



# *Galway Motor Club*

## *Welcome*

Dear Competitor,

On behalf of Galway Motor Club it gives me great pleasure to invite you to compete in The Safety Direct Galway International Rally 2010; a superb event, for which we are delighted to have the support of our main sponsor, Safety Direct, for the third consecutive year.

The event will be held from February 5th – 7th and The Clayton Hotel, Ballybrit will once again host rally headquarters. We look forward to more of the hospitality and entertainment everyone enjoyed at this fantastic venue for the past three years.

The rally will form the first round of the Irish Tarmac Rally Championship and with extensive television coverage being provided by RPM we look forward to watching the start of another exciting championship battle. In addition to the Safety Direct Galway International Rally, we are proud to host the opening round of the Irish Historic Rally Championship, the highly competitive Galway Junior Rally and the Fiesta Sporting Trophy.

This year we are extremely fortunate again to have a marvellous facility for Scrutiny, Parc Fermé and Service on both Saturday and Sunday, located in Deer Park Industrial Estate, Oranmore, Galway. I would like to thank The Melville and Dooley Families and Richard Burke of Oranmore Precast & Cold Move and Frank Byrnes Crash Repairs in Oranmore for their co-operation and for the use of their premises for the weekend. I would also like to thank the Oranmore Community Development Association; their Chairman Tom Broderick and Director Liam Carroll.

Following scrutiny on Friday evening, all leading cars will proceed to Oranmore for the spectacular Ceremonial Start.

Nine challenging stages will lie ahead of competitors on Saturday before returning to Parc Fermé in Oranmore for the overnight halt. On Sunday morning they head out to tackle six demanding stages before returning to the Finish Ramp in Oranmore on the Sunday evening.

I would also like to take this opportunity to thank my Organising Team for all their hard work in putting together this year's event and on their behalf wish you a safe and enjoyable Safety Direct Galway International Rally 2010.

Yours in Motorsport

Gary Leonard

Gary Leonard  
Clerk of the Course  
Safety Direct Galway International Rally 2010



**Motorsport  
Ireland**

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## USEFUL CONTACTS:-

### Entries:

Eleanor O'Boyle,  
Weir Road,  
Kilcolgan,  
Co. Galway.  
Tel: 087 3283802  
Email: [entries@galwaymotorclub.ie](mailto:entries@galwaymotorclub.ie)  
Between the hours 7.00 p.m. - 9.00 p.m.

### Media Officer:

Martin Fallon  
3 The Meadows,  
Ballybrit,  
Galway  
Tel: 086 0203049  
Email: [pro@galwaymotorclub.ie](mailto:pro@galwaymotorclub.ie)

### Accommodation Services:

Ireland West Tourism,  
Forster Street,  
Galway.  
Tel: 091 537700  
Email: [info@irelandwest.ie](mailto:info@irelandwest.ie)

### Motorsport Ireland:

34 Dawson Street,  
Dublin 2.  
Tel: 01 6775628  
Email: [info@motorsportireland.com](mailto:info@motorsportireland.com)

### Tarmac Championship Registrar:

Don Wilmont,  
8 Elmwood Park,  
Bushmills,  
Co. Antrim BT 578 QT  
Tel: 028-2073 1714  
Email: [dwilmont@aol.com](mailto:dwilmont@aol.com)

Friday 5th February 2010				
Time Control	Name	Distance ( Km's )	Time Allowed	First Car Due
Ceremonial Start				20:00
Safety Direct Galway International Rally 2010- Day 1				
Time Control	Name	Distance ( Km's )	Time Allowed	First Car Due
<i>Parc Ferme Out / Service In</i>	TC A			08:00
<i>Service Out: Oranmore</i>	TC B	0.0	00:20	08:20
<i>Refuel / Tyre Marking</i>				
Arrival Control SS 1:	SAC SS1	18.0	00:30	08:50
Start Control SS 1	SC SS1	0.3	00:05	08:55
Finish SS 1	FC SS1	17.4	00:23	09:18
Arrival Control SS 2:	SAC SS2	5.0	00:09	09:27
Start Control SS 2	SC SS2	0.3	00:03	09:30
Finish SS 2	FC SS2	13.2	00:18	09:48
Arrival Control SS 3:	SAC SS3	13.9	00:19	10:07
Start Control SS 3	SC SS3	0.3	00:03	10:10
Finish SS 3	FC SS3	14.6	00:20	10:30
<i>Service In: Oranmore</i>	TC C	25.5	00:33	11:03
<i>Service Out: Oranmore</i>	TC D	0.0	00:25	11:28
<i>Refuel / Tyre Marking</i>				
Arrival Control SS 4:	SAC SS4	18.0	00:30	11:58
Start Control SS 4	SC SS4	0.3	00:03	12:01
Finish SS 4	FC SS4	17.4	00:23	12:24
Arrival Control SS 5:	SAC SS5	5.1	00:09	12:33
Start Control SS 5	SC SS5	0.3	00:03	12:36
Finish SS 5	FC SS5	13.2	00:18	12:54
Arrival Control SS 6:	SAC SS6	13.9	00:19	13:13
Start Control SS 6	SC SS6	0.3	00:03	13:16
Finish SS 6	FC SS6	14.6	00:20	13:36
<i>Service In: Oranmore</i>	TC E	25.5	00:33	14:09
<i>Service Out: Oranmore</i>	TC F	0.0	00:25	14:34
<i>Refuel / Tyre Marking</i>				
Arrival Control SS 7:	SAC SS7	18.0	00:30	15:04
Start Control SS 7	SC SS7	0.3	00:03	15:07
Finish SS 7	FC SS7	17.4	00:23	15:30
Arrival Control SS 8:	SAC SS8	5.1	00:09	15:39
Start Control SS 8	SC SS8	0.3	00:03	15:42
Finish SS 8	FC SS8	13.2	00:18	16:00
Arrival Control SS 9:	SAC SS9	13.9	00:19	16:19
Start Control SS 9	SC SS9	0.3	00:03	16:22
Finish SS 9	FC SS9	14.6	00:20	16:42
<i>Parc Ferme In : Oranmore</i>	TC G	25.5	00:33	17:15
Total Stage Km's	135.6			
Total Road Km's	190.1			
Overall Total Km's	325.7			12th Dec 2009



**The regulations for the Safety Direct Galway International Rally 2010 are presented as follows:**

***2010 Safety Direct Galway International Rally:***

Pages 6 to 24

Round 1 of 2010 Irish Tarmac Rally Championship.

For: Homologated Cars - drivers require International Rally Licences.

***2010 Galway National Rally:***

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

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

This event will cover the entire route of the Safety Direct Galway International Rally.

***2010 Galway Historic Rally:***

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Round 1 of Irish Tarmac Historic Rally Championship.

For Historic and Post Historic Rally Cars - Historic eligible for Overall Awards.

Drivers require Stage National A or B (as appropriate to cars cc) or a higher Grade of Licence. This rally will cover 12 Stages of the Safety Direct Galway International Rally route.

***2010 Galway Junior Rally:***

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

Drivers require Stage National B or higher grade licence.

One day rally on Sunday 7th February 2010 over 6 Stages of the Safety Direct Galway International Rally. Limited to 20 cars.

# SAFETY DIRECT GALWAY INTERNATIONAL RALLY 2010

## SECTION I—TIMETABLE

<b>Entries;</b>	Entries Open	On publication of entries
	Early Bird On line Entries Close	Thursday 7 <sup>th</sup> January 2010 at Midnight
	Early Bird Payment & Indemnity by	Wednesday 13 <sup>th</sup> January 2010 by 17.00hrs
	On line Entries Close	Monday 18 <sup>th</sup> January 2010 at Midnight
	Payment & Indemnity by	Wednesday 20 <sup>th</sup> January 2010 by 17.00hrs
<b>Pace Note Making;</b>	09.00 hrs. - 17.00 hrs.	Saturday 30th January 2010
	Mainfield/Historic:	Sunday 31st January 2010
	2 of the four days	Thursday 4th February 2010
	Juniors: 1 of the four days	Friday 5th February 2010
<b>Scrutiny;</b>	12.00 hrs. - 20.00 hrs.	Friday 5th February 2010
<b>Provisional Timetable</b>	See front of Regulations	
	Provisional Results	19.00hrs Sunday 7th February 2010
	Prizegiving	Clayton Hotel, Ballybrit, Galway

## SECTION II—ORGANISATION

### ARTICLE 1

1. This is an international competition promoted and organised by the Co. Galway Motor Club Ltd. (Hereinafter called the Promoters). It will take place on the 5th, 6th and 7th February 2010. Motorsport Ireland permit no.10 / 012

2. The Organising Committee and Officials of the Rally are as follows:

M.I Steward (Chair)	Tom Walsh
M.I Steward	Robert Lyttle
Club Steward	Richard Talbot
M.I Safety Officer	James Coleman
COC	Gary Leonard
Deputy COC	Victor Farrell
Assistant Deputy COC	Bobby Clinton
Assistant COC	Kieran Donohue, John Tynan, Martin Flynn, Enda Hallinan
Ass COC Juniors	Patsy Finnerty
Ass COC Historics	Frank Cunningham
Event Secretary	Joan Vaughan
Event Safety Officer	Dave Ray
Chief Marshall	Joe O'Connell
Ass Chief Marshall	Kenneth Lee
Chief Time Keeper	Hugh Conlon
Chief Medical Officer	Dr. Padraic Conneally
Results Officer	Mike Smith
Results Co-ordinator	Angus Sealy
Competitor Liaison Officer 1	Jakes Kelly
Competition Liaison Officer 2	Seamus O'Connor
Garda Liaison	TBA
Entries Secretary	Eleanor O'Boyle
Chief Scrutineer	Nicky Strahan
TROA Scrutineers	Rab and Sheila McDonald
Chief Rescue Officer	Ivor Gleeson

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

NOTE: U.K. Callers use code 00353-87 in place of 087  
International Callers use +353-87 in place of (087)

3. The Rally Office will be situated in the Clayton Hotel, Ballybrit, Galway.

The Official Notice Board will be situated in the foyer.

Both Rally Office and Notice Board will be operational from 14.00 hrs. Friday, the 5th February, 2010.

## SECTION III—GENERAL CONDITIONS

### ARTICLE 2 — GENERAL CONDITIONS

1. The competition will be held under the International Sporting Code of the F.I.A., the General Competition Rules of Motorsport Ireland (hereinafter termed the \* N.S.A., Appendix 25 and 29 of the MI year book), and these Regulations which supercede all others. Copies of the General Competition Rules may be obtained from Motorsport Ireland, 34 Dawson Street, Dublin 2.
2. The event is a qualifying round of the 2010 IRISH TARMAC RALLY CHAMPIONSHIP, IRISH TARMAC HISTORIC RALLY CHAMPIONSHIP and the GALWAY MOTOR CLUB MEMBERS CHAMPIONSHIP, IRISH TARMAC MODIFIED CHALLENGE.
3. The requirements of these regulations apply at all times during the event. All competitors who forward completed entry forms agree to be bound by the rules.

### ARTICLE 3 — DESCRIPTION

1. The length of the Rally including non competitive sections will be approximately 609kms.
2. 15 Special Stages covering 251kms all on tarmac (3 stages repeated 3 times and 2 stage repeated 3 times). The interval between each car will be **30 seconds**.
3. The use of Pace Notes is permitted and crews will be allowed two days (subject to M.I. approval) to make low speed reconnaissance on special stages, subject to Article 26.
4. The sections of the Rally, as well as the Time Controls, Passage Controls, Neutral Zones, Regrouping Controls, Parc Fermes and Special Stages, are described on the Time Cards or in the Road Book.

### ARTICLE 4 — ELIGIBLE CARS

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

2.
  - Class 1 — Group N two wheel drive cars up to and including 1600cc including cars homologated in the FIA R1 categories
  - Class 2 — Group N two wheel drive cars over 1600cc up to and including 2000cc
  - Class 3 — Group A two wheel drive cars up to and including 1600cc including cars homologated in the FIA R2B category
  - Class 3A — S1600 homologated cars
  - Class 4 — Group A two wheel drive cars over 1600cc up to and including 2000cc including cars homologate in the FIA R2C, R3C, R3T and R3D
  - Class 5 — All homologated four wheel drive Group N cars, including Super 2000 cars
  - Class 6 — Group A over 2000cc including World Rally Cars

The event will incorporate a Challenge for all Honda Civic (EK4) Cars competing in Classes 1, 3 and 6 prizes will be awarded to the top three finishers in overall classification.

4. If the number of cars entered in the same cubic capacity class is fewer than four (4), this class may be amalgamated with the class or classes above it.  
Cars entered in a Group or Groups containing fewer than eight (8) may compete for the General classification.
5. 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.

### Tyre Marking and Monitoring .

- < Tyre changes may only be carried out in service areas or any other area specified in event regulations for that purpose.
- < A tyre marking area may be located immediately after Service Out Controls, or otherwise as indicated in the Road Book.
- < Competitors must ensure that all wheels and tyres are clean, and any tyre markings from previous events are removed.
- < For the sole purpose of assisting with the tyre marking procedure, one team member, or the co-driver, must be available to assist the tyre marking officials. The driver should remain in the car to avoid delays.
- < All wheels and/or tyres on the car, including any spare(s) being carried will have a unique mark and/or bar code applied. Different marks and/or bar code may be applied at each tyre marking session.

- < Thereafter, only the crew members may change, or swap around, the wheels on, or being carried in, the car.
- < If during subsequent spot-checks the car is found to be either carrying, or have fitted, wheels and/or tyres bearing a different mark and/or bar code, compared to those as applied at the most recent tyre marking session, or no mark and/or bar code, the crew will be deemed to have serviced outside of the designated service area, and be penalized accordingly as per Article 11.8.
- < Event organisers will appoint at least one named Judge of Fact to observe compliance with service and/or tyre monitoring regulations.

#### **PENALTIES.**

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

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

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

1st Offence	5 minutes.
2nd 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.

#### **6. Under pain of exclusion ALL cars at ALL times during the competition must:**

- (a) Be fitted with a windscreen of Laminated glass
- (b) Be fitted with a safety roll cage or roll bar complying with F.I.A. regulations.
- (c) Carry a red reflective triangle for use by the crew in the event of an accident, also SOS/OK boards.
- (d) 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).

7. All cars must be individually licenced for the road — competing cars cannot be driven on any form of Trade Plate.

8. An Entrant is deemed to have full knowledge of his/her car and to vouch for its eligibility by the act of presenting the car for scrutineering before the start.

#### **ARTICLE 5 — ELIGIBLE COMPETITORS**

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

International Rally	International Licence
* National Rally	National B up to 1650cc, National A over 1650cc
* Historic Rally	National B up to 1650cc, National A over 1650cc
* Junior Rally	National B up to 1650cc

Or equivalent grade licence issued by MSA

2. If the entrant is not a crew member, the first driver nominated on the Entry Form shall be deemed to be his agent. Wherever the entrant is referred to in these regulations this shall also mean his agent if appropriate.

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

**1. All entries, should be made on line on the Official Entry Form, properly completed in all particulars. Early Bird On line Entries must be received by midnight Thursday 7<sup>th</sup> January 2010. Early Bird Payment & Indemnity must be forwarded to the Entries Secretary by Wednesday 13<sup>th</sup> January 2010 by 17.00hrs. All other On line Entries must be received by midnight Monday 18<sup>th</sup> January 2010. Payment & Indemnity must be forwarded to the Entries Secretary by Wednesday 20<sup>th</sup> January 2010 by 17.00hrs. A competitor may also be assisted with a paper entry if it is requested by the competitor.**

The changing of a crew member must be approved by the Organising Committee subject to the provisions of GCR 113 and F.I.A./ISC 121.

2. In respect of holders of a Competition Licence not issued by Motorsport Ireland or the NSA of a European Union member country the Entry Form must be stamped by the Competitor's National Sporting Authority.

3. The entry must be accompanied by the appropriate recognition form for the car and, where necessary, either the

original or photocopied supplementary forms.

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

4. No amendments may be made to the Entry Form, except in the cases provided for in these regulations.

A change of car for one of the same Group is permitted up to the time of scrutineering.

The organisers may also permit a change of car or driver(s) from those nominated on the Entry Form on written application being made by the Entrant not later than the conclusion of Scrutiny subject to the provisions of GCR 113 and F.I.A./ISC 121 (F.I.A. Graded Drivers may not be replaced by non-graded drivers). Applications to change made after the 20th January, 2010 will only be considered if they are made on a Change of Car/Driver Form, obtainable from the organisers. A fee of €30.00 will be levied for each change.

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

The number of entries will be limited to 131. Numbers, for the purpose of publicising motor sport, may be allocated in excess of the specified number.

Should more than 131 fully paid applications be received, a Selection Committee will be appointed by the Organisers. This Committee will as far as possible choose applicants whose results in the past two years can satisfy the following criteria, in order of priority:

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

A list of reserves will be drawn up, having been selected on the above criteria, in numerical order. Should any accepted entries withdraw, be excluded at 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 the crew members acknowledge and accept unreservedly these regulations, the General Competition rules of the NSA, and the International Sporting Code of the FIA.

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

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

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

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

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

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

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

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

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

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

**1. Closing date for Early Bird Entry Fees Thursday 7th January 2010. Entry Fee €345. Payment & Indemnity must be forwarded to the Entries Secretary by Wednesday 13th January 2010 by 17.00hrs. Closing date for Entry Fees: Monday, 18th January, 2010. Entry Fee: €395. Payment in full and Indemnity must be forwarded to the Entries Secretary by 17.00hrs on Wednesday 20th January, 2010. Entries that are withdrawn after Friday 22<sup>nd</sup> January, 2010 will be subject to a flat fee of €30.00. This includes Compulsory Personal Accident Insurance personal accident premium IRDS at standard rate and service plates for one service vehicle. A service plate for one additional service van will incur a charge of €150.00.**

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

**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 22<sup>nd</sup> January, 2010. This notification will include the Competitors' Scheduled Time at Scrutineering for which lateness will be penalised (Art. 20.1).**

**3. All Motorsport Ireland/RACMSA drivers MUST produce an N.E.S., I.R.D.S., or B.R.D.S. letter of acceptance, valid for 2010, and pay the specified fee in order to be permitted to start.**

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

**5. Entry fees will be refunded:**

**(a) to candidates whose application was refused;**

**(b) if the entry is withdrawn before 18.00 hours on Friday the 22<sup>nd</sup> January, 2010.**

**(c) if a reserve entry is not allocated a start in the rally;**

**(d) in special circumstances at the discretion of the organisers.**

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

# **MARSHALS/TIMEKEEPERS/ OFFICIALS**

If you would like to help us with the running of the

**Safety Direct Galway International Rally 2010**

please contact:

**Joe O'Connell Chief Marshal 087 - 2262910**

## ARTICLE 8 — AMENDMENTS AND INTERPRETATION

1. The Organisers, in compliance with Article 66 of the F.I.A. Sporting Code reserve the right to alter the provisions of the present regulations in accordance with conditions and circumstances which may arise. In such a case competitors will be notified in due course in writing by the Secretary of the Meeting concerning any eventual alteration.
2. Any alteration or addendum will be duly communicated by dated and numbered information bulletins which will constitute an integral part of the present regulations. These bulletins will be posted on the Official Notice Board at Rally Headquarters (Art. 1.3). The onus is on a competitor to keep informed of any additional instructions.
3. Any case not foreseen in the present regulations shall be decided by the Organisers, subject to approval of the Stewards, using the International Sporting Code and General Competition Rules.
4. In the event of any dispute concerning the interpretation of these regulations, the ruling of the Stewards shall be final subject to the right of appeal as provided by the International Sporting Code and the General Competition Rules.

## SECTION IV—GENERAL OBLIGATIONS

### ARTICLE 9 — CREWS

1. Each car must carry two drivers and the entrant shall nominate which is the first and which is the second driver.
2. The occupants of the car will be collectively referred to as the car's crew.
3. Each crew member shall:
  - a. hold a current valid competition licence.
  - b. when so instructed wear an approved crash helmet and Hans Device properly positioned and fastened.
  - c. not drive for more than 200 miles without rest or relief.
  - d. be covered by insurance required by Article 7.3/4 of these regulations.
  - e. **Protective Clothing: Wear fireproof clothing as required by the NSA during the event.**

**For the International Section: "All drivers/co-drivers must comply with the FIA regulations and standards for protective clothing".**

**For the National, Historic and Junior Section: "All drivers/navigationers must comply with the MI regulations for protective clothing. The MI regulations are equivalent to the FIA standards with an additional three year lead-in to expiry as stated in Appendix 2 of the MI yearbook".**

Non compliance with Article 9.3 above will result in exclusion.

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

### ARTICLE 10 — STARTING ORDER, PLATES, NUMBERS.

1. The numerical order of entries will be determined by reference to the list of F.I.A. Graded Drivers for rallies. List 1 will take precedence over List 2 in turn will take precedence over all other drivers. The order of the other entries will be determined as far as possible according to their performances during the previous two years of the nominated first driver. Any claim found to be false may entail exclusion.
2. In no case should the rally plates cover the car's registration plates. This infringement will be penalised by a cash penalty of €60 per plate.
3. Competition numbers will be supplied and will measure approximately 20 in x 20 in (50 cm x 50 cm). These numbers must be displayed on the front doors on both sides of the car during the event.
  - a. If it is ascertained at any time during the event that:
    - any one competition number or rally plate is missing a cash penalty of €60 will be imposed.
    - any two competition numbers or rally plates are missing at the same time exclusion will be pronounced.
  - b. The Competition numbers specified above may incorporate publicity for the Organisers and or Sponsor of the event. 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 cash penalty of €60. Checks may be carried out during the rally to see if this requirement is being complied with.
  - c. In accordance with the national regulations of each country allowing the Organiser to make use of spaces on the car other than those specified above, the competitors may refuse this additional advertising and the entry fees will thus be fixed at twice the amount of the entry fees with this advertising (Art. 7.1).
4. Competitors are requested to display the name of the driver and the co-driver on the appropriate front wings of the car. Their blood group must also be displayed, and the national flag(s) of their country/ countries. The absence of any of these will result in a cash penalty of €60.

5. Identification Marks may be affixed to any part of the competing cars before or during the event. The Scrutineers may at any time during the rally check these marks. A missing Identification Mark will result in exclusion.
6. 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
7. This will not prejudice the fact that the N.S.A. to which the competitor or his accomplice belong to, may inflict further penalties.
8. The onus is on competitors to see that Identification Marks affixed to his car are in position at the finish.
9. A competitor who has withdrawn from the rally shall at once remove or cover up all rally identification markings, rally plates, and competition numbers on his car. He shall notify his retirement immediately to Rally Headquarters.

#### **ARTICLE 11 — TIME CARDS, STAGE CARDS.**

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

#### **ARTICLE 12 — CONDUCT DURING THE EVENT, REPAIRS, SERVICING**

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

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

Should the Gardai decide against stopping the driver in the wrong, they may ask the Organisers to apply the penalties laid out in the supplementary Regulations of the event, subject to the following:

- a. that the notification of the infringement reaches the Organisers through official channels and in writing, before the posting of the current classification.
  - b. that the statements are sufficiently detailed, for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence.
  - c. that the facts are not open to various interpretations.
2. Repairs and refuelling will be forbidden except in the designated Service Area. These will be specified in the Road Book. Repairs and refuelling outside the designated service area will be penalised up to and including exclusion at the discretion of the stewards.
  3. It is forbidden, under pain of exclusion, to tow, transport the cars or have them pushed, except to bring them back onto the road, or to clear the road.
  4. Similarly crews are forbidden under pain of exclusion:
    - a. to deliberately block the passage of competing cars, or to prevent them from overtaking;
    - b. to behave in an unsporting manner.

5. After the rally has started no claim will be allowed for:
  - a. Force Majeure
  - b. Baulking
6. Except when cars are under parc ferme regulations, servicing is permitted but only;
  - a. by the crew of a competing car, using equipment carried on the car.
  - b. by a commercial garage not connected with any entry on the rally, and not organised in advance (such vehicles will not be allowed to enter official service areas).
  - c. by a vehicle to which an official rally Service/Support plate has been affixed. Servicing of this type is forbidden except in the designated service area as advised in the Competitors Road Book.
  - d. under no circumstances may service vehicles enter a special stage during the road closed time of that stage.

**7. Servicing of a competition car may only be carried out in specific areas designated by the organisers (Service Areas) and from vehicles bearing an official plate supplied by the organisers of the event. The official plate will include the competitor's competition number and must be affixed to the front of the service vehicle throughout the event.**

**Service Areas where servicing is permitted will be identified in the event Road Book.**

8. A competitor shall be responsible for ensuring that any officially plated vehicle associated with his entry complies with all appropriate regulations and official instructions. A penalty of €200 may be applied if the users of such plates are observed acting in a manner contrary to the interests of the rally or contravening any specific instructions from any official.

**Crew members, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where specifically prohibited.**

**IN ANY AREA WHERE SERVICING IS NOT PERMITTED THE PARKING OF AN ASSOCIATED VEHICLE, THE PRESENCE OF TEAM PERSONNEL, AND/OR THE SETTING UP OF EQUIPMENT MAY BE DEEMED TO BE SERVICING.**

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

Penalties:

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

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

9. 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.

Service Crews must at all times, drive and conduct themselves in a quiet and reasonable manner.

Penalties may be incurred if a Service Crew is observed:

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

## **ARTICLE 13 — ADVERTISING**

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

- a. it is 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 organisers official plates and competition numbers.

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

## SECTION V—RUNNING OF THE EVENT

### ARTICLE 14 — THE START, ROAD BOOK

- 1a. 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 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 16.7 and being early will be penalised as in Article 16.6. Start times will be posted on the official notice board.
2. Competitors will be given a specific Target Time for traversing each road section. This time will be shown in the Time Cards and Road Book.
3. Hours and minutes will always be shown thus: 00.01 - 24.00, the hours and minutes which have elapsed will be counted. Throughout the event, the official time will be that broadcast by RTE.
4. Each competitor will be provided with a Road Book. This road book will detail the route to be followed during the event, the time schedule planned by the organisers, the location and order of controls, special stages, re-grouping areas, service areas, and parc fermes. It will also include the length of each section and the Target Time allowed to complete the said section. It will include as well all other relevant information pertaining to the running of the event as is necessary to the competitor. All distances in the Road Book will be in kms and shall be deemed to be correct.
5. **The entire route will be contained on the O.S. Discovery Series maps (1:50,000)46/52**

### ARTICLE 15 — CONTROLS, GENERAL DESCRIPTION.

1. All controls (Time, Passage, Special Stage Start, Special Stage Finish, Re-Grouping In, Re-Grouping Out, Service In, and Service Out) will be indicated by F.I.A. signs (See Appendix I).
2. The beginning of each control area will be marked by a warning sign with a yellow background. This will be positioned approximately 25 metres before the control itself.
  - a. The control itself will be indicated by a sign with a red background.
  - b. The end of a control area will be approximately 25 metres after the control, and will be indicated by a sign showing black diagonal stripe(s) on a yellow background.
3. All control areas (i.e. the area between the first yellow warning sign and the final yellow warning sign with the diagonal stripe(s) are considered as Parc Ferme (Article 19.1 and 19.2).
4. The time stopped within the control area, should not exceed the time necessary to complete control formalities.
5. Any competitor who passes through a control at any time in a direction other than that defined in the Road Book will be penalised five minutes
6. All controls must be visited in the order in which they are listed in the road book. A time must be recorded at all controls except at Passage Controls, where an official stamp or the signature of the official will only be accepted as proof of passage. Absence will mean exclusion.
  - a. Competitors will be given the opportunity to examine the clock at points 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
7. Controls will open 15 minutes before the scheduled time of the first car and will close 15 minutes after the last car.
8. Controls will be as follows:
  - a. Time Controls (TC) will be at the beginning and end of each road section except as stated below in b, c, d, e.
  - b. At the beginning of a Rest Halt there will be a Re-grouping Control In (RCI) and at the end of a Rest Halt there will be a Re-grouping Control Out (RCO).
  - c. Passage Controls (PC) may be situated in appropriate places to ensure that competitors are following the correct route as per the road book. No time will be recorded at these.
  - d. Special Stage Start Controls (SSSC) will be located at the start line of a special stage.
  - e. Special Stage Finish Controls (SSFC) will be located approximately 300 metres after the finish line of a special stage.
  - f. The Start Control and Finish Control will be similar to Time Controls in Art. 15.8 a.
9. Competitors must follow the instructions of officials at any Control. Failure to do so may be penalised by the Stewards of the Meeting.

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

## ARTICLE 16 — TIME CONTROLS

1. The time to be recorded on a time card will be taken as the time at which the card is presented to the control official. The car and both crew members must be within the control area before a time card entry can be made.
2. The control official must enter on the time card the exact time at which it is handed to him by one of the crew. Control officials are the only persons entitled to enter times on the time cards.
3. The arrival time recorded at a time control at the end of a section will also be the departure time for the next section.

**In exceptional circumstances officials may hold competitors at a time control. In this case a new departure time (N.D.T.) will be given, and the period of the delay will be considered "dead time".**

4. Times recorded at time controls will be hours and minutes, therefore, the recording will be to the preceding whole minute (e.g. 18 hours, 58 minutes, 59 seconds will be recorded as 18 hours, 58 minutes).
5. The penalty for late arrival at a time control will be 15 seconds per minute.
6. The penalty for early arrival at a time control will be 1 minute per minute. No penalty will apply for early arrival at any or all of the following Time Controls: Regroup Control, Final Control .
7. Competitors will be excluded for the following:
  - a. Absence of a recorded time.
  - b. Exceeding a cumulative lateness of 15 minutes at any Time Control.
  - c. A penalty of exclusion for exceeding maximum lateness will in so far as possible be notified at the next Rest Halt.
8. Early arrival cannot be used to reduce cumulative lateness counting towards exclusion.
  - a. Early arrival will be penalised as in Article 16.6 but will not be taken into account when calculating the cumulative lateness counting towards exclusion.

Example:

Start control to Control 1:-

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

Control 1 to Control 2:-

Scheduled time at Control 1	12.41
Target time to Control 2	60 mins.
Check in time at Control 2	13.31
Penalty for early arrival	10 minutes
Cumulative lateness counting towards exclusion (Carried forward from previous section).	10 minutes

Control 2 to Control 3: -

Scheduled departure time at Control 2	13.31
Target time to Control 3	40 mins.
Check-in time at Control 3	14.21
Penalty for late arrival	150 seconds
Cumulative lateness counting towards exclusion (including 10 minutes from previous section).	20 minutes

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

b. The accumulation of lateness will end at all Re-grouping Controls In and at Overnight Controls In as a new Schedule Time will be given to competitors at Re-grouping Controls out and Overnight Controls Out, their cumulative lateness at these points will be nil.

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

<b>a. Beginning of Control Area</b>	<b>Yellow board</b>
<b>b. Control Post (25 metres)</b>	<b>Red board</b>
<b>c. SS Start Control (300 metres)</b>	<b>Red board</b>
<b>d. End of Control Area (25 metres)</b>	<b>Yellow board</b>

**Note: All distances are approximate.**

10. When the situation as in Article 16.9 occurs, competitors having recorded a time at the Time Control will then proceed immediately to the Start Special Stage Control. Competitors must be ready to start the Special Stage three minutes after the time recorded at the Time Control. Competitors not ready to start the Special Stage may be deemed to have started at a time specified by the official (Article 18.5 a).

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

## ARTICLE 17 — REGROUPING CONTROLS

1. 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).

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

*Example:* 120 cars at the start of the rally;

First regrouping of 4 hours; Starting time from the regrouping control: 12 h 01

(a) Target time for the arrival of car No. 1 at the regrouping control 8 h 01. Target time for the arrival of car No. 120 at the regrouping control 9 h 00.

(b) Actual arrival time of car No. 1 at the regrouping control 8 h 45. Actual arrival time of car No. 120 at the regrouping control 9 h 50.

(60 cars have retired during this part of the rally)

(c) Starting time of car No. 1; 12 h 01. Starting time of car No. 120; 12 h 30.

The respective length of stopping time shall therefore have been:

—3 h 16 for car No. 1. —2 h 40 for car No. 120.

3. On their arrival at these regrouping controls, the crews will hand the official their time card and possibly the sheets for the special stages covered. They will receive instructions on their due time out. They then must drive their car immediately and directly to the parc ferme. (Art. 19). The starting order shall be that of the arrival.

## ARTICLE 18 — SPECIAL STAGES

**1. Special Stages will be timed to tenths of a second from a standing start to a flying finish on roads closed to the public.**

2. During a special stage each member of the crew must wear an approved crash helmet and safety harness. No member of the crew may smoke on a special stage.

Penalty for any of the above will be exclusion.

3. Competitors are forbidden, under pain of exclusion, to move in the opposite direction to the rally on a special stage.

4. Starting procedure will be as follows:

a. The car and its crew must be presented at the special stage start control with helmets and safety harness in position, and the engine running (Article 18.2 and 19.6 b).

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 30.20 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 lights, or clock).

e. Any crew refusing to start a special stage on the time and in the position allocated to it shall be given a penalty by the Stewards of the Meeting of at least 10 minutes, and which may go so far as exclusion if the Clerk of the Course so requests, whether the Special Stage is run or not.

**5. The starting official at a special stage start control shall:-**

a. **Have the sole right to specify a competitors starting time and will do so in accordance with the order of competitors reporting at the preceding time control.**

b. **Rule as to whether or not a competitor has made a false start.**

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

6. Special stages will end in a flying finish, stopping between the yellow warning sign and the stop sign being forbidden on pain of exclusion. Timing will be done on the finish line.

**Overtaking is not permitted between flying finish and 'Stop' signs on pain of exclusion.**

**At a distance of a minimum of 300m after the finish, the crew must report to a control indicated by a red "STOP" sign to have its finish time entered on the time card (hour, minute and second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter will only enter the starting time for the next road section on the crew's time card and the special stage finish time will be entered at the next neutralization zone or regrouping control.**

The finish time received, disregarding the seconds, is the start time for the next Road section.

7. If through the fault of a competitor, an entry is not made:-
- At the Start Special Stage Control, he will be excluded.
  - At the Finish Special Stage Control, he will be penalised 5 minutes.
8. For each special stage (i.e. the section of the event between the special stage start control and the special stage finish control) competitors will be given a minimum and maximum time, which may be altered if circumstances so warrant in the opinion of the organisers.
9. The method of marking will be as follows:-
- A competitor recording less than the minimum time will be debited with the minimum time.
  - A competitor exceeding the minimum time will be debited with his recorded time.
  - A competitor exceeding the maximum time will be debited with his recorded time, and in addition will be penalised 10 seconds per completed minute counting towards cumulative lateness.
  - A competitor who fails to attempt a special stage correctly will be excluded.
10. In addition to, or in the absence of instructions in the road book, the organisers may erect direction signs. Such direction signs as indicate the route of a special stage will be mandatory and non-compliance will be penalised as in Article 18.9(d). Otherwise such signs will be advisory only. Other signals given to competitors will be in accordance with Appendix H of the International Sporting Code. During darkness, flags may be replaced by light signals of an appropriate colour or flags may be illuminated.
11. In order to be deemed to have correctly attempted a special stage, a competitor must:-
- have a time recorded at special stage start control,
  - traverse the full and correct route,
  - only proceed in the correct direction,
  - have a time recorded at special stage finish control
- Contravening any of the above will be penalised as in Article 18.9d.

12. No case of Force Majeure or baulking will be taken into consideration after a competitors scheduled time from the start control. Nevertheless the promoters have the right to 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 penalised by the Stewards of the Meeting.

### 13. Interruption of a Timed Stage.

**When a Special Stage has to be stopped for any reason whatsoever before the last crew has covered it, a classification for the Stage may 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 re-started and the stage interrupted time will only be applied to those crews affected by the stoppage. Crews completing the stage after it has been re-started will be credited with their actual time. If 10 minutes has elapsed since the start time of the last competing car which started the stage, then the stage may only be restarted in the following specific circumstances:**

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

## ARTICLE 19 — PARC FERME

1. The cars shall be subject to the "parc ferme" rules:-
- following completion of scrutiny from the moment they enter the starting area, a regrouping zone or an end of leg, until they leave one of these (Art. 17.3).
  - from the moment they enter a control area until they leave it (Art. 15.3; 16).
  - All cars will be held in Parc Ferme at the conclusion of the event until 30 minutes after their recorded time at

Parc Ferme in control.

**2.** While the vehicles are subject to the "parc ferme" rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.

(a) However, if the Scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired.

(b) The minutes used for such repairs shall be considered as the same number of minutes lateness registered on a road section. They will therefore be taken into consideration for the calculation of the exclusion. After repairs have been carried out, the crew shall possibly be given a new starting time.

(c) In no case may the time used for the repairs exceed the allowed time before a car is penalized by exclusion. If this time is exceeded exclusion shall be announced.

3. By way of exception and under the supervision of the competent Marshal the crew may, while in the parc ferme, at the start, regrouping zone or end of leg. (Art. 19.1 a).

— change a punctured or damaged tyre using the equipment on board;

— 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. 16.5).

4. As soon as they have parked their car in the parc ferme, the drivers will leave the parc ferme and no member of the crew will be allowed to re enter it.

5. To leave a parc ferme for the start, regrouping halt or end of leg (Art. 19.1 a) the crew shall be allowed to enter the parc ferme 10 minutes before its starting time.

6. If a crew is unable to present its car with the engine running:

(a) at the exit of the starting areas, regrouping points or end of leg, a thirty second penalty shall be imposed. This penalty shall not count towards exclusion.

(b) at the start of Special Stages, It will be excluded from the event.

7. Any infringements of the parc ferme regulations shall result in exclusion from the event.

## SECTION VI—SCRUTINEERING - PENALTIES

### ARTICLE 20 — SCRUTINEERING

1. Any car taking part in the rally must arrive at Scrutineering at the time notified to him (7.2c).

Competitors arriving late for Scrutineering will be penalised as follows, except in the case of Force Majeure duly recognised as such by the Stewards of the Meeting:-

Up to 30 minutes later than Scheduled Time as notified in Article 7.2c,

€30.00.

Over 30 minutes later than Scheduled Time as notified in Article 7.2c,

Deemed to be a non-starter.

2. The scrutineering carried out before the start will be of a general nature:-

a. Checking of licences, make, model and group of car (log book required), essential safety items as per F.I.A. regulations, conformity of the car with the national Road Traffic Act, checking of crash helmets, noise level test, conformity with details on entry form, etc.

b. This will be followed with an identification of the crew both of whom will have to sign a starter's sheet.

c. An identification of the car may include the fixing of the Identification Marks (Art. 10.5).

d. A current F.I.A. Form of Recognition **must be produced** at Scrutineering. Forms may be shared by drivers driving the same type of car.

3. All cars must be equipped with roll-cages complying with F.I.A. specifications. They must also have fire extinguishers and other safety devices as specified by F.I.A.

4. No car will be allowed to start the rally unless it complies with all F.I.A. regulations on safety.

5. One hour before the start a list will be posted on the official notice board at Rally Headquarters of known non-starters and cars that have been reclassified.

6. Following completion of scrutineering, all competing cars will be placed in Parc Ferme.

7. Any competitor who fails to report at Scrutiny with his car will be deemed a non starter.

8. Failure to pass Scrutiny will entail exclusion.

### ARTICLE 21 — FINAL CONTROL

1. After the finish, all cars must be driven to Parc Ferme, where a check will take place to find out if the car is the same as that presented at scrutineering as provided for in Article 20, and also to ascertain if penalties should be imposed as in Article 22. Cars must remain in Parc Ferme during overnight halts.

2. Any check of the Identification Marks affixed to the car in Article 10.5 may be made and if found to be missing or interfered with in any way, the competitor will be excluded (Art. 10.6/8).

3. A complete and detailed 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 a protest.

4. When it is deemed necessary to have a car dismantled, all expenses must be borne by the entrant of the car in question. However, if the dismantling is the result of a protest all fees and expenses will be according to Article 24.

**ARTICLE 22 — SUMMARY OF PENALTIES**

Art. & ss.	Reasons	Start Refused	Exclusion or Disqualification	Penalty	
				Time	Money
6.3 7.2a/b 13.2 20.1/3/4/7 26.2/3 26.5a/b/c	THE START SHALL NOT BE AUTHORISED	*			
4.5 4.6 9.3/4 10.1/3a/5/6 11.2/3/4 12.1/3/4/6/8/9 15.5/6/6b/9 16.7 18.2/3/6/7a/9d 19 20.8 21.2	EXCLUSION OR DISQUALIFICATION**		**	**	
14.1b 14.1c	START Each minute late Each minute early			15 secs. 1 min.	
12.1b	TRAFFIC LAWS 2nd infringement			5 mins.	
12.6/8/9 4.5 / 12.8	SERVICING REGULATIONS Non compliance Parked for within 1 mile of route			10 mins. 5 mins.	
15.5 15.6b 16.5 16.6	TIME CONTROLS Wrong direction Interfering with official or official clock Each minute late Each minute early			5 mins 10 mins. 15 secs. 1 min.	
18.5c 18.7b 18.9 18.4e 18.9c	SPECIAL STAGES False start Absence of time at special stage finish control Penalties on special stages Refusing to start special stage on time Exceeding maximum time			30 secs. 5 mins. 1 sec./sec. 10 mins. 10 secs. /min	
19.2b	REPAIRS IN PARC FERME For each minute			15 secs.	
19.6a	CAR PRESENTED WITHOUT ENGINE RUNNING At the start, at the exit of regrouping points or end of a leg			30 secs.	

Art. & ss.	Reasons	Start Refused	Exclusion or Disqualification	Penalty	
				Time	Money
26.5a	RECONNAISSANCE REGULATIONS 1st offence Exceeding special stage speed limits			2 mins.	
26.5b	Bringing sport into disrepute			2 mins.	
26.5c	Covering a special stage outside specified periods	*			€380
10.2	PLATES/NUMBERS For each covered registration plate				€60
10.3a	Absence of 1 rally plate			€60	€60
10.3a	Absence of 1 competition number				€60
10.3b	Altering, obscuring competition numbers				€60
10.4	Not displaying crew information on exterior of car				€60
12.1a/b	TRAFFIC LAWS 1st offence				€60
20.1	Lateness at scrutineering				€30
12.6	Servicing				€200
12.2	PENALTIES LEFT TO THE DISCRETION OF THE STEWARDS OF THE MEETING Competitors or service crews entering results rooms without invitation				
15.9	Repairs and refuelling in forbidden sections				
18.12	Failure to follow official instructions				
18.5c	Blocking/delaying other competitors				
20.1	Repeated false starts (special stages)				
20.1	Reporting late for scrutineering in case of force majeure				
25.3	False claims				
30	REFUELING The rally route will include designated "Refueling Areas". These areas will be manned by trained fire fighting personnel. Details will be included in the event Road book. Competitors are <u>required</u> to carry out all refueling in this designated area and <u>not</u> in the Service Area. The penalties for refueling in the Service Area are: 1st offence 2nd offence			10 mins. Exclusion	

## SECTION VII—RESULTS, PROTESTS

### ARTICLE 23 — RESULTS

1. Penalties are expressed in seconds.

The final results will be established by adding together all the penalties incurred during the event, and the competitor with the lowest total will be deemed the overall winner, the competitor with the next lowest total will be second, and so on.

Class results will be established in the same manner.

2. In the case of a tie, the competitor with the fastest time on the last special stage will be deemed the winner. If this fails to resolve the tie, the penultimate stage will be taken into account and so on until the tie is broken.

This system also applies to classes.

3. The anticipated time for posting provisional results is shown in the timetable. They will be posted on the official notice board. Provisional results will become final 30 minutes from the time of posting subject to any outstanding protests.

### ARTICLE 24 — PROTESTS, APPEALS

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

1. A protest against the results or overall classification must be lodged within 30 minutes of the posting of the provisional results.

2. A protest on a technical matter or against a decision of a scrutineer must be lodged immediately after the party involved has been informed.

3. If during the event, a competitor thinks that he has observed an irregularity about which he has the right to protest, he must give notice in writing of his intention to do so at the next control that he arrives at, after observing the alleged infringement.

4. Failure to follow this procedure will result in the forfeiture of his right to protest and also his protest

5. All the protests must be made in writing and handed to the Clerk of the Course in accordance with Chapter 11 of the General Competition Rules or GCR 167 in the case of an appeal to the Stewards. The fee for an appeal to Stewards is: €500/€300 (National).

6. A competitor desiring to raise a query concerning any matter connected with the rally may do so by means of an "Enquiry Form" obtainable at Rally Headquarters.

7. To be valid an enquiry form shall be lodged with the following time limits:-

a. Not later than 1 hour before the start in respect of any matter concerning which information was available prior to this time.

b. Not later than 30 minutes after the publication of any further information prior to the start.

8. An Enquiry Form shall be deemed to be returned to the competitor at the time it is posted on the official notice board.

### ARTICLE 25 — PRIZE GIVING, TROPHIES AND AWARDS

1. The Prize giving will take place as per the timetable (Section 1).

2. All awards will be presented to the first nominated driver unless otherwise specified in the details of the awards hereafter. **It is a condition of receiving any award, prize, or trophy, that the first driver is present at the prize giving, unless having given prior notice in writing to the organisers, he has been excused, in which case he must also nominate a person to collect the award at least one hour before official prizegiving time. Otherwise he will forfeit his award.**

3. Entrants wishing to compete for particular awards other than the General Classification, Group, and class awards must claim for such awards in his entry form. The organisers shall have absolute discretion to accept or reject any such claim, and in cases of doubt may call for proof in support of any claim. Any claim deemed to be false will be excluded by the Stewards of the Meeting.

4. The following awards will be presented :-

#### INTERNATIONAL RALLY

1st overall crew	Perpetual Trophy and a Replica for the Driver and Co-Driver
2nd overall crew	Trophies for Driver & Co-Driver
3rd overall crew	Trophies for Driver & Co-Driver
4th overall crew	Trophies for Driver & Co-Driver
5th overall crew	Trophies for Driver & Co-Driver
Highest placed Galway Motor Club Members crew	Brian Thornton Perpetual Trophy

(To be eligible, both driver and co-driver must be paid up members of Galway County Motor Club for at least 6 months prior to the closing date for entries)

#### BEST GROUP N

Trophies for Driver & Co-Driver

#### CLASSIFICATION BY NATIONALITY

Best Northern Ireland Crew

Trophies for Driver & Co-Driver

Best Overseas Crew (other than above)

Trophies for Driver & Co-Driver

#### LADIES AWARD

Highest placed ladies crew (both female)

Trophies for Driver & Co-Driver

#### OTHER AWARDS

Best Novice crew	Trophies for Driver & Co-Driver
Best Galway Motor Club crew (To be eligible, both driver and co-driver must be paid up members of Galway County Motor Club for at least 6 months prior to the closing date for entries)	Trophies for Driver & Co-Driver
Best Mixed crew	Trophies for Driver & Co-Driver
<b>NATIONAL RALLY</b>	
1st overall	Trophies for Driver & Co-Driver
2nd overall	Trophies for Driver & Co-Driver
3rd overall	Trophies for Driver & Co-Driver

#### **JUNIOR RALLY**

1st overall crew                      A souvenir award to the Driver and Co-Driver Challenge for Honda Civic (EK4) Cars  
The event will incorporate a Challenge for all Honda Civic (EK4) Cars competing in Classes 1, 3 and 16 and prizes will be awarded to the top three finishers in overall classification.

5. The Novice Award will go to the Highest Placed competitor in the general classification who has never previously won an award in an international rally.

6. Competitors who win perpetual awards are entitled to retain them for only 10 months, and must then return them to the organisers. Any competitor who fails to return a perpetual award will be reported to his A.S.N.

Overall award winners will not be eligible for class awards. Class awards will be given to next in class.

### **ARTICLE 26 — RECONNAISSANCE**

#### **WARNING: BREACH OF RECONNAISSANCE REGULATIONS WILL BE MET WITH ZERO TOLERANCE**

1. Four days have been allocated for the making of Pace Notes.

Competitors can make notes on any two of the following four dates:

- Saturday 30th January, 2010.
- Sunday 31st January, 2010.
- Thursday 4th February, 2010.
- Friday 5th February, 2010.

Competitors in the International, National and Historic Rallies, may make pace notes on two of the four days.

Competitors in the Junior Rally will be permitted to make pace notes on one of the four days.

The hours during which Pace Notes may be made on the above dates are between 09.00 and 17.00 hours only.

2. Before commencing reconnaissance, competitors must register with the Organisers.

a. Competitors must sign on at the start of (each) day.

b. Competitors must declare the make, model, colour and registration number of the car that they will be using for reconnaissance.

c. Competitors must carry Identification at all times, including an 'entrant' decal attached inside to front and rear windscreens.

d. Any competitor found on a special stage without having registered as above will not be permitted to start the rally.

3. Only standard cars may be used for reconnaissance.

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 permit the use of any particular car.

Any crew member or his agent found in a car on a special stage in breach of this regulation will not be permitted to start the rally

4. The organisers will issue a Road Book with lists of Special Stages and speed limits, with supplementary regulations which will apply during the reconnaissance period and which will have the same force as Regulations of the Rally.

The maximum speed allowed on special stages is 50 k/h, unless a lower limit is indicated by a traffic sign or a written instruction issued by the Organisers.

5. During the reconnaissance period the Gardai and the Organisers will arrange speed checks and general patrols of special stages, and:

a. Competitors found in cars exceeding speed limits will be penalised as follows:

1st offence - 2 minutes penalty:- 2nd offence - start refused.

b. Competitors driving or being driven at an excessive speed or in a manner which in the opinion of the Organisers causes or could cause danger or inconvenience to other road users or local residents or could bring the sport into disrepute will be penalised as follows:

1st offence - 2 minutes penalty:- 2nd offence - start refused.

c. The Organisers will appoint Judges of Fact, a minimum of 2 per stage, whose decision will be final. *There*

*is no right of protest against the findings of the Judges of Fact. See GCR No. 136.4.*

d. 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.

Any competition licence holder found on a Special Stage by a Judge of fact (GCR 136) outside the specified reconnaissance period will incur the following penalties against which there is no facility for protest or appeal:

1. A fine of €380 payable to the event organiser, Galway Motor Club.
2. Start refused and entry fee forfeit.
3. Start refused for all Motorsport Ireland permitted events until any or all monies or fines are paid in full. Reports of competitors found to be in breach of this regulation will also be submitted to Motorsport Ireland who may convene a Tribunal of Inquiry.

Competition licence holders who use the roads which are to be used as special stages for social, domestic or business use must contact the Clerk of the Course for official permission to use such roads.

#### **ARTICLE 27 — JURISDICTION**

1. The organisers may at their discretion:-
  - a. Refuse any entry without giving a reason.
  - b. Offer an applicant whose entry is refused, a reserve entry.
  - c. Refund any entry fee, or excuse a competitor payment of an entry fee in circumstances other than those defined in Article 7.5.
  - d. Abandon, cancel, or postpone the competition in the case of unforeseen circumstances.
  - e. Delete or amend any part of the route, competition, or time requirements in the case of unforeseen circumstances.
  - f. Distribute the awards at their discretion, if through unforeseen circumstances the competition is stopped before its scheduled completion.
  - g. Amalgamate classes, should the type and number of entries warrant such action.
  - h. Exclude any person or car appearing on examination to be ineligible for the competition or the class therein to which the entry refers.
  - i. Offer the entrant of any person or car liable to exclusion under Paragraph h above the option to transfer to the appropriate class prior to the commencement of the event.
  - j. Publish an instruction which will have the force of these regulations. Such instructions will be displayed on the official notice board or at a control and will be signed by the Clerk of the Course or his deputies having been approved by the stewards of the meeting.
  - k. Offer awards additional to those specified in these regulations.
  - l. Appoint Judges of Fact to determine whether or not the requirements of these regulations have been complied with. In particular, these judges will be empowered to determine whether a competitor has followed the correct route, and or travelled at an excessive speed, and or caused an excessive noise and/or obeyed instructions concerning servicing and service areas.
2. No oral instructions given to competitors shall be valid if these modify any instruction given in writing or affect the route or timing of the event or the application of these regulations.
3. The promoters decline liability in any accident caused to or by a competitor or competitors. The promoters also decline any liability for breach of laws, regulations, ordinances or cases in force, the consequences of which are the entire responsibility of the competitors.

#### **ARTICLE 28 — RADIO EQUIPMENT**

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

#### **ARTICLE 29 — CURRENCY**

**All references to currency are to Euro unless otherwise indicated.**

#### **ARTICLE 30 — REFUELING**

The rally route will include designated "Refueling Areas" which may include the use of refuelling rigs. These areas will be manned by trained fire fighting personnel. Details will be included in the event Road Book. Competitors are required to carry out all refueling in this designated area and not in the Service Area. The penalties for refueling in

the Service Area are:

1st Offence: 10 minutes time penalty

2nd Offence: Exclusion

**ARTICLE 31 — DRIVERS BRIEFING**

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

## **COMPETITORS' RELATIONS OFFICER:**

### **PRINCIPAL MISSIONS**

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

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

The Competitors' Relations Officer must be able to be easily identified by the competitors. To this end it is advisable that:

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

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

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

- \* Presence at scrutineering.
- \* At the Secretariat of the Meeting.
- \* At the start of the event.
- \* At the regrouping halts.
- \* "Parc Ferme" at end of sections.
- \* Near the "Parc Ferme" at the arrival.  
(the latter being dependent on the rally timetable).

### **FUNCTION**

- \* Give accurate answers to all questions asked.
- \* Provide all information or additional clarifications in connection with the regulations and the running of the event.

### **CONCERTATION**

Avoid forwarding questions to the Panel of the Stewards of the Meeting which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the time-keepers).

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

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# REGULATIONS FOR THE GALWAY NATIONAL RALLY 2010

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## Officials

As stated in the Safety Direct Galway International Rally 2010 Regulations (Section II Article 1).

## Headquarters

Clayton Hotel, Ballybrit, Galway.

## Timetable

As stated in the Safety Direct Galway International Rally 2010 Regulations (Section 1).

## Classes

- Class 9 Modified cars up to and including 1450cc, 2WD normally aspirated.
- Class 10 Modified cars over 1451cc and up to and including 1650cc, 2WD normally aspirated and not more than two valves per cylinder.
- Class 11 Modified cars over 1451cc and up to and including 1650cc, 2WD normally aspirated and more than two valves per cylinder.
- Class 12 Modified cars over 1651cc and up to and including 2050cc, 2WD normally aspirated and not more than two valves per cylinder.
- Class 13 Modified cars over 1651cc and up to and including 2050cc, 2WD normally aspirated and more than two valves per cylinder.
- Class 14 Modified cars over 2051cc and up to and including 3500cc, 2WD normally aspirated or turbo-charged.
- Class 15 Four wheel drive cars whose homologation has expired and other specified cars (notes 3,4,5)
- Class 16 Homologated cars - drivers with National A or National B licence as appropriate. WRC cars are not eligible for this class. The event will incorporate a Challenge for all Honda Civic (EK4) cars competing in Class1, 3 and 16 and prizes will be awarded to the top three finishers in overall classification.

**NOTES ON CLASSES:** See Appendix "29" Classes/Notes 1 to 14 of the Motorsport Ireland 2010 yearbook. If the number of cars entered in the same cubic capacity class is less than five (5), the Organisers reserve the right to reduce the number of awards for that class.

## Awards

As stated in Article 25 of the Safety Direct Galway International Rally 2010 Regulations.

## Organisation

1. The Galway National Rally 2010 is promoted and organised by the County Galway Motor Club Ltd. (hereinafter called the Promoters). It will take place on the 5th, 6th and 7th February over a route of approximately 609kms containing 15 special stages. Closing date for **Early Bird Entry Fees** Thursday 7th January 2010. **Early Bird Entry fee €845**. Payment and Indemnity must be forwarded to the Entries Secretary by Wednesday 13<sup>th</sup> January 2010 by 17.00hrs. Closing date for **Entry Fees**: Monday, 18th January, 2010. **Entry fee €895**. Payment in full and Indemnity must be forwarded to the Entries Secretary by 17.00hrs on Wednesday 20th January, 2010.  
Entries that are withdrawn after Friday, 22<sup>nd</sup> January, 2010 will be subject to a flat fee of €30.00.  
These Regulations have been submitted to and approved by Motorsport Ireland. Motorsport Ireland Permit No.10/012 has been issued for the holding of the event.

## Supplementary Regulations

### ARTICLE 1

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

### ARTICLE 2 — JURISDICTION

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

### ARTICLE 3 — ENTRIES

1. Entry Forms, Entries, Entry Fees and Insurance are as stated in Articles 6 and 7 of the Safety Direct Galway International Rally 2010 Regulations.

### ARTICLE 4 — RECONNAISSANCE

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

### ARTICLE 8 — PENALTIES

1. Penalties for the event will be applied in accordance with penalties stated for the Safety Direct Galway



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# REGULATIONS FOR THE GALWAY 2010 HISTORIC RALLY

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## ARTICLE 1

1. The Galway Historic Rally 2010 is a counting round of the Irish Historic Rally Championship and is a national permit event. Motorsport Ireland Permit No. 10 / 012 has been issued for this event.

The Organiser of the Galway Historic Rally which will take place on the 5th, 6th and 7th February, 2010 is the Co. Galway Motor Club Limited. The regulations for the International Rally apply to the Historic Rally except as varied below, and should be read in conjunction with the Championship Regulations. Only registered championship entrants can obtain championship points.

## ARTICLE 3 — DESCRIPTION

1. The length of the Galway Historic Rally 2010 is 498km approx, containing 12 Special Stages of which the Special stage distance is 208 kms. Closing date for **Early Bird Entry Fees** Thursday 7th January 2010. **Early Bird Entry fee €630**. Payment and Indemnity must be forwarded to the Entries Secretary by Wednesday 13<sup>th</sup> January 2010 by 17.00hrs. Closing date for **Entry Fees**: Monday, 18th January, 2010. **Entry fee €670**. Payment in full and Indemnity must be forwarded to the Entries Secretary by 17.00hrs on Wednesday 20th January, 2010.

Entries that are withdrawn after Friday 22<sup>nd</sup> January, 2010 will be subject to a flat fee of €30.00. Competitors will be driving on special stages selected from the Safety Direct Galway International Rally 2010.

The Schedule is as follows (subject to detail adjustment):

FRIDAY, 5th FEBRUARY, 2010

Documentation and Scrutineering ..... 14.00 hrs.

SATURDAY, 6th FEBRUARY, 2010

Start of Rally, from Parc Ferme ..... 12.30pm approx.

## ARTICLE 4 — ELIGIBLE VEHICLES

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

### CLASSES FOR HISTORIC RALLY CARS

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

### CLASSES FOR POST HISTORIC RALLY CARS

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

than two valves per cylinder. All cars with a Rotary Engine.

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

2. All Vehicles require:

Either

An historic identity form issued by the FIA

Or

An historic identity form issued by the MSA

And must

- Be accompanied by a log book issued by the MSA or Motorsport Ireland
- Comply with MSA Vehicle regulations for historic rallies (H283-313)
- Be taxed and insured for use on the public highway.

## ARTICLE 5 — ELIGIBLE COMPETITORS

Any person or legal entity holding an M.S.A./M.I. National B licence (or higher grade) valid for 2010 is eligible.

## **ARTICLE 6 — ENTRY FORMS—ENTRIES**

The maximum number of entrants is fixed at 20.

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

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

1. The Historic Entry fee is Early Bird Fee €630 and Entry Fee is €670 which includes (which includes competitors Compulsory Personal Accident Insurance premium).

## **ARTICLE 10 — STARTING ORDER — PLATES — NUMBERS**

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

## **ARTICLE 13 — ADVERTISING**

1. Advertising will be limited as specified in Appendix K F.I.A. Regulations.

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

1. Scrutineering will take place on Friday, 5th February, 2010 at 14.00 hours.

2. To be allowed start, all cars must be equipped with safety devices as specified in the M.I. Yearbook 2010.

## **ARTICLE 25 — PRIZES**

To the outright winners, second and third in general classification, 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)

Classes B **only** will compete for the Overall Awards in addition to their Class Awards. Class C & D will compete for Class Awards only.

## **ARTICLE 31 — DRIVERS BRIEFING**

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

### **NOTE:**

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

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# REGULATIONS FOR THE GALWAY 2010 JUNIOR RALLY

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## ARTICLE 1

The Galway Junior Rally will take place on Sunday 7th February 2010. The regulations of the Safety Direct Galway International Rally apply to the Galway Junior Rally as varied below. These regulations have been submitted to and approved by Motorsport Ireland.

## ARTICLE 3

The length of the Galway Junior Rally is 275km over 6 stages of which the special stage distance is 120km. Competitors will be driving over the entire Sunday Route of the Safety Direct Galway International Rally.

The provisional Schedule is as follows:

**Recce:** Any one of the days specified for the Safety Direct Galway International Rally.

**Documentation & Scrutiny:** Friday 5th February 2010.

**Start:** Sunday 7th February 2010 at TBA.

**Finish:** Sunday 7th February 2010 at TBA.

## ARTICLE 4

The following vehicles are eligible to take part in the Galway Junior Rally.

Class J1: Cars up to 1400cc

Class J2: Cars 1401cc to 1650cc.

## ARTICLE 5 — ELIGIBLE COMPETITORS

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

## ARTICLE 6

The Maximum number of entries is fixed at 20. If less than 10 entries are received the organisers reserve the right to cancel the event.

## ARTICLE 7

The **Early Bird Entry Fee is €395** and the **Entry Fee is €420**, which includes Competitors Personal Accident Insurance of €50 and Standard Rate IRDS.

**Closing date for Early Bird Entry Fees Thursday 7<sup>th</sup> January 2010. Early Bird Entry fee €395. Payment and Indemnity must be forwarded to the Entries Secretary by Wednesday 13<sup>th</sup> January 2010 by 17.00hrs.**

**Closing date for Entry Fees: Monday, 18th January, 2010. Entry fee €420. Payment in full and Indemnity must be forwarded to the Entries Secretary by 17.00hrs on Wednesday 20<sup>th</sup> January, 2010.**

**Entries that are withdrawn after Friday 22<sup>nd</sup> January, 2010 will be subject to a flat fee of €30.00.**

## ARTICLE 25 — PRIZES

To the outright winners, 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 and 8 starters respectively).

## ARTICLE 31 — DRIVERS BRIEFING

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

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# REGULATIONS FOR THE FORD FIESTA SPORTING TROPHY

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## OFFICIALS

As stated in the Safety Direct Galway International Rally 2010 Regulations (section II Article 1).

## HEADQUARTERS

Clayton Hotel, Ballybrit, Galway.

## TIMETABLE

As stated in the Safety Direct Galway International Rally 2010 Regulations (Section 1).

## AWARDS

As stated in Article 25 of the Safety Direct Galway International Rally 2010 Regulations.

## SUPPLEMENTARY REGULATIONS

### ARTICLE 1

The Fiesta Sporting trophy Galway International Rally will take place on Saturday 6th February 2010. The regulations of the Safety Direct Galway International Rally apply to the Fiesta Sporting Trophy, in addition to the regulations governing the Fiesta Sporting Trophy. These regulations have been submitted to and approved by Motorsport Ireland.

### ARTICLE 2

The total length of the Fiesta Sporting Trophy is 334km over 9 stages of which the special stage distance is 131km.

The provisional Schedule is as follows:

Recce: Any **one day** of the recce days specified for the Safety Direct Galway International Rally

Scrutiny: Friday 5th February 2010 Time, Competitors will be advised of scrutiny time.

Documentation: Clayton Hotel, Ballybrit, Galway.

Start: Saturday 6th February 2010 from Parc Ferme.

Competitors will be advised of start time.

### ARTICLE 3

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

### ARTICLE 4 - ELIGIBLE COMPETITORS

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

### ARTICLE 5 - ENTRY FORM AND ENTRIES

1. All individual entries must be made on the official entry form, properly completed in all particulars, on the dates as below
2. The number of entries will be limited up to 15.

### ARTICLE 6

The **Early Bird Entry Fee is €475.00** and the **Entry Fee is €15**, which includes IRDS at standard rate premiums, and competitor P. A.

Closing date for Early Bird Entry Fees Thursday 7<sup>th</sup> January 2010. Entry fee €475. Payment and Indemnity must be forwarded to the Entries Secretary by Wednesday 13th January 2010 by 17.00hrs.

Closing date for Entry Fees: Monday, 18th January, 2010. Entry fee €15. Payment in full and Indemnity must be forwarded to the Entries Secretary by 17.00hrs on Wednesday 20th January, 2010.

Entries that are withdrawn after Friday 22<sup>nd</sup> January, 2010 will be subject to a flat fee of €30.00.

### ARTICLE 31 — DRIVERS BRIEFING

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

**FR /<sub>Jmp</sub> 80 ! ML → KR + Ć**

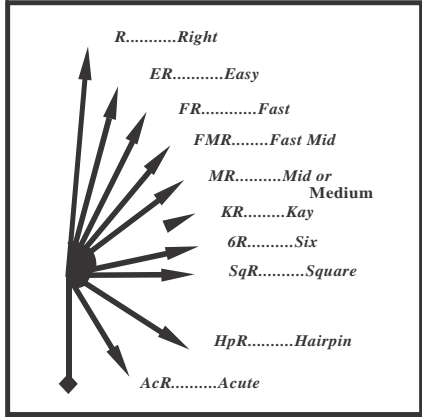
Fast Right over Jump 80 (yds) Caution Medium Left into Kay Right and Flat Crest

**2R /<sub>Jmp</sub> 80 ! 4L → 5R + Ć**

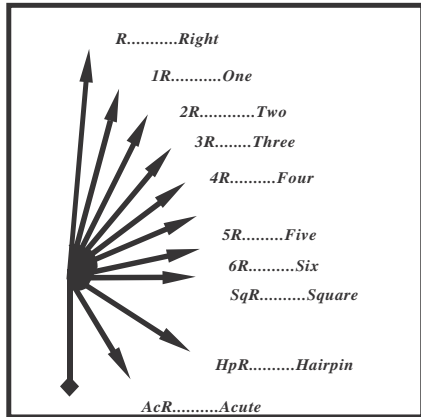
Two Right over Jump 80 (yds) Caution Four Left into Five Right and Flat Crest

These notes are designed to describe the road ahead, for a wide cross section of drivers and cars. They are not speed related, and must be interpreted according to road width, surface and conditions.

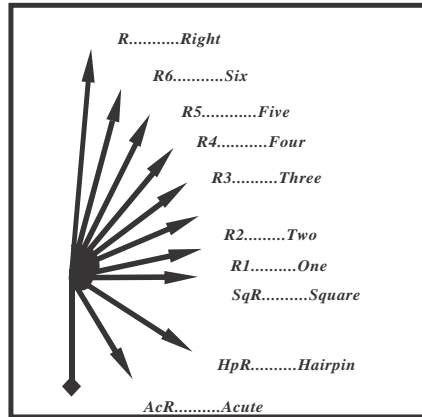
Bend Indication



Descriptive



Numbers



Six Fastest

NOTES & SAFETY VIDEO/DVD AVAILABLE AT SIGNING ON

ALTERNATIVE NOTES AVAILABLE BY ORDER:

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Telephone 028 90844111 Fax 028 90849231  
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**Galway International Rally - 5th, 6th and 7th February 2010**

