block as marked at pre-event scrutineering. The entrant must advise the Organisers of the intention to have the car re-scrutineered prior to the start of the Steward's meeting at the end of the Day which the car has failed to finish.

Any car that retires on the final day will not be classified

13.5 Target timing will be used throughout the event

The official time through the rally will be that disseminated by BBC

Special stages will be timed to 1/10th of a second

For each minute late at a time control 10 secs

For each minute early at time control 1 min

Maximum permitted lateness at any control 15 mins

With accumulative total of 30 mins per leg

Competitors will be penalised with their "actual time taken" on special stages. If the time taken on any special stage exceeds the time allowance for that stage, the actual time in minutes exceeding the time allowance will ONLY count towards the lateness permitted between two Time Controls, or at the end of a section, a leg or the whole rally. No other time penalty will be applied for exceeding time allowance on a stage

13.6 Article 46 in relation to flexiservice and article 36.5 in relation to the use of yellow flags, of Regional rally regulations are not applicable

13.7 Start area and procedures

Details of the start procedure will be advised, and will include a pre-start holding area with specific time for arrival and moving in convoy. Non adherence will be reported to the stewards who may impose a penalty

14. Identification of officials

The Post Chiefs will be identified as follows:

Stage Commander	Yellow tabard
Control Official	Orange tabard
Marshal	Yellow tabard with word "Safety" or "Marshal"

15. Prizes

15.1 Prize Giving

The prize giving will take place on the podium at the finish of the event at Newry.

15.2 Prizes

All Named Trophies are perpetual and will be retained by the UAC following presentation and official photographs.

1st Overall to 3rd Overall Two trophies

GROUP N CATEGORY (Based on position in the overall finishers list)

1st Overall W.J. (Bill) Kinnear Trophy

2nd Overall Two Trophies

3rd Overall Two Trophies

CLASS AWARDS (To the entrant of the highest placed cars in classes 1-8)

1st in each class Two trophies

2nd in each class Two trophies (if more than 5 starters in class)

3rd in each class Two trophies (if more than 8 starters in class)

LADIES AWARDS (Both crew members must be female)

1st The O'Connor Rourke Trophy

2nd Two trophies

3rd Two trophies

THE ULSTER AUTOMOBILE CLUB TROPHY – and two trophies

To the crew of the car placed first in the overall finishers list

H.A. BRYSON TROPHY - and two trophies

Awarded to the highest placed Northern Ireland crew.

CASTLEREAGH 1996 TROPHY – and two trophies

Awarded to the highest placed Republic of Ireland crew.

OONAGH REID TROPHY - and two trophies

To the first named driver whose normal place of residence is England, Scotland or Wales and whose car is placed highest other than first in the overall finishers list.

THE SWEDISH DRIVERS TROPHY - and two trophies

To the crew placed highest in the overall finishers list whose place of residence is the Continent of Europe, excluding the United Kingdom and the Republic of Ireland.

ALLEN T. LOUGHRIDGE SPIRIT OF THE RALLY AWARD

To be awarded at the discretion of the Organisers.

15.3 All awards will be presented to the first nominated driver unless specified otherwise in the details of awards. Any award not collected either by the crew or an agent on their behalf will be forfeited.

15.4 Entrants wishing to compete for particular awards, other than the General Classification, Group or Class awards, must register their eligibility on the entry form. The Organisers shall have absolute discretion to accept or reject any such claim and in case of doubt may call for proof in support of any claim. Any claim deemed to be false may entail exclusion.

For the purposes of awarding prizes the Nationality of a competitor will be determined by their place of normal residence, NOT the Nationality of their Licence.

16. Final checks and Protests

16.1 Final Checks

Post Event scrutineering will take place at Modern Tyres Service, Carnbane Industrial Estate, Newry on Sunday 4th April at 17.30hrs,

16.2 Protest Fees

16.2.1 The Protest Fee is £500 (€580)

16.2.3. For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork etc), the claimant must pay an additional deposit of £300 (€350).

16.2.4 The expenses incurred by the work and by the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld. If the protest is unfounded, and the expenses incurred by the protest are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely if the expenses are less, the difference shall be returned to them.

16.3 Appeal Fees

All protest and appeal fees are as outlined in Appendix 1 of the 2010 MSA Yearbook.