



MUNSTER CAR CLUB LTD

Munster Car Club Ltd.



Regulations

for the

Orchard Motorsport

Cork "20" International Rally 2013

4th – 6th October 2013



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THE CORK “20” JUNIOR RALLY 2013

NTRODUCTION

Dear Competitor,

It is with great pleasure I present to you the regulations for the Orhcard Motorsport Cork “20” International Rally 2013, final round of the 2013 Irish Tarmac Rally Championship, which takes place on the 5th. – 6th. October 2013 . This year we are delighted to have onboard again, Orchard Motorsport as overall title sponsors for this years event, Orchard Motorsport through its principle Brian Stinson have been long supporters of the rally and we thank them for their continued valued support. We are also delighted to announce the continuation of our association with our associate sponsors,

In a change for the 2013 event, we would like to announce the new collaboration formed with the Millstreet Development Group who have come onboard as associate sponsors and the rally base location will be located to Millstreet.

The Green Glens Complex be the Rally HQ for this years event.

The Cork “20” remains one of the oldest and most iconic rallies in Europe, stretching back nearly a century, this being the 99th year of its successful running. Conscious of the current climate, this years event is an extremely compact 2-day format rally with very low road mileage and competitor friendly timing and atmosphere and incorporating classic stages of old. There will be a centralised service on both days of the event within the Green Glens Complex.

Once again the Cork “20” will be the final round of the Irish Tarmac Rally Championship and 50% bonus points will be awarded. It is also a counting round of the Historic Tarmac Rally Championship, Irish Tarmac Modified Challenge Champiomship, and the Southern 4 Rally Championship.

I would like, on behalf of the Munster Car Club, to thank all of our sponsors, without whose assistance and financial support, an event of this magnitude would simply be not possible to hold and run. In particular I would like to thank our title sponsor, Brian Stinson of Orchard Motorsport, and our associate sponsors Millstreet Development Group.

I would also like to afford our sincere thanks to Cork County Council, the Gardai, Emergency services, Ordnance Survey and all of the media. We especially would like to thank the residents and land owners along the route who allow us to use their areas. Finally I wish to thank all of the hard working committee, who voluntarily give up of their free time for many months in the preparation of the event.

We look forward to meeting you at the Rally HQ, Green Glens Complex on the 5th. and 6th . October for a competitive & enjoyable and most importantly a safe weekend of motor sport in County Cork.

Kevin O’Riordan

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Clerk of the Course

Cork “20” International Rally 2013.

CHAMPIONSHIPS

2013 IRISH TARMAC RALLY CHAMPIONSHIP

Round 1:	Galway International Rally	2nd – 3rd Feb.. 2013
Round 2:	Easter Stages Rally (CANCELLED)	29th – 30th Mar. 2013
Round 3:	International Rally of the Lakes	3 rd – 5th May. 2013
Round 4:	Donegal International Rally	21 st - 23 rd Jun. 2013
Round 5:	Ulster International Rally	23 rd – 24 th Aug. 2013
Round 6:	Cork '20' International Rally	4 th – 6th Oct. 2013

2013 HISTORIC TARMAC RALLY CHAMPIONSHIP

Round 1:	Killarney Historic Stages	1 st Dec. 2013
Round 2:	Galway International Rally	2nd – 3rd Feb.. 2013
Round 3:	Easter Stages Rally (CANCELLED)	29th – 30th Mar. 2013
Round 4:	International Rally of the Lakes	3 rd – 5th May. 2013
Round 5:	Donegal International Rally	21 st - 23 rd Jun. 2013
Round 6:	Ulster International Rally	23 rd – 24 th Aug. 2013
Round 7:	Rally Isle of Man	12 th – 14 th Sept. 2013
Round 8:	Cork '20' International Rally	4 th – 6th Oct. 2013

2013 MODIFIED TARMAC RALLY CHAMPIONSHIP

Round 1:	Galway International Rally	2nd – 3rd Feb.. 2013
Round 2:	Easter Stages Rally (CANCELLED)	29th – 30th Mar. 2013
Round 3:	International Rally of the Lakes	3 rd – 5th May. 2013
Round 4:	Donegal International Rally	21 st - 23 rd Jun. 2013
Round 5:	Ulster International Rally	23 rd – 24 th Aug. 2013
Round 6:	Cork '20' International Rally	4 th – 6th Oct. 2013

SOUTHERN FOUR RALLY CHAMPIONSHIP 2013

Round 1:	West Cork Rally	16 th – 17th Mar. 2013
Round 2:	International Rally of the Lakes	3 rd – 5th May. 2013
Round 3:	Ravens Rock Stages Rally	30 th Jun. 2013
Round 4:	Imokilly Single Stage Rally	27 th Jul. 2013
Round 5:	Cork '20' International Rally	4 th – 6th Oct. 2013
Round 6:	Fastnet Stages Rally	27 th Oct. 2013
Round 7:	Killarney Historic Stages (Historics only)	1 st Dec. 2013

USEFUL CONTACTS:

Clerk of the Course:

Kevin O’Riordan,
Ballyvatta, Leamlara, Co.Cork.
Tel: 00353 (0)87 9580865
Email: coc@cork20internationalrally.com
Cork20entry@gmail.com

Secretary of the Event:

Kevin Cahill,
82 Shanowen, Rathcormac, Co. Cork
Tel: 00353 (0)86 6629314 (after 5pm)
Email: sec@cork20internationalrally.com

Accommodation Services:

Millstreet Development: www.millstreetdevelopment.com/cork_20_rally_millstreet_2013
www.cork20internationalrally.com

Silversprings Moran Hotel Cork City (Rally HQ) +353 (0) 21 450 7533

Vienna Woods Hotel, Cork +353 (0) 21 4556800

Cork/Kerry Tourism 00 353 21 4255100

Motorsport Ireland, 34 Dawson St, Dublin 2

Tel - 01 6775628, Fax 01 6710793,

e-mail info@motorsportireland.com



Tarmac Championship Manager:

**Ger Seaman,
Hill Grove House,**

Lissaphooca,

Bandon,

Co.Cork

Tel: 00353 (0)87 2204650

Email: sales@nyhanmotors.ie

PAST WINNERS OF THE CORK '20' INTERNATIONAL RALLY

YEAR	Driver/Co-Driver	
1969 (Feb)	Rosemary Smith / Ricky Foote	Hillman Imp
1969 (Nov)	Mick Barry / Dan Kavanagh	Ford Escort
1970	Billy Coleman / Noel Davin	Ford Escort BDA
1971	Billy Coleman / Noel Davin	Renault Alpine
1972	Billy Coleman / Noel Davin	Renault Alpine
1973	Ger Buckley / John Caplice	Ford Escort
1974	Ger Buckley / John Caplice	Ford Escort
1975	Cathal Curley / Austin Frazer	Porche Carrera
1976	Billy Coleman / Dan O'Sullivan	Ford Escort
1977	Ger Buckley / John Caplis	Ford Escort
1978	Ari Vatanen / Arne Hertz	Ford Escort
1979	Ger Buckley / John Caplice	Ford Escort
1980	Jimmy McRae / Frank Main	Vauxhall Chevette
1981	Ger Buckley / John Caplice	Vauxhall Chevette
1982	Demi Fitzgerald / Paddy Kavanagh	Vauxhall Chevette
1983	Austin McHale / Christy Farrell	Vauxhall Chevette
1984	Billy Coleman / Ronan Morgan	Opel Manta 400
1985	Austin McHale / Christy Farrell	Opel Manta 400
1986	Billy Coleman / Ronan Morgan	Metro 6R4
1987	Austin McHale / Christy Farrell	Opel Manta 400
1988	Mark Lovell / Terry Harryman	Ford Sierra Cosworth
1989	Saeed Al Hajri / Steve Bond	Ford Sierra Cosworth
1990	Austin McHale / Dermot O'Gorman	BMW M3
1991	Kenny McKinstry / Robbie Philpott	Subaru Legacy RS
1992	Bertie Fisher / Rory Kennedy	Subaru Legacy RS
1993	James Cullen / Ellen Morgan	Ford Escort Cosworth
1994	Kenny McKinstry / Robbie Philpott	Subaru Legacy RS
1995	Frank Meagher / Pat Moloughney	Ford Escort Cosworth
1996	Gabriel Snow / Pat Moloughney	Ford Escort Cosworth
1997	<i>No Rally</i>	
1998	Ian Greer / Dean Beckett	Toyota Celica GT4
1999	Ian Greer / Dean Beckett	Toyota Celica GT4
2000	Andrew Nesbitt / James O'Brien	Subaru Impreza WRC
2001	<i>No Rally due to Foot and Mouth Crisis</i>	
2002	Andrew Nesbitt / James O'Brien	Subaru Impreza WRC
2003	Eamon Boland/Damien Morrissey	Subaru Impreza WRC
2004	Eugene Donnelly/Paul Kiely	Toyota Corolla WRC
2005	Tim McNulty/Anthony Nestor	Subaru Impreza
2006	Mark Higgins/Rory Kennedy	Subaru Impreza
2007	Sebastian Loeb/Daniel Elena	Citroen C4 WRC
2008	Eamon Boland/Damien Morrissey	Subaru Impreza WRC
2009	Gareth McHale/Brian Murphy	Ford Focus WRC
2010	Gareth McHale/Brian Murphy	Ford Focus WRC
2011	Darragh O'Riordan/Tony McDaid	Subaru Impreza WRC
2012	Darragh O'Riordan/Tony McDaid	Subaru Impreza WRC

CORK '20' INTERNATIONAL RALLY 2013

SECTION 1 - PROGRAMME

August 27 th	Publication of Regulations / Entry Forms Available on Net	
August 27 th	Entries Open	
September 19 th	Entries Close	
September 23 rd	Final Instructions Published on webpage	
Sept. 28 th /29 th	Sign On Reconnaissance – H.Q. Rally Office, Green Glens Complex (G.G.C.), Millstreet, Co. Cork	08.00 – 12.00
Sept. 28 th /29 th	Reconnaissance (See Art. 27)	09.00 – 18.00
Oct 3 rd /4 th	Sign On Reconnaissance – Rally Office, Green Glens Complex, Millstreet, Co. Cork	08.00 – 12.00
Oct 3 rd /4 th	Reconnaissance (See Art. 27)	09.00 – 18.00
Thursday. Oct. 3 rd	Rally Office Opens, Green Glens Complex.	08.00 -12.00
Friday. Oct. 4 th	Sealing/Checking of spare turbochargers	08.00 -13.00
Friday. Oct. 4 th	Documentation Scrutiny, Rally HQ (G.G.C.)	15.00-20.00
Friday. Oct. 4 th	Mechanical Scrutiny, Rally HQ (G.G.C.)	15.00-20.00
Friday. Oct. 4 th	Ceremonial Start - Millstreet Town Square	20.00
Saturday Oct. 5 th	Competitors Safety Briefing, Rally HQ (G.G.C.)	08:30
Saturday Oct. 5 th	Rally Start - Millstreet Town Square	10.00
Saturday Oct. 5 th	Provisional Results (Leg 1) displayed at HQ, Green Glens Complex & on rally web site www.cork20internationalrally.com	20.00
Saturday Oct. 5 th	Sunday restart times Official Notice Board, Rally HQ & on www.cork20internationalrally.com	21.30
Sunday Oct. 6 th	Rally Re-start – Rally H.Q. (G.G.C.)	09.00
Sunday Oct. 6 th	Rally finish at Finish Ramp, Millstreet Town Square	16.30
Sunday Oct. 6 th	Provisional Results 60 minutes after finish time of last car	
Sunday Oct. 6 th	Prizegiving in Wallace Arms Hotel, Millstreet, Co.Cork	21.00 (not later than)

Enquiries to Entries Secretary:

Kevin Cahill, 82 Shanowen, Rathcormac, Co. Cork, Ireland

Tel/Fax: 00 353 (0)86 6629314 (6pm to 9pm)

email: sec@cork20internationalrally.com

SECTION 2 – ORGANISATION

ARTICLE 1 - ORGANISATION

1.1 This is an International competition promoted and organised by the Munster Car Club Ltd. (hereinafter called the Promoters). It will take place from October 4th – 6th 2013. These Regulations have been submitted to and approved by Motorsport Ireland. Motorsport Ireland Permit No. **13/161** has been issued for the event.

1.2 The organising committee and officials of the rally are as follows:

Motorsport Ireland Stewards:	Willie Walsh / Liam Cronin
Motorsport Ireland Safety Officer:	James Coleman
Club Steward:	Alan G. Verso
Club Safety Officer:	Jim Murphy
Clerk of the Course:	Kevin O’Riordan
Deputy Clerk of the Course:	Colman Hegarty
Assistant Clerk of the Course:	Don Montgomery
Assistant C.O.C. Historic:	Brian Manning
Assistant C.O.C. Junior:	Nicky Hegarty
Route Co-ordinators:	Kevin O’Riordan / Colman Hegarty
Event Secretary:	Carol O’Keeffe
Chief Scrutineer:	Paudie Griffin
TROA Scrutineer:	Rab McDonald
Chief Marshal:	Brian O’Leary
Chief Medical Officer:	Dr. Eddie Fitzgerald
E.S.L.O.	Kevin Cahill
Chief Rescue Officer:	Martin Byrne
Chief Timekeeper:	Robert Lyttle
Equipment Officer(s):	Daniel Hanratty
Competitor Liaison Officer :	Pat Shiel
Super Rally Co-Ordinator:	Greg Shinnors
Event Treasurer:	Kevin O’Riordan
Serious Incident Officer:	Jim Murphy
Spectator Control:	Aidan Harper & Glyn McCarthy
Radio Controller:	Mary Fitzgerald
Press/Media Office:	Jennifer O’Riordan
Car Accountability:	Jerry O’Brien
Results:	Angus Sealy and Staff
Results Co-ordinator:	Liam Hayes

Bulletin Service:	Brian and Liz Patterson
Arrowing Co-ordinator:	Jon Waterman
Service Area Manager:	Colm O'Sullivan
Road Closed:	Pat Cahill / Brendan Cahill
Sweeper Car :	Kevin W O'Riordan / Stephen O'Riordan

1.3 **JUDGES OF FACT:**

The following are Judges of Fact: Kevin O'Riordan , Colman Hegarty, Kevin O'Riordan Snr., Brian O'Leary, Brian McCarthy, Pat Cahill, Brian Manning, Ger Fitzgerald, Don Montgomery, Kevin Crowley, Liam Hayes, Jim Murphy, Tony Brunnock, Tom Murphy, Kevin Cahill, Brendan Cahill, Gavin Walsh, Paul Browne, Frank Aherne, Aidan Horgan, Nicky Hegarty and all Officials.

- 1.4 The Rally Office will be situated in the Rally H.Q. – Green Glens Complex.
 An Official Notice Board will be located in the lobby of the Rally H.Q
 Both Rally Office and Notice Board will be operational from Friday 4th October 08:00

SECTION 3 - GENERAL CONDITIONS

ARTICLE 2

- 2.1 The competition will be held under the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland (the ASN) and these Regulations including Appendix 25 (Rally Code) and Appendix 29 (Standard Regulations for all Stage Rallies), of the current Motorsport Ireland Yearbook.. and these regulations will supercede all others. Copies of the General Competition Rules will be obtained from Motorsport Ireland, 34 Dawson Street, Dublin 2.
- 2.2 The event is a qualifying round of the :
 2013 Irish Tarmac Rally Championship
 2013 Irish Tarmac Historic Rally Championship.
 2013 Irish Tarmac Modified Challenge Rally Championship.
 2013 Southern Four Championship
 2013 Munster Car Club Championship
- 2.3 The requirement of these regulations apply at all times during this event.
 All competitors who forward completed entry forms agree to be bound by the rules.

ARTICLE 3 - DESCRIPTION

- 3.1 The length of the Rally including non-competitive sections will be approximately 354kms, including 16 special stages of circa. 212 kms and is divided into 2 legs. The interval between each car will be 30 seconds, which may be increased. The Official Rally time will be that published by R.T.E. or the Eircom speaking clock.
- 3.2 The use of Pace Notes is permitted and crews will be allowed to make low speed reconnaissance on special stages, subject to Article 27.
- 3.3 The sections of the Rally, as well as the Time Controls, Passage Controls, Neutral Zones, Regrouping Controls, Parc Ferme and Special Stages, are described on the Time Cards or in the Road Book.
- 3.4 There will be no “Sunday Run” on this event, however there will be a “Super Rally Re-Start Procedure (dependant on maximum starters limits and re-scrutiny requirements).
Please refer to **Section 7 - Article 34 – Super Rally Restart Procedure** for details of re-start procedure criteria.
- 3.5 There will be a ceremonial start to the event on Friday 4th October 2013.

ARTICLE 4 - ELIGIBLE VEHICLES

- 4.1 Homologated vehicles complying with current Appendix J of the International Sporting Code (Group A and N cars). The Championship will be divided into the following FIA Homologated classes:

Class 1: Two wheel drive cars complying FIA R1A and R1B categories including currently homologated Group N two wheel drive cars up to and including 2000cc.

Class 2: Two wheel drive cars complying with FIA R2B category including currently homologated Group A two wheel drive cars up to and including 1600cc.

Class 3: Two wheel drive cars complying with FIA R2C, R3C, R3T and R3D categories including currently homologated Group A two wheel drive cars over 1600cc and up to and including 2000cc, and currently homologated Super 1600 cars.

Class 4: S2000-Rally : 1600-Rally Turbo with 30mm restrictor, S2000-Rally : 2000cc Atmospheric, FIA Category FIA R4 Cars and currently homologated four wheel drive Group N cars.

Class 5: All vehicles homologated by the FIA in Group R-GT

Class 6: Group A cars over 2000cc including World Rally Cars.

Class 6A: Four Wheel Drive cars over 2000cc whose homologation has expired. All cars must comply with their last published homologation papers.

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

4.2 If the number of cars entered in the same cubic capacity class is less than four (4), the Organisers reserve the right to reduce the number of awards for that class. Cars entered in a Group or Groups containing less than eight (8), cars may compete only for the General Classification.

4.3 The use of non-skid attachments (which includes tyres with studs or spikes of metal or other material and chains) is prohibited during the event. Tyres with any form of metal in the tread compound are not permitted.

4.4 Event organizers 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.

- 4.6 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 FIA regulations.
 - (c) Carry a red reflective triangle for use by the crew in the event of an accident, as well as SOS / OK Boards.
 - (d) Comply with the legal requirements of the Road Traffic Acts of Ireland.
- 4.7 All competing cars must be individually licenced for the road – competing cars cannot be driven on any form of trade plate.
- 4.8 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

- 5.1 Entries may be submitted by any person, organization, or legal entity holding a valid Competition Licence recognized by the F.I.A.
- 5.2.1 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.
- 5.3 Entries may be submitted by any person, organisation or legal entity holding a valid Competition Licence of the following minimum grades: (M.I. Grades shown)

International Rally: International Licence

National Rally: National B up to 1650CC,
National A over 1650CC or higher grade.

Historic Rally: National B up to 1650cc.
National A over 1650cc

Junior Rally: National B up to 1650cc.

Or equivalent grade licence issued by MSA.

- 5.4 Co-drivers must have a competition licence, of a grade valid for event entered.
- 5.5 Competitors, with M.S.A. licences must hold the appropriate grade of licence.

ARTICLE 6 - ENTRY FORMS AND ENTRIES

- 6.1 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 18.00 hours on Thursday, 19th September, 2013. Entries can only be withdrawn in writing, fax or email to the Entries Secretary at the nominated address or contact details as per identified on the official entry form up to 25th September.

False statements made on the Official Entry Form relating to Entrant, Driver or Co-Driver or in respect of the vehicle's characteristics imply the immediate exclusion of the participants, independently of any additional penalties that may be applied in accordance with the International Sporting Code, Article 73.

The changing of a crew member must be approved by the Organising Committee subject to the provisions GCR113 and FIA/ISC 121.

- 6.2 In respect of holders of a Competition Licence not issued by Motorsport Ireland or the NSA of an E.U. member country, the Entry Form must be stamped by the Competitor's National Sporting Authority.
- 6.3 The entry must be accompanied by the appropriate recognition form for the car and, where necessary, either the original or photocopied supplementary forms.

Should this prove impossible, the forms and their supplements must be shown at scrutineering. If they are not shown, the organisers may refuse to allow the competitor to start.

- 6.4 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 scrutineering.

The organizers in conjunction with the stewards of the meeting 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 GCR113 and FIA/ISC 121 (F.I.A. Graded Drivers may not be replaced by non-graded drivers).

Applications to change made after the 19th September 2013 will only be considered if they are made on a change of car/driver form, obtainable from the organisers. A fee of €50 will be levied for each change.

6.5 The organisers reserve the right to refuse any application or entry without having to give a reason for the refusal (F.I.A. Art. 74).

The number of entries will be limited to 151 incorporating the International and National events.

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

- (a) (1) Previous winners of the Cork 20 International Rally; (2) Previous winners of the Irish Tarmac Rally Championship; (3) previous winners of the MI National Rally Championship; (4) The winning overall driver of the Junior section of the 2012 Cork 20 International Rally.
- (b) Up to 10 Entries allocated at Organiser's discretion.
- (c) Up to 5 Entries allocated to overseas crew.
- (d) Up to 20 entries allocated to M.C.C. members using Club criteria applied.
- (e) Finishing in the first 15 in a World Championship Rally.
- (f) Finishing in the first 5 in Class in a World Championship Rally.
- (g) Finishing in the first 10 in a European Championship Rally.
- (h) Finishing in the first 5 in class in a European Championship Rally.
- (i) The first 5 overall in the 2013 Irish Tarmac Rally Championship at closing date for entries.
- (j) The first 3 in class in the 2013 Irish Tarmac Rally Championship at closing date for entries.
- (k) Finishing in the first 15 overall in any International Rally.
- (l) Finishing in the first 3 overall on National section of International rally.
- (m) Up to 20 Munster Car Club members finishing in the first 20 overall selected in the order of (1) an International Rally; (2) a National Stages rally; (3) a National section of an International Rally.
- (n) Finishing in the first 15 overall in a National Stages Rally.
- (o) Finishing first 3 in Class on an International Rally including National Section.
- (p) Finishing in the first 3 in class in any National Stages Rally.
- (q) Finishing in the first 20 overall on any other Stage Rally.
- (r) Any other Speed Event.

Notes

- Results from 1st Jan. 2011 to closing date of entries to count except in relation to (a)(1) above.
- Category (a)(2) & (a)(3) entries apply to winners in the 10 years prior to 1st January 2013.
- Category (a)(4) entry is restricted to the 2012 Junior winning driver only. No substitution of driver will be permitted.
- To qualify under (D) of criteria, the highest 20 eligible crews accumulating points within the MCC club championship.
- In category (m) Munster Car Club members shall be those holding continuous membership of Munster Car Club Limited since at least 2011.
- Only results attained by the driver as a driver will be taken into consideration.
- The onus will rest with the competitor to provide documentary proof of results stated if requested to do so by the organisers.
- Any false declaration of results will result in the entry in question being placed at the end of the list.
- Names of drivers given discretionary entries will be disclosed by the organisers if they are requested to do so.

A list of reserves will be drawn up, having been selected from the above criteria, in numerical order. Should any accepted entries withdraw, be excluded at scrutineering, or not be allowed to start, up to the end of scrutineering, 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.

By the very fact of signing the Entry Form, the entrant and all crew members acknowledge and accept unreservedly these regulations, the General Competition Rules of the N.S.A., and the International Sporting Code of the F.I.A.

6.6 Declaration of Indemnity

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

(a) I have read the supplementary regulations issued for this event and agree to be bound by them and by the General Competition Rules and Regulations of MI including the guidelines and regulations contained in Motorsport Ireland's Code of Conduct for Children's Sport. In consideration of the acceptance of this entry or of my being permitted to take part in this event I agree to save harmless and keep indemnified the Munster Car Club, Irish Automobile Club Ltd. t/a Royal Irish Automobile Club, Irish Motorsport Federation Ltd. t/a Motorsport Ireland and their

respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s) (as the case may be) howsoever caused arising out of or in connection with this entry or my taking part in this event and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents. Furthermore, in respect of any parts of this event on ground where Third Party Insurance is not required by law, this Agreement shall in addition to the parties named above extend to all and any other competitor(s) and their servants and agents and to all actions, claims, costs, expenses and demands in respect of loss of or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s).

**My age (driver) is (if applicable, state "over 18 years").
My age (co-driver) is (if applicable, state "over 18 years").**

(b) I declare that to the best of my belief the driver(s), passenger(s) possess the standard of competence necessary for an event of the type to which this entry relates and that the car entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.

I declare that the use of the car hereby entered is covered by Insurance as required by the Road Traffic Act, which is valid for such part of this event as shall take place on roads as defined in the Act.

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

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

(e) Any indemnity and/or declaration as prescribed by sub-paragraphs (a) and (b) above which is signed by a person under the age of 18 years shall be countersigned by that person's parent or guardian, whose full names and address shall be given. Furthermore, the parents and/or guardians of persons under 18 years of age shall grant permission to MI and the Irish Sports Council to carry out tests in accordance with the Irish Anti-Doping Rules (Rule No 139) in the following form:

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

ARTICLE 7: ENTRY FEE AND INSURANCE

7.1 (a) The Entry Fee for International Rally will be **€750** up to close of entries at 18.00hrs on **Thursday, Sept. 19th 2013**, this includes personal accident premium and 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 per plate. **Currency Euro** only please.

- (b) The Entry Fee for National Rally will be: **€750**
- (c) The Entry Fee for Historic Rally will be: **€75**
- (d) The Entry Fee for Junior Rally will be: **€75**

Easy Pay Installment Option Available: Contact Entries Secretary - Kevin Cahill for details.

If your IRDS insurance has a loading you may wish to include this in your entry fee.

The schedule of premiums for IRDS is as follows:

+ 50%	=	€10.00
+ 75%	=	€15.00
+100%	=	€20.00
+125%	=	€25.00
+150%	=	€30.00
+200%	=	€40.00

The entry application will **only** be accepted if accompanied by the total entry fee. Cheques should be made payable to **‘Cork 20 International Rally’ or ‘Munster Car Club Ltd.’**

- (a) No Car will be allowed to start unless the entry fee has been paid in full
- (b) Where payment of an entry fee is, for any reason, the subject of dispute at the closing date, such entry will not be accepted.

- (c) Notice of Acceptance, or refusal of individual entries will be posted to Entrants on Monday 23rd September 2013. This notification along with Final instructions will include the Competitors Scheduled Time at Scrutiny for which lateness will be penalized (Art.20.1).

7.3 Motorsport Ireland/RACMSA entrants MUST produce an I.R.D.S., or B.R.D.S. letter of acceptance, valid for 2013 and pay any additional premium loading on the Letter of Acceptance at documentation scrutiny in order to be permitted to start the event. Each Co-Driver not in possession of their own Letter of Acceptance must sign a declaration stating that at no time during the event will he/she drive the competing car.

I.R.D.S./B.R.D.S Cover will commence on arrival at Scrutiny Out Control before Parc Ferme in control on Friday 4th October 2013.

- (a) Cover only exists while traveling the Official Route, i.e., via the Road Book, during the course of the competition and while under the control of the organisers.
- (b) Cover will cease on arrival at the final Park Ferme In Control or at the point where the competitor(s) retire from the event.
- (c) Motorsport Ireland have introduced a “Compulsary Personal Accident” scheme for all competitors, including navigators/co-drivers taking part in Motor Sport events. Premium is currently as follows:
Class: All Stage Rallies: €25.00 per person (age 18 or over), €13 (aged 17 and under) (See Art. 7.1 above)

Please refer to the current Motorsport Ireland Yearbook for details and benefits payable under the scheme.

7.4 All other Entrants and drivers must have in force a National Road Traffic Act insurance policy covering them against Third Party liability whilst taking part in the event and they must take the necessary steps to ensure that any insurance policies are adjusted to cover this. The Organisers have, however, made arrangements to insure, jointly with the sponsors, and other parties, as necessary, entrants and drivers against third party risks while taking part in such parts of the rally which are held on private lands or on roads specifically closed for the purpose of the rally. The

indemnity provided under this special insurance is specified in the policy for any one accident or occurrence.

7.5 Entry Fees will be refunded:

- (a) To candidates whose application was refused;
- (b) In the case of the rally not taking place;
- (c) If a reserve entry is not allocated a start in the rally;
- (d) In special circumstances at the discretion of the organisers.
- (e) If the entry is withdrawn in **writing or email / post only** before 18.00 hours on Tuesday, 24th September, 2013.
Refunds will be made by cheque only after the event.

7.6 The Organisers decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The Organisers also decline any liability for breach of the laws and regulations of the countries covered by the rally. Competitors shall be held entirely responsible for any accident or breach of laws in which they may be involved and shall declare to the Organisers particulars from any accident from which liability may arise and shall indemnify the organisers in regard to any liability. An entrant or driver(s) shall have no claims against the Organisers arising out of any action of the Organisers, their servants or officials, during the course of the rally.

ARTICLE 8 - LADIES AWARD

8.1 For the ladies award both crew members must be female.

ARTICLE 9 - AMENDMENTS AND INTERPRETATION TO REGULATIONS BULLETINS

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

9.2 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.

- 9.3 Any case not foreseen in the present regulations shall be decided by the Organisers and approved by the Stewards, using the International Sporting Code as far as suits the case.
- 9.4 In the event of any dispute concerning the interpretation of these regulations, the English version shall take precedence, and the ruling of the Stewards shall be final subject to the right of appeal as provided by the International Sporting Code.

SECTION 4 - GENERAL OBLIGATIONS

ARTICLE 10 - CREWS

- 10.1 Each car must carry two drivers and the entrant shall nominate which is the first and which is the second driver, except where a co-driver has declared otherwise (Art. 7.3).
- 10.2 The occupants of the car will be collectively referred to as the car's crew.
- 10.3 Each crew member shall:
- (a) Hold a current valid driving licence appropriate to the vehicle (except where a co-driver has declared otherwise (Art. 7.3).
 - (b) Hold a competition licence valid for the rally.
 - (c) When required, wear an approved crash helmet, safety harness and FIA approved head restraint, properly positioned and fastened.
 - (d) Not drive for more than 320 kms without rest or relief.
 - (e) Be covered by insurance required by the laws of the country.
 - (f) Protective Clothing: Wear Fireproof clothing as required by the NSA during the event.

For the International Section:- All drivers/co-drivers must comply with the MI regulations for protective clothing.

For the National / Historic / Junior sections:- All drivers/co-drivers must comply with the MI regulations for protective clothing. The MI regulations are equivalent to the FIA Standards with an additional five year lead-in to expiry as stated in Appendix 2 of the MI Yearbook.

Non compliance with Article 10.3 above will result in exclusion.

The number of persons in the car shall not be varied during the event except when the car is stationary, by official instruction, or in the case of an emergency. Even the temporary retirement of a crew member or the admission of a third person (except an injured person) will result in exclusion from the event.

- 10.4 A specific sheet, considered as an identity card, bearing recent identity photos 2 in x 2 in (5 cm x 5 cm), the signature of the 2 crew members and all the particulars of the car, must be kept on board the car throughout the entire duration of the event and must be presented upon official request; failure to do so shall result in exclusion from the event.
- 10.5 Failing to carry or to display the OK sign/board in a clearly visible manner on the car and failing to ensure that the sign/board remains in position until the car is removed from the stage - COC may impose a penalty of exclusion. The stewards may impose a penalty of exclusion.
- A competitor who fails to stop and investigate when encountering, on a Special Stage, another competing car, on which an O.K. sign/board is NOT displayed – COC may impose a penalty, including penalty of exclusion.
- The Stewards may impose a penalty, including penalty of exclusion.

ARTICLE 11 - STARTING ORDER, PLATES, NUMBERS

- 11.1. The numerical order of entries will be determined by reference to the list of F.I.A. Graded Drivers for rallies. List A will take precedence over List B which will in turn will take precedence over all other drivers. The order of the other entries will be determined as far as possible according to their performances during the previous two years of the nominated first driver. Any claim found to be false may entail exclusion.
- 11.2 In no case should the rally plates cover the car's registration plates. This infringement will be penalised by a cash penalty of €100 per plate.
- 11.3 (a) Competition numbers will be supplied and will measure approximately 20 in. x 20 inc. (50 cm x 50 cm). These numbers must be displayed on the front doors of both sides of the car during the event.
- (b) If it is ascertained at any time during this event that:

- Any one competition number or rally plate is missing, cash penalty of €100 will be imposed.
- Any two competition numbers or rally plates are missing at the same time, exclusion will be pronounced.

(c) The competition numbers specified above may incorporate publicity for the organisers and/or sponsor of the event. They must not be obscured or altered and must at all times be maintained in a legible condition. Contravention of this will result in a penalty of €35. Checks may be carried out during the rally to see if this requirement is being complied with.

(d) 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).

11.4 Competitors are requested to display the name of the driver and the co-driver on the appropriate side window of the car. Their blood group must also be displayed. The absence of any of these may result in a cash penalty of €50.

Identification Marks may be affixed to any part of the competing cars before or during the event. The organisers may at any time during the rally check these marks. A missing Identification Mark will result in exclusion.

11.5 Altering, retouching, or in any way interfering with Identification Marks will result in exclusion. Any other competitor who in any way assists in the above will also be excluded.

11.6 This will not prejudice the fact that the A.S.N. to which the competitor or his accomplice belongs to, may inflict further penalties.

11.7 The onus is on competitors to see that Identification Marks affixed to his car are in position at the finish.

11.8 A competitor who has withdrawn from the rally shall at once remove or cover up all rally identification marks, rally plates, and competition numbers on his car. He shall notify his retirement immediately to rally headquarters.

ARTICLE 12 - TIME CARDS, STAGE CARDS

- 12.1 At the completion of scrutineering each competitor will receive time cards on which the times allowed for each section of the rally will be shown.
- (a) The time cards will include special stage cards.
 - (b) The time cards will be collected at various controls on the rally route.
 - (c) Each crew is solely responsible for its time cards.
- 12.2 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 when 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.
- 12.3 Any correction or amendment made to the time card will result in exclusion unless it has been signed by the official in question.
- 12.4 The absence of an entry from any control official or the failure to hand in a time card at the required controls and/or at the finish control will result in exclusion from the event.
- 12.5 The special stage cards are an integral part of the time cards and are subject to all the penalties laid out for time cards.
- 12.6 Competitors are responsible for the presentation of time cards at all controls, and also the accuracy of all entries made on the cards.
- 12.7 The car must be immediately present when time cards are presented at controls.
- 12.8 It is the duty of the competitor to present time cards to officials at the correct times and to check that times are correctly entered. Control officials are the only persons entitled to enter times on time cards.

ARTICLE 13 - CONDUCT DURING THE EVENT, REPAIRS, SERVICING

- 13.1 (a) 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 affixed to the front of the service vehicle throughout the event.
- (b) Service Areas where servicing is permitted will be identified in the event Road Book.
- (c) (i) The organisers will supply an official service plate to applicants.
- (ii) Official service plates will be similar to the rally plates for competitors. These must be displayed on the front of the service vehicle. Route information will be supplied with the plates.
- (iii) Servicing the competing cars may only be carried out in those areas designated by the organisers and **ONLY** from vehicles displaying the official plate. These areas are defined as '**OFFICIAL SERVICE AREAS**'
- (iv) **OFFICIAL SERVICE AREAS** where servicing is permitted, will be provided by the organisers and their locations will be indicated in the competitors road books and service packs. **ONLY** vehicles carrying official Service plates will be allowed to enter these areas.
- (v) Restriction of the movement of Service Vehicles: The movement of Service Vehicles may be restricted along certain parts of the Rally Route. Details will be issued together with the Road Book. In case of an infringement, a penalty of up to and including exclusion may be imposed, at the discretion of the Stewards, on the car or cars they are servicing
- (vi) Air assistance in any form is forbidden
- (vii) A competitor will be responsible for ensuring that any service vehicle associated with his entry complies with all appropriate regulations and official instructions. A €65 penalty will be applied to the competitor with whom the service is associated if the users of service plates are observed acting in a manner contrary to the

interests of the rally or (2). Second offence 10 minutes, third offence will entail exclusion.

- (viii) **In an area where service is not permitted the presence of or parking of a service vehicle and/or the setting up of equipment and or leaving Tyres, Wheels, Fuel, Spares or other materials on the rally route or within one mile from an area where servicing is not permitted will be deemed to be servicing and will be penalised as in Art. 13.1b. Service vehicles are permitted to travel through a non-service section to gain access to an area where service is allowed. The Organisers will appoint at least one named Judge of Fact to observe compliance with these Service Regulations.**
- (ix) The use of Chase Cars is strictly forbidden.
- (x) Service crew must at all times, drive and conduct themselves in a quiet and reasonable manner.
Penalties may be incurred if a Service crew member is observed:
- Speeding
 - Driving in an inconsiderate manner
 - Contravening specific official instruction.
 - Leaving Litter

 - Under no circumstances may service vehicles enter Special Stages during the road closing time of that stage. This will be penalised with exclusion.

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

13.2 Under pain of exclusion, no car may be moved after starting the rally, other than by its own power, except:

- (a) By outside means for a minimum distance necessary to extricate it from difficulty, or to clear the route for other competitors.
- (b) By gravity.
- (c) By its crew and/or other persons without mechanical aid.
- (d) By official permission or instruction.

13.3 (a) After the rally has started, no claim will be allowed for:
(i) Force majeure

- (ii) Baulking
 - (b) Competitors are forbidden under pain of exclusion to:
 - (i) Deliberately block the passage of other competing cars or to prevent them from overtaking.
 - (ii) To behave in an unsporting manner.
 - (iii) Tow, transport the cars or have them pushed except to bring them back onto the road, or to clear the road.
 - (iv) **'Doughnuts' in any form , before during or post event are banned
Penalty is exclusion**
- 13.4 (a) Throughout the rally, competitors must strictly observe the traffic laws of the Republic of Ireland. Competitors shall always drive and conduct themselves in a manner, which shall not discredit the event or arouse adverse public opinion. Failure to do so, or any instance of a competitor driving at an excessive speed, or in a negligent manner, or failure to comply with local or national regulations and laws, or being accused of any driving offence will be penalised as follows:
- First Offence: 2 mins. stage time.
Second Offence: Exclusion.
- (b) Judges of Fact will report to the Clerk of Course all competitors, which are noted as having failed to stop at 'Yield Right of Way' and/or 'Stop' signs on all road sections. Penalties will be imposed as follows:
- First Offence: 2 mins. stage time.
Second Offence: Exclusion.
- 13.5 Competitors are required to inform the organisers each day of any alleged offence or contravention, which is to be the subject of a Police report. Failing to do this will be penalised as follows:
- First Occasion: 2 mins. stage time.
Second Occasion: Exclusion.
- 13.6 (a) In the case of a breach of the traffic laws, officials, having noted the infringement, will inform the offending competitor, as the Gardai normally do.
- (b) The stewards will apply penalties as in Art. 13.5(a) if asked to do so by the Police. This will be done subject to the following:
- (i) That the notification of the infringement reaches the organisers through official channels, and in writing before the posting of the official final results.

- (ii) That the information in the notification will establish beyond any doubt the identity of the offending competitor, the location and time of the infringement. That the facts are not liable to various interpretations.
- (iii) In such circumstances the written report will be sufficient to allow both the Organisers in the first instance to decide on the penalty to impose if any and subsequently to allow the Stewards of the Meeting to hear an appeal. The appellant may, if he or she wishes call the reporting Garda as a witness. The responsibility for the attendance of the witnesses is a matter for the appellant . The non-attendance of a Garda witness will not prevent the Stewards of the Meeting from hearing the appeal.

13.7 Refuelling Regulations:

Competitors should only refuel in the official service area(s), at a pre-designated official re-fuelling zone if designated in the event road book and/or at a commercial fuel station en-route.

ARTICLE 14 - ADVERTISING

14.1 Competitors are allowed to affix any kind of advertising to their cars, provided:

- (a) It is authorised 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 the organisers' official plates and competition numbers. (which includes immediately above and below and to either side of the official supplied door plate).

14.2 Following scrutineering and should any vehicle be found not to be in conformity, a period of time will be granted by the Stewards of the Meeting within which to render the vehicle to conform. Any car not in conformity after this time shall not be allowed to start. No additional advertising is permitted after passing scrutiny without the permission of the organisers.

SECTION 5 - RUNNING OF THE EVENT

ARTICLE 15 - THE START, ROAD BOOK

- 15.1 (a) Following completion of Scrutineering, all competing cars will be placed in Parc Ferme.
- (b) 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.
- (c) Any lateness at the start will be included in the cumulative lateness mentioned in Article 17.7(b) and being early will be penalised as in Article 17.6. Start Times will be posted on the official notice board.
- 15.2 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.
- 15.3 Hours and minutes will always be shown thus: 00.01 - 24.00, the hours and minutes which have elapsed will be counted. Throughout the event, the official time will be that published by RTE.
- 15.4 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 also include the length of each section and the Target Time allowed to complete the said section. It will include as well all other relevant information pertaining to the running of the event as is necessary to the competitor. All distances in the Road Book will be in kilometres shall be deemed to be correct.
- 15.5 The entire route will be contained on the O.S. Discovery Series Maps (1: 50,000) Map No's 79/80. A composite map of the entire route based on the OS Discovery Series (1:50000) has been prepared for the event. Each Entrant will be provided with a copy of this map. Additional copies are available at a cost of €5 each.

ARTICLE 16 - CONTROLS, GENERAL DESCRIPTION

- 16.1 F.I.A. signs (see M.I. Yearbook app. 26) will indicate all controls (Time, passage, Special Stage Start, Special Stage Finish, Re-Grouping In, Re-Grouping Out, Service In, and Service Out).
- 16.2 A warning sign with a yellow background will mark the beginning of each control area. This will be positioned approximately 25 metres before the control itself.
- (a) A sign with a red background will indicate the control itself.
 - (b) The end of a control area will be approximately 25 metres after control, and will be indicated by a sign showing black diagonal stripe(s) on a beige background.
- 16.3 All control areas (i.e., the area between the first yellow warning sign and the final beige warning sign with the diagonal stripe(s)) are considered as Park Ferme (Articles 20.1 and 20.2).
- 16.4 The time stopped within the control area should not exceed the time necessary to complete control formalities.
- 16.5 Any competitor who passes through a control at any time in a direction other than that defined in the Road Book will be penalised one minute.
- 16.6 All controls must be visited in the order in which they are listed in the Road Book. A time must be recorded at all controls except at Passage Controls, where an official stamp or the signature of the official will only be accepted as proof of passage. Absence will mean exclusion.
- (a) Competitors will be given the opportunity to examine the clock at any point where time is recorded.
 - (b) A competitor who interferes with an official or an official clock accidentally or otherwise, will be penalised as below:
First Occasion: 10 minutes.
Second Occasion: Exclusion.
- 16.7 Controls will open 15 minutes before the scheduled time of the first car and will close 15 minutes after the last car.
- 16.8 Controls will be as follows:
- (a) Time Controls (TC) will be at the beginning and end of each road section except as stated below in Article 16.8 b, c, d, e, f.

- (b) At the beginning of a Rest Halt there will be a re-grouping control in (RCI) and at the end of a Rest Halt there will be a re-grouping Control Out (RCO).
- (c) At overnight Rest Halts there will be an Overnight Control In (OCI) in the evening and Overnight Control Out (OCO) on the following morning.
- (d) Passage Controls (PC) may be situated in appropriate places to ensure that competitors are following the correct route as per the Road Book. No time will be recorded at these.
- (e) Special Stage Start Controls (SSSC) will be located at the start line of a special stage.
- (f) Special Stage Finish Controls (SSFC) will be located approximately 300 metres after the finish line of a Special Stage.
- (g) The Start Control and Finish Control will be similar to Time Controls in Art. 16.8a.

16.9 Competitors must follow the instructions of officials at any Control. Failure to do so will be penalised by exclusion.

The insignia to be worn by marshals and officials will be displayed on the official notice board at Rally Headquarters.

ARTICLE 17 - TIME CONTROLS

17.1 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.

17.2 The control official must enter on the time card, the exact time at which it is handed to him by one of the crew. Control officials are the only persons entitled to enter times on the time cards.

17.3 The arrival time recorded at a time control at the end of a section will also be the departure time for the next sections.

In exceptional circumstances, officials may hold competitors at a time control. In this case a new departure time (N.D.T.) will be given, and the period of the delay will be considered 'dead time'.

17.4 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).

17.5 (a) The penalty for early arrival at a time control will be one minute per minute.

- (b) The penalty for late arrival at a time control will be 15 seconds per minute.

17.6 Competitors will be excluded for the following:

- (a) Absence of a recorded time.
- (b) Exceeding a cumulative lateness of 15 minutes at any Time Control.
- (c) A penalty of exclusion for exceeding maximum lateness will insofar as possible be notified at the next Rest Halt at the end of the Leg.

17.7 (a) Early arrival will be penalised as in Article 17.5 but will not be taken into account when calculating the cumulative lateness counting towards exclusion.

Example:

Start Control to Control 1: -

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

Control 1 to Control 2: -

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

(Carried forward from previous section).

Control 2 to Control 3: -

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

(Including 10 minutes from previous section).

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

- (b) The cumulating of lateness will end at all Overnight Controls In as a new schedule time will be given to competitors at Overnight Controls Out, their cumulative lateness at these points will be nil.

17.8 Whenever a time control is followed by a special stage start control, these two points will be included in a single Control Area (Articles 16.3 and Article 20) as follows:

- | | | |
|-----|--|----------------------|
| (a) | Beginning of Control Area | Yellow board. |
| (b) | Control Post (25 metres) | Red board. |
| (c) | Advance SS Start Control | Yellow board. |
| (d) | SS Start Control (300 metres minimum) | Red board. |
| (e) | End of Control area (25 metres) | Beige board. |

Note: All distances are approximate.

17.9 When the situation as in Article 17.9 occurs, competitors having recorded a time at the Time Control will then proceed immediately to the Start Special Stage Control. Competitors must be ready to start the Special Stage three minutes after the time recorded at the Time Control. Competitors not ready to start the Special Stage may be deemed to have started at a time specified by the official (Article 19.5 a).

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

Note: At the finish time control the crews may check in before time without incurring any penalties.

ARTICLE 18 - REGROUPING CONTROLS, REST HALTS

18.1 Regrouping Controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts (Art. 16 and Art. 20).

The purpose of these regroupings will be to reduce the intervals, which may occur between crews as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.

Example: 120 cars at the start of the rally;

First regrouping of 4 hours; Starting time from the regrouping control:
12.01hrs

- (a) Target time for the arrival of car No. 1 at the regrouping controls 8.01hrs. Target time for the arrival of car No. 120 at the regrouping controls 09h.00m.
- (b) Actual arrival time of car No. 1 at the regrouping control 08h.45.m.
Actual arrival time of car No. 120 at the regrouping control 09h.50.m.
(60 cars have retired during this part of the rally).
- (c) Starting time of car No. 1 12.01hrs. Starting time of car No. 120 12.30hrs.
The respective length of stopping time shall therefore have been:
- 3.16.hrs, for car No. 1 – 2h.40m for car No. 120.

- 18.3 On their arrival at these regrouping controls, the crews will hand the official their time card and possibly the sheets for the special stages covered. They will receive instructions on their starting time. They then must drive their car immediately and directly to the Parc Ferme (Art. 20). The starting order shall be that of the arrival.

ARTICLE 19 - SPECIAL STAGES

- 19.1 Special Stages may be timed to 0.1 of a second from a standing start to a flying finish on roads closed to the public.
- 19.2 During a special stage each member of the crew must wear an approved crash helmet, safety harness and FIA approved head restraint, etc. No member of the crew may smoke on a special stage.
Penalty for any of the above will be exclusion.
- 19.3 Competitors are forbidden, under pain of exclusion, to move in the opposite direction to the rally on a special stage.
- 19.4 Starting procedure will be as follows:
- (a) The car and its crew must be presented at the special stage start control with helmets and safety harness in position, and the engine running (Article 19.2 and 20.6b).
 - (b) The starting official will then enter the start time on the competitor's time card and return same to the competitor. The competitor may not start until the starting signal is given.
 - (c) The competitor may be given verbal warning at 15 and 10 seconds before his start time.
 - (d) The last five seconds will be counted as "5-4-3-2-1-Go". Go will be considered the starting signal. (This may also be indicated by the raising of a flag or starting lights). 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 10mins, and which may go so far as exclusion if the Clerk of the Course so requests, whether the special stage is run or not.
- 19.5. The starting official at a special stage start control shall:
- (a) Have the sole right to specify a competitor's 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.

The penalty for a false start is 30 seconds. However, this does not exclude the possibility of further heavier penalties being inflicted by the Stewards of the Meeting, especially if the practice is repeated.

- 19.6 (a) After a flying finish, at which there will be a chequered flag on a red background, competitors must slow down and then stop at a red 'STOP' sign. This point is the Special Stage Finish Control. The official will enter the finish time for the Special Stage in the competitor's time card. The time entered will be the time at which the car crossed the flying finish.
- (b) Stopping or overtaking is prohibited between the flying finish and the special stage finish control, and will be penalised by exclusion. The finish time received, disregarding the seconds, is the start time for the next road section.

19.7 If through the fault of a competitor, an entry is not made:

- (a) At the Special Stage Start Control, or Special Stage Finish Control, he will be excluded.
- (b) A competitor recording less than the minimum time will be debited with the minimum time.
- (c) A competitor exceeding the minimum time will be debited with the recorded time.
A competitor exceeding the maximum time will be debited with the recorded time. The minutes in excess of the maximum time will count towards maximum lateness. (Art. 17.7).
- (e) A competitor who fails to attempt a special stage correctly will be excluded.

19.8 In addition to, or in the absence of, instructions in the road book, the organisers may erect direction signs. Such direction signs as indicate the route of a special stage will be mandatory and non-compliance will be penalised as in Article 19.7e. Otherwise such signs will be advisory only.

Other signals given to competitors will be in accordance with Appendix H of the International Sporting Code. During darkness, flags may be replaced by light signals of an appropriate colour or flags may be illuminated.

19.9 In order to be deemed to have correctly attempted a special stage, a competitor must:

- (a) Have a time recorded at special stage start control.
- (b) Traverse the full and correct route.
- (c) Only proceed in the correct direction.
- (d) Have a time recorded at special stage finish control.

Contravening any of the above will be penalised as in Article 19.7 e.

19.10 No case of Force Majeure or baulking will be taken into consideration after a competitor's scheduled time from the start control. Nevertheless, the promoters have the right to penalise any competitor deemed to have unreasonably delayed another competitor.

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

19.11 Interruption of a Timed Stage

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

Should the Clerk of the Course consider the time set by the last competitor to complete the stage as abnormal, he / she may choose as the scratch time the one among the four previous competitors to complete the stage which seems to be the most suitable.

However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure. It will be given the time, which it might have eventually set if this is greater than the scratch time awarded to the other crews. Following consultation with the safety officer, a stage may be restarted and the stage interrupted time will only be applied to those crews affected by the stoppage. Crews completing the stage after it has been restarted will be credited with their actual time. If 10 minutes has elapsed since the start time of the last competing car which started the stage, the stage may only be restarted in the following specific circumstances:

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

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

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

ARTICLE 20 - PARC FERME

20.1 The cars shall be subject to the 'Parc Ferme' rules:

- (a) Following completion of scrutiny from the moment they enter the starting area, regrouping zone or an end of leg, until they leave one of these (Art. 18.3).
- (b) From the moment they enter a control area until they leave it (Art. 16.3).
- (c) From as soon as they reach the end of the event until the time for lodging protests has expired (Art. 24).

Competing cars must remain in Parc Ferme at the conclusion of the event for a period of 30 minutes after their recorded time at Parc Ferme In control.

20.2 While the vehicles are subject to the 'Parc Ferme' rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.

- (a) However, if the scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired.
- (b) The minutes used for such repairs may be considered as the same number of minutes lateness registered on a road section. They may 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 (Art. 26, General Conditions).
- (c) In no case may the time used for the repairs exceed the allowed time before a car is penalised by exclusion. If this time is exceeded exclusion shall be announced.

20.3 By way of exception and under the supervision of the competent Marshal the crew may, while in the Parc Ferme, at the start, regrouping zone or end of leg (Art.

20.1a):

- (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.
- These repairs must be completed before the starting time; otherwise a penalty shall be imposed in accordance with the provisions laid out under Art. 17.5.

20.4 As soon as they park 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.

- 20.5 To leave a Parc Ferme for the start, regrouping halt or end of leg (Art. 20.1.a) the crew shall be allowed to enter the Park Ferme 10 minutes before its starting time.
- 20.6 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.
- 20.7 Any infringements of the Parc Ferme regulations shall result in exclusion from the event.

SECTION 6 - SCRUTINEERING - PENALTIES

ARTICLE 21 - SCRUTINEERING AND SAFETY REQUIREMENTS

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

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

- 21.2 (a) The Scrutineering carried out before the start will be of a general nature: Checking of licences, make, model and group of the car, essential safety items as per F.I.A. regulations, conformity of the car with the National Road Traffic Act, checking of crash helmets, noise level test, conformity with details on the entry form, etc. Failure to comply with any Scrutineering requirements will result in a penalty being imposed (non-start).

- (b) This will be followed with an identification of the crew both of whom will have to sign a starters' sheet. They must produce photographs of themselves as specified in Art 10.5 (1 set of photographs approx. 2"x2")
- (c) Identification marks may be affixed to any part of the competing cars before or during the event. The Stewards may at any time during the rally check these marks. A missing identification mark will result in exclusion. Altering, retouching or in any way interfering with identification marks will result in exclusion. Any competitor who in any way assists in the above will also be excluded. This will not prejudice the fact that the N.S.A. to which the competitor or his accomplice belongs may inflict further penalties. The onus is on the competitor to see that identification marks affixed to his car are in position at the finish.
- (d) A current F.I.A. Form of Recognition must be produced at scrutineering. Forms may be shared by drivers driving the same type of car. Failure to produce these documents shall result in the car being reclassified.
- (e) **LOG BOOKS MUST BE PRODUCED FOR ALL COMPETING CARS ENTERED BY MOTORSPORT IRELAND / M.S.A. LICENCE HOLDERS**

21.3 (a) All cars must be equipped with roll-over bars / cages complying with F.I.A. specifications. A current certificate must be produced for it.

(b) **FIRE EXTINGUISHING SYSTEMS:**

As per Motorsport Ireland 2013 Yearbook, Appendix 2, Article 6

21.4 The use of non-skid attachments (which includes tyres with studs or spikes of metal or other material and chains) is prohibited during the event. Tyres with any form of metal in the thread compound are not permitted.

21.5 ALL cars at ALL times during the competition must:

- (a) Be fitted with a windscreen of laminated glass.
- (b) Carry a red reflective triangle for use by the crew in the event of an accident, also SOS/OK boards.
- (c) Comply with the legal requirements appropriate to use on a public highway in the country in which the event is being held. (Particular attention is called to requirements for lights, noise, tyres, and radio transmitters/receivers. The promoters will provide advice on these requirements on request). All cars must be

individually licenced for the road - competing cars cannot be driven on any form of Trade Plate.

- (d) An entrant is deemed to have full knowledge of his/her car and to vouch for its eligibility by the act of presenting the car for scrutineering before the start.
- (e) No car will be allowed to start unless it complies with all F.I.A. regulations on safety.
- (f) Following scrutineering a list will be posted on the official notice board at Rally H.Q. of known non-starters and cars that have been re-classified.
- (g) Any car found during the event, not to be in compliance with F.I.A. safety regulations may be excluded.

Please note – attendance at Documentation to be within 45mins of Mechanical Scrutiny.

ARTICLE 22 - FINAL CONTROL

- 22.1 After the finish, all cars must be driven to Parc Ferme, where a check will take place to find out if the car is the same as that presented at scrutineering as provided for in Article 21, and also to ascertain if penalties should be imposed as in Article 23. All cars will be held in Parc Ferme at the conclusion of the event until 30 minutes after the recorded time of the competitor at the final control, extended if necessary in the event of official delay. N.B. Appeals concerning eligibility must be lodged at the latest, at the time of check in of the final Service Out Control. Appeals must be lodged with CLO or Official Timekeeper in writing, with appropriate fee. Cars must remain in Parc Ferme during overnight halts.
- 22.2 Any check of the Identification Marks affixed to the car in Article 11.4 may be made and if found to be missing or interfered with in any way, the competitor will be excluded (Art. 11.5/6/7).
- 22.3 A complete and detailed scrutineering may be carried out or will be carried out on cars finishing first in Groups. This scrutineering may mean dismantling the cars. It may also be carried out on cars finishing in the first three places in the overall classification. Cars placed first in classes or any other award may also be scrutineered at the discretion of the organisers and/or the Stewards of the Meeting, on the advice of the Clerk of the Course, or following protest.
- 22.4 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 25.

ARTICLE 23 - SUMMARY OF PENALTIES

NON-START:	7.2 / 3	Entry Fee/ I.R.D.S./B.R.D.S.
	14.2	Advertising
	21.1. (b)(1&2)	Over 30 mins late at Scrutiny
	22.2.	Scrutiny Requirements
	27.2(a)(b)(c)(d)	Reconnaissance
	27.6(b)	Reconnaissance
EXCLUSION:	6.1	False Declarations
	10.3/ 4/ 5	Crews
	11.3(a)	Plates
	10.6	OK Board
	11.5,	Identification Marks
	12.2/ 3/ 4	Time Cards
	13.1.6/7/11	Servicing
	13.2.8/9/10/13/14	Tyre Marking
	13.3/ 3(b)	Moving Cars
	13.4(b.4)	"Doughnuts"
	13.5(a)(b)/. 5	Road Traffic Laws
	16.6/ 6(b)/. 9	Controls
	16.9	Non-Compliance with a reasonable instruction of an Official.
	17.7(a)(b)	Absence of Time/Exceeding Max Lateness
	19.2/ 3	Crew
	19.6(b)/. 7(a)(e)	SSSC, SSFC
	19.9	Failure to attempt stage correctly
	19.10	Spirit of Rallying
	20.2 / (c)/ 7	Parc Ferme
	21.1	Non compliance with Scrutiny requirements
	26.3	False claim of award
	27.5(a)(b)	Reconnaissance
	30	Air Assistance
FINES:	11.2/ 3(a)	Rally/Competition Plate - €65
	11.3(b)	Competition Numbers - €35
	11.4	Blood Group/Name/National Flag - €30
	21.1(b)(1)	Scrutiny - €50
	27.2(c)	Entrant Decal - €65
	27.6(a)	Reconnaissance - €380
	27.6(c)	Reconnaissance - Forfeit of Entry Fee

TIME:	13.1.7 _____	Servicing	5mins
	13.2.8 _____	Tyre Marking	5mins
	13.5(a)/. 5 _____	Road Traffic Laws	2 mins
	13.5(b) _____	Stop / Yield signs	2mins
	16.5 _____	Controls	5mins
	16.6(b) _____	Interference with Clock/Official	10mins
	17.5 _____	Per minute late	15secs
	17.6 _____	Per minute early	1 minute
	19.1 _____	Stages	as per article 19.7
	19.4(e) _____	Failure to start stage on time	5mins
	19.5(c) _____	False Start	30secs
	20.6 _____	Engine not running	30secs
	26.2	Non attendance at Prize-Giving Forfeiture of award	
	27.5(a)(b) _____	Reconnaissance	2mins

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

Cases not provided for in these Regulations.

SECTION 7 - RESULTS, PROTESTS

ARTICLE 24 - RESULTS

- 24.1 Penalties are expressed in minutes and seconds and tenth 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.
- 24.2 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.
- 24.3 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.

Full set of results will be available on www.cork20internationalrally.com on Monday, 7th October 2013.

ARTICLE 25 – APPEALS

- 25.1 An appeal against the results or overall classification must be lodged within 30 minutes of the posting of the provisional results.
- 25.2. An appeal on a technical matter or against a decision of a scrutineer must be lodged immediately after the party involved has been informed. If during an event, a competitor thinks that he has observed an irregularity about which he has the right to appeal, he must give notice in writing of his intention to do so at the next control that he arrives at, after observing the alleged infringement.
- 25.3 Failure to follow this procedure will result in the forfeiture of his right to appeal and also his appeal fee.
- 25.4 All the appeals must be made in writing and addressed to the Stewards of the Meeting together with a fee of €500 (National Event Fee is €300). Such fee shall only be returned if the appeal shall be deemed to be well founded or if so directed by the Stewards of the Meeting or Motorsport Ireland
- 25.5 If an appeal requires the dismantling of a car the appellant must make a deposit in accordance with GCR 163
- 25.6. The right to appeal lies solely with any entrant or driver. (Art. 171 of F.I.A International Sporting Code)
- 25.7 The time limits for lodging appeals are those established by Article 174 of F.I.A. Sporting Code
- 25.8 Appeals are not admitted on facts established by the Stewards of the Meeting, on times given by officials, or on distances measured by the organisers.
- 25.9 Competitors have the right to appeal to the National Tribunal of Appeal, as per Article 181 of F.I.A. Appeal fee is €2000. (National Event Fee is €1000)
- 25.10 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.
- 25.11 To be valid an Enquiry Form shall be lodged with the following time limits: -
 - (a). Not later than 1 hour before the start in respect of any matter concerning which information was available prior to this time.
 - (b). Not later than 30 minutes after the publication of any further information prior to the start.
 - (c). Not later than the competitors' scheduled time at the Overnight Control Out concerning any information available regarding the previous day's sections up to the Overnight Control In.
- 25.12 An Enquiry Form shall be deemed to be returned to the competitor at the time it is posted on the official notice board.

ARTICLE 26 - PRIZE GIVING, TROPHIES AND AWARDS

- 26.1 The prize giving will take place as per the timetable (Section 1).
- 26.2 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.
- 26.3 Entrants wishing to compete for particular awards other than the General Classification, Group and Class awards must claim for such awards in his entry form. The organisers shall have absolute discretion to accept or reject any such claim, and in cases of doubt may call for proof in support of any claim. Any claim deemed to be false will entail exclusion.
- 26.4 The following awards will be presented.

GENERAL CLASSIFICATION

International Event	and	National Event
1st Overall Crew		Award for Driver and Co-Driver
2nd Overall Crew		Award for Driver and Co-Driver
3rd Overall Crew		Award for Driver and Co-Driver

Historic

1st Overall Crew	Award for Driver and Co-Driver
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Group N:

1 st Overall Crew	Award for Driver and Co-Driver
2 nd Overall Crew	Award for Driver and Co-Driver
3 rd Overall Crew	Award for Driver and Co-Driver

CLASSIFICATION BY CLASSES

1st in Class	Award for Driver and Co-Driver
2nd in Class	Award for Driver and Co-Driver
3rd in Class	Award for Driver and Co-Driver

CLASSIFICATION BY NATIONALITY

Best Rep. of Ireland Crew Award for Driver and Co-Driver

Best Northern Ireland Crew Award for Driver and Co-Driver

Best Overseas Crew Award for Driver and Co-Driver

JUNIOR CLASSES

1st in Class Award for Driver and Co-Driver

2nd in Class Award for Driver and Co-Driver

3rd in Class Award for Driver and Co-Driver

Ladies Award

Best Ladies Crew Award for Driver and Co-Driver

SPIRIT OF THE RALLY AWARD To Nominated Person

Additional Awards at organisers' discretion:

26.5 Award winners in the General Classification will not be eligible for class awards. Class awards will be given to next in class.

26.6 For the Ladies Award both members of the crew must be female.

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.

ARTICLE 27 - RECONNAISSANCE

- 27.1 (a) The use of 'pace notes' is permitted and reconnaissance on special stages is allowed.
- (b) Reconnaissance may only be carried out between 9.00 hrs and 18.00 hrs on any two of the following four dates: -
Saturday Sept. 28th & Sunday Sept. 29th
Thursday Oct. 3rd & Friday Oct. 4th.
- (c) Reconnaissance is limited to a maximum of three passes per stage or any part thereof. Competitors who exceed this limit will be penalised by exclusion from the event.

- 27.2 Before commencing reconnaissance, competitors must register with the organisers.
- (a) Competitors must sign on at rally office before recce commences.
 - (b) Competitors must declare the make, model and registration number of the car that they will be using for reconnaissance.
 - (c) Entrant decals supplied by the organisers must be displayed clearly on the windscreen of the car during the reconnaissance period. A fine of €100 **will be** imposed for non-display of same.
 - (d) Any competitor found on a special stage without having registered as above, or in breach of these registration regulations may not be permitted to start the rally.
- 27.3 Only standard cars may be used for reconnaissance.
Rally cars will not be allowed to be used for reconnaissance.
Modified suspensions and altered seats and wheels are permitted.
No advertising may be carried on cars used for reconnaissance.
Cars will be scrutinised before the start of reconnaissance to see that they are in compliance with these regulations.
The organisers have the power not to allow the use of any particular car.
- 27.4 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 written instruction issued by the organisers. The maximum speed allowed is 60 kph unless a lower limit is indicated by a traffic sign or a written instruction issued by the COC.
- 27.5 During the reconnaissance period the Gardaí and the organisers will arrange speed checks and general patrols of special stages, and:
- (a) Competitors found in cars exceeding speed limits will be penalised as follows:
 - 1st Offence - 2 minute 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 penalised as follows:
 - 1st Offence - 2 minute penalty
 - 2nd Offence - Start refused
- The above penalties **WILL BE APPLIED.**

- (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 No. 136).

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

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

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

- 27.7 The decision of the Clerk of the Course will be final subject to the terms of an appeal.

ARTICLE 28 - RIGHTS OF ORGANISERS

- 28.1 The organisers may at their discretion:
- (a) Refuse entry without giving a reason
 - (b) Refund any entry fee, or excuse a competitor payment of an entry fee in circumstances other than those defined in Article 7.5.
 - (c) Abandon, cancel, or postpone the competition in the case of unforeseen circumstances.
 - (d) Delete or amend any part of the route, competition or time requirements in the case of unforeseen circumstances.

- (e) Distribute the awards at their discretion, if through unforeseen circumstances the competition is stopped before its scheduled completion.
- (f) Reduce the number of awards in any class.
- (g) Exclude any person or car appearing on examination to be ineligible for the competition or the class therein, to which the entry refers.
- (h) Offer the entrant of any person or car liable to exclusion under Paragraph (g) above the option to transfer to the appropriate class before the start of the competition.
- (i) Publish an instruction which will have the force of these regulations. Such instructions will be displayed on the official notice board or at a control and will be signed by the Clerk of the Course or his deputies.
- (j) Offer awards additional to those specified in these regulations.
- (k) Exclude a competitor from the rally and refuse his application for entry for the following 3 years for contravention of Article 27.
- (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. Appendix '29' Art. 3.3 & Art 11 Motorsport Ireland 2013 Yearbook.
- (m) The promoters decline liability in any accident caused to or by a competitor or competitors. The promoters also decline any liability for breach of laws, regulations, ordinances or cases in force, the consequences of which are the entire responsibility of the competitors.

ARTICLE 29 - RADIO EQUIPMENT

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

ARTICLE 30 - COMPETITORS' LIAISON OFFICER - Pat Shiel

PRINCIPAL MISSION

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

The competitors' Liaison Officer should be easily identified by the competitors. To this end it is advisable that:

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

PRESENCE AT THE RUNNING OF AN EVENT

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

- * Presence at scrutineering.
- * At the rally office of the meeting.
- * At the start of the event.
- * At the regrouping halts.
- * 'Parc Ferme' at end of sections.
- * Near the 'Parc Ferme' at the arrival (the latter being dependent on the rally timetable).

FUNCTION

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

ARTICLE 31 – COMPETITOR’S SAFETY BRIEFING

It is Compulsary for all competitors to attend the Competitors Safety Briefing. To this end, 10 competitor numbers may be drawn at random at the briefing, and any crew whose number is drawn, and who are not present (both crew members must be present), will incur a 2min penalty as per Appendix 25, 3.2 Motorsport Ireland Yearbook 2013.

Venue: Rally H.Q., Green Glens Complex.

Time: Will be included on Final Instructions 1 and will be posted on the Official Notice Board at Rally HQ.

ARTICLE 32 – CURRENCY

All references to Currency are to Euro unless otherwise indicated.

ARTICLE 33 – AIR ASSISTANCE / HELICOPTERS

Helicopters are banned at all events except for emergency rescue use, and must then be under the control of the Clerk of the Course. It is accepted that it is difficult for organizers to prevent individual members of the public from using helicopters at an event. However if the organisers are satisfied that the users of the helicopter are closely associated with a competitor in the event then the organisers can insist that the helicopter leave the area.

Munster Car Club Ltd accepts no liability for any damage caused to or by any helicopter flying in connection with the event. Any damage caused by a helicopter during the event remains at all times the responsibility of the owner/operator thereof and it is a condition of registration that all owners/operators agree to indemnify Munster Car Club Ltd in respect of any and all such claims.

Helicopters to be used in the vicinity of the Rally must adhere to the rules and regulations of the Irish Aviation Authority as per **Motorsport Ireland Bulletin 5th January, 2007**.

SECTION 8 – SUPER RALLY RESTART PROCEDURE

ARTICLE 34 – Restart after Retirement (Super Rally)

The event will be running a pilot of Super Rally Restart regulations.

This will permit crews retiring from the rally prior to the last service the chance to restart the rally from the next service out control subject to compliance with the super rally regulations and criteria. A time penalty will apply for every stage missed, and strict rules will be enforced in relation to the recovery of the car from a stage.

The Crew will only be allowed to restart after passing re-scrutiny, and with the permission of the Super Rally Co-ordinator & CLO.

34.1 General

34.2 Restart Procedure following retirement during Leg 1:

A crew retiring from the rally between Control 1A & S.A.C. SS3 of Leg 1, may re-start the rally from Service Out Control 1E (Service Out Control before SS 4). If they are unable to restart at Control 1E,, then they may re-start at Control 1G (Service Out Control before SS7).

A crew retiring from the rally between S.A.C. SS3 & Control 1D of Leg 1, may re-start the rally from Service Out Control 1G (Service Out Control before SS 7).

A crew retiring from the rally between Control 1E & Control 1F of Leg 1, may re-start the rally from Service Out Control 1G (Service Out Control before SS 7), subject to compliance with the rules and criteria if Art.'s 34.5 & 34.6.

If a crew are unable to restart at Control 1E or Control 1G,, then the crew may only and must re-start Leg 2, at Main Control 2A.

If a crew is unable to re-start at either Control 1E or Control 1G, they must re-start on Leg 2 at Control 2A (Parc Ferme OUT) if they are to continue to be classified in overall results.

Crews qualifying for a Restart at Control 2A, must have their car in Parc Ferme at or before 22.30hrs (as per event time) on Saturday night following Leg 1.

An area will be set aside for Super Rally cars in Parc Ferme and the presence of cars here will be verified at 22.30hrs by an event official who will be considered a judge of fact for this purpose. For this reason the Super Rally Co-ordinator or CLO must be notified when a car is on its way to Parc Ferme. This can be by way of a phone call/text message or in person.

If a crew fails to meet this deadline they will be removed from the results list and will not be permitted to restart the event. They must notify the event's secretary or COC of this fact before 22.30hrs on Saturday. This can be by way of a phone call/text message or in person.

34.3 Restart Procedure following retirement during Leg 2:

A crew retiring from the rally between Control 2A & S.A.C. SS9 of Leg 2, may restart the rally from Service Out Control 2D (Service Out Control before SS 10). subject to compliance with the rules and criteria if Art.'s 34.5 & 34.6.

If they are unable to restart at Control 2D,, then they may re-start at Control 2F (Service Out Control before SS12).

A crew retiring from the rally between S.A.C. SS9 & S.A.C. SS11 of Leg 2, may restart the rally from Service Out Control 2F (Service Out Control before SS 12). subject to compliance with the rules and criteria if Art.'s 34.5 & 34.6.

A crew retiring from the rally between Control 2F & S.A.C. SS13 of Leg 2, may restart the rally from Service Out Control 2H (Service Out Control before SS 14). subject to compliance with the rules and criteria if Art.'s 34.5 & 34.6.

If they are unable to restart at Control 2H, they may not re-start and will be removed from the overall classification.

There will be NO Re-start allowed for crews retiring between Control 2H and Control 2K so they may not re-start and will be removed from the overall classification.

The above re-start procedure on Leg 2 will also be made available to the Junior Classes with the following relevant sections also applying .

In order for a crew to be classed as a finisher in the overall classification, they must complete a minimum of 8 special stages that must include SS 14/15/16 and the Final Control.

34.4 On retirement, the crew must hand in their Time Cards to Car Accountability or the Timekeeper at the next available Time Control. The organisers / Super Rally Co-ordinator must be advised by the crew of their intention to re-start the rally immediately on retiring or at least 15 minutes after the last car has passed through the stage on which they retired. This can be way of phone call / text message or in person.

Restart after retirement (Super Rally) will be subject to not exceeding the maximum permitted allowed starters.

34.5 Recovery of the car from a special stage will be the responsibility of the entrant, but access to a special stage by service crews (No vans and trailers) will be at the discretion of the organisers.

34.6 The car must pass re-scrutiny at a location in the Service area to be advised by the Super Rally Co-ordinator / Competitor Liaison Officer before re-start will be permitted. The Scrutineers decision regarding suitability of the car to restart will be final.

Scrutiny for those cars restarting at Control 2A will be on Sunday morning at a time and location to be advised on the event notice board and will take place in Parc Ferme. Timecards for restart at Control 2A will be issued in Rally Office upon the crew presenting a passed scrutiny sheet.

Start times and positions at Control 2A will be as per Leg 2 starters list.

34.7 The Super Rally Co-ordinator / Competitor Liaison Officer once satisfied that the crew meets the conditions for a restart at the permitted Time Controls, will issue new timecards which will have a re-start time and re-start Control Number.

The restart position within the field shall be at the discretion of the Competitor Liaison Officer.

34.8 Penalties:

For all crews which avails of the restart procedure a time penalty will apply.

For the first special stage a crew fails to finish, a penalty of 10minutes will be added to their total time. For each subsequent special stage the crew fails to finish / complete, a time penalty of 5 minutes will be applied to their total time.

These time penalties will be added to the fastest time recorded, in the class of the crew concerned on each stage missed or not completed as applicable. If no such time is available, or the fastest time(s) of the same class crew(s) who did complete the relevant stages appears abnormal, the organisers will, at their discretion, decide on a suitable fastest stage time for the class concerned.

34.7 Final Classification / Award Eligibility:

In order to be classified as a finisher the crew must complete a minimum of 8 special stages over the course of the 2 legs of the event, that must include Stage 14, 15 & 16 and the finish control

Juniors and Sunday runners, to be classified as a finisher, must complete the section of the event from Control 2H to Control 2K, i.e. Stages 14 / 15 / 16 and the Finish Control.

Classified Finishers will be for event awards only and **will not qualify for associated championship points.**

THE CORK “20” NATIONAL RALLY 2013

Officials

As stated in the Orchard Motorsport Cork “20” International Rally 2013 Regulations.
(Section II Article 1)

Headquarters

Green Glens Complex, Millstreet, Co.Cork

Timetable

As stated in the Orchard Motorsport Cork “20” International Rally 2013 Regulations.
(Section 1)

Classes:-

Class 9: Modified cars up to and including 1450cc, 2WD

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

Class 11F: Modified cars over 1450cc and up to and including 1650cc, 2WD
and more than two valves per cylinder.
(Front Wheel drive)

Class 11R: Modified cars over 1450cc and up to and including 1650cc, 2WD
and more than two valves per cylinder.
(Rear Wheel drive)

Class 12: Modified cars over 1651cc and up to and including 2100cc, 2WD
and not more than two valves per cylinder.

Class 13: Modified cars over 1651cc and up to and including 2100cc, 2WD
and more than two valves per cylinder.

Class 14: Modified Cars over 2101cc and up to and including 3500cc 2WD

Class 15: Four wheel drive cars whose homologation has expired

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

Class 20: Four Wheel Drive (4WD) Cars: 4WD (forced induction or normally aspirated) cars modified to an extent not permitted for homologated versions; non homologated 4WD production cars; and cars authorised for use at the discretion of Motorsport Ireland under Appendix 29, Category 2.

NOTES ON CLASSES: See Appendix 29 Classes / Notes 1 to 16.5 of the Motorsport Ireland 2013 Yearbook.

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

Awards

As stated in Article 26 of the Cork "20" International Rally 2013 regulations

Organisation

The Cork "20" National Rally is promoted and organised by the Munster Car Club Ltd. (Hereinafter called the Promoters). It will take place from the 5th to the 6th October 2013 over a route of approximately 354km containing 16 special stages, comprising 212kms approximately. These Regulations have been submitted to and approved by Motorsport Ireland. Motorsport Ireland Permit No. **13/161** has been issued for the holding of the event. There will not be a Sunday Run on this event, however there will be (as per Art. 34) be a re-start after retirement (super rally) procedure dependant on maximum allowable starter numbers.

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 and Appendix 29 of the Motorsport Ireland 2013 Yearbook. Copies of the General Competition Rules may be obtained from the Motorsport Ireland, 34 Dawson Street, Dublin 2.
2. The event is a qualifying round of the 2013 Irish Tarmac Modified Rally Championship & Southern 4 Championship
3. The requirements of these regulations apply at all times during this event. All competitors who forward completed entry forms agree to be bound by the rules.

Article 2 - Jurisdiction

The Supplementary regulations for the event are as stated by Motorsport Ireland Regulations and Definitions 2013 Yearbook. Final Instructions are an integral part of these supplementary regulations.

Article 3 - Entries

Entry Forms, Entries, Entry Fees and Insurance

are as stated in Article 6 of the Cork "20" International Rally 2013 Regulations.

Article 4 - Reconnaissance

Reconnaissance regulations and penalties are as stated in Article 27 of the Cork "20" International Rally 2013 Regulations.

Article 8 - Penalties

Penalties for the event will be applied in accordance with penalties stated for the Cork "20" International Rally 2013.

ARTICLE 31 – COMPETITOR'S SAFETY BRIEFING

It is Compulsary 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 (both crew members must be present), will incur a 2min penalty as per Appendix 25, 3.2 Motorsport Ireland Yearbook 2013.

Venue: Rally H.Q. , Green Glens Complex.

Time: Will be included on Final Instructions 1 and will be posted on the Official Notice Board at Rally HQ.

THE CORK “20” NATIONAL HISTORIC RALLY 2013

Article 1

1. The organisers and Promoters of the Cork “20” National Historic are the Munster Car Club Ltd. The Rally will take place from 5th to the 6th October 2013. The Regulations for the Cork “20” International Rally apply to the Cork “20” National Historic Rally except as varied below.

Article 2

The event is a qualifying round of the **IRISH TARMAC HISTORIC RALLY CHAMPIONSHIP 2013.**

Article 3 – DESCRIPTION

The total length of the Cork “20” National Historic Rally is approx. 315 kms containing 14 special stages of which the special stage distance is 180 kms approx. and is divided into 2 legs.

The Schedule is as follows: -

17.00 - 19.00	Friday 4 th Oct.	Scrutiny at Green Glens Complex.
12.00 -	Saturday 5 th Oct.	Rally start from Service 2
09.00 -	Sunday 6 th Oct.	Re-start from Parc Ferme
17.00 -	Sunday 6 th Oct.	Rally finish at Finish Ramp, Millstreet Town Square.

Article 4 - ELIGIBLE VEHICLES

1. Cars must comply with the requirements of Appendix 29 of MI Yearbook 2013 (Articles 17-21). All cars in Categories 1, 2, and 3 must have an HRVIF which must be produced at scrutineering..

(a) Category 1 Historic Rally Cars

Vehicles first registered prior to 31/12/1967

- B1 - up to 1000cc
- B2 - 1001cc to 1300cc
- B3 - 1301cc to 1600cc
- B4 - 1601cc to 2000cc excluding Porsche 911 and 912
- B5 - Over 2000cc including Porsche 911 and 912

(b) Category 2 Post Historic Rally Cars

Vehicles registered from 01/01/1968 to 31/12/1974

- C1 - up to 1300cc
- C2 - 1301cc to 1600cc
- C3 - 1601cc to 2000cc
- C4 - over 2000cc
- C5 - all cars having engines with more than one camshaft and more than two valves per cylinder. All cars with a rotary engine.

(c) Category 3 Classic Rally Cars

Vehicles registered from 01/01/1975 to 31/12/1981

- D1 - up to 1300cc
- D2 - 1301cc to 1600cc
- D3 - 1601cc to 2000cc
- D4 - over 2000cc
- D5 - all cars having engines with more than one camshaft and more than two valves per cylinder. All cars with a rotary engine.

(d) 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).

All vehicles in this category are to be in compliance with their HTP.

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

Article 6 - Entry Form and Entries

1. All individual entries, must be made on the Official Entry Form, properly completed in all particulars, and forwarded to the Secretary as shown in Art:6.1 before 18.00 hours on Thursday, 19th September, 2013
2. The number of entries will be limited up to 20 (MI Yearbook 2013 Appx 25, Art 3.1.2), subject to a competitor maximum of 151. If less than 10 entries are received the Organisers reserve the right to cancel the event.

Article 7 - Entry Fee and Insurance

1. The entry fee for the event is **€575** inclusive of IRDS at standard rate premiums, and competitor P.A. insurance. Entries close at 18.00hrs on Thursday, 19th September, 2013. Entry Fee in **Euro** only please.
The entry application will **only** be accepted if accompanied by the total entry fee. Cheques should be made payable to '**Cork 20 International Rally**' or "**Munster Car Club Ltd.**"

Article 21 – Scrutineering

- 1) **Mechanical Scrutiny:** will take place at Green Glens Complex, Millstreet 17.00hrs - 19.00hrs on Friday 4th October 2013.
- 2) **Documentation Scrutiny:** Rally Office, Green Glens Complex.
Please note – attendance at Documentation to be within 45mins of Mechanical Scrutiny.

All cars must be equipped with safety devices as specified in the Motorsport Ireland Yearbook 2013.

Article 26 - Trophies and Awards.

GENERAL CLASSIFICATION

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

CLASSIFICATION BY CLASS

1st in Class	2 Trophies
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**Only cars in Cat 1 and the FIA App K will compete for the Overall Awards in addition to their Class Awards. Category 2 & 3 will compete for Class Awards only.

To the outright winners, second and third in general classification, a souvenir award to driver and co-driver.

To the crew finishing first, second and third in each class, a souvenir award to driver and co-driver.

(Provided 3, 5 or 8 starters respectively)

NOTE: - The wearing of fire resistant clothing is compulsory in rallies for Historic Cars.

ARTICLE 31 – COMPETITOR’S SAFETY BRIEFING

It is Compulsary 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 (both crew members must be present), will incur a 2min penalty as per Appendix 25, 3.2 Motorsport Ireland Yearbook 2013.

Venue: Rally H.Q., Green Glens Complex.

Time: Will be included on Final Instructions 1 and will be posted on the Official Notice Board at Rally HQ.

THE CORK “20” JUNIOR RALLY 2013

ARTICLE 1

1. The Junior Cork “20” Rally will take place on Sunday 6th Oct., 2013.
2. The regulations of the Cork “20” International Rally apply to the Junior Rally as varied below.

These regulations have been submitted to and approved by Motorsport Ireland.

ARTICLE 3

The total distance of the Cork “20” Junior Rally is 196 kms (approx) containing 9 special stages of which the special stage distance is 115 kms approx. Competitors will be driving over the entire Sunday route of the Cork “20” International Rally.

The provisional Schedule is as follows:

Recce: Any one of the recce days specified for the Cork “20” International Rally.

Scrutiny: Saturday 5th October 2013

Mechanical Scrutiny: 14.00hrs-16.00hrs, at Green Glens Complex

Documentation: 14.30hrs-16.45hrs, at Rally Office, Green Glens Complex.
Please note – attendance at Documentation to be within **45mins** of Mechanical Scrutiny.

Start: Sunday 6th Oct. 2013 from Parc Ferme.

Competitors will be driving all over the entire Sunday route.

Competitors will be advised of start time.

ARTICLE 4

The following vehicles are eligible to take part in the Cork “20” Rally (including Super 1600 and Kit-Car variant 1600)

Class J1: Cars up to 1400cc

Class J2: Cars 1401cc to 1650cc.

ARTICLE 5 — ELIGIBLE COMPETITORS

Any person holding an MI/MSA National B or higher graded Licence valid for 2013 provided that the Driver is under 26 years of age on 1st January 2013.

ARTICLE 6 - Entry form and Entries

1. All individual entries, must be made on the Official Entry Form, properly completed in all particulars, and forwarded to the Secretary as shown in Art 6.1 before 18.00hrs on Thursday, 19th September, 2013.

2. The number of entries will be limited up to 40 (subject to total overall event entry maximum of 151 competitors).
If less than 10 entries are received the Organisers reserve the right to cancel the event.

ARTICLE 7

The Entry Fee is €375, which includes IRDS at standard rate premiums, and competitor P.A.

ARTICLE 26 — Trophies & Awards

GENERAL CLASSIFICATION

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

CLASSIFICATION BY CLASS

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

ARTICLE 31 – COMPETITOR’S SAFETY BRIEFING

It is Compulsary 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 (both crew members must be present), will incur a 2min penalty as per Appendix 25, 3.2 Motorsport Ireland Yearbook 2013.

Venue: Rally H.Q., Green Glens Complex.

Time: Will be included on Final Instructions 1 and will be posted on the Official Notice Board at Rally HQ.