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CORK "20" International Rally
3rd to 5th October 2014



Regulations



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ACE SIGNS

Cork "20" International Rally 2014
3rd – 5th October 2014

Regulations

Acesigns
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Munster Car Club Ltd.

FOREWORD

Dear Competitor,

It gives me great pleasure to present to you the regulations for the Ace Signs Cork "20" International Rally 2014, which takes place on the 3rd.– 5th. October 2014 and extend to you a Cead Mile Failte and heartfelt welcome to one and all, to Millstreet for this, the centenary event of the Cork "20" Rally which started out in 1914 with the first event.



It is once again the final counting round of the 2014 Clonakilty Blackpudding Irish Tarmac Rally Championship . It is also a counting round of the 2014 Modified & Historic Tarmac Rally Championship and The 2014 Southern 4 Rally Championship. The Green Glens Complex will be the Rally Headquarters for the weekend encapsulating the Rally Office, Scrutiny, Parc Ferme and Service Area all within the one complex.

I would like to take this opportunity to sincerely thank all of the Organising Committee for the strenuous efforts and hard work throughout the year in assisting in the preparation of the event.

I would like to thank the Residents, Landowners, Garda Siochana, Cork County Council & Government Departments, Ordnance Survey, the Media and all of whom have contributed towards the 2014 Cork "20" International Rally.

I would especially like to sincerely thank all of our associated sponsors & advertisers, most notably our title sponsor Ace Signs and Associate Sponsor Millstreet Development Group.

On behalf of the Munster Car Club, I wish you all a safe and enjoyable weekends sport and enjoyment in Millstreet and look forward to seeing you all at the Rally HQ, Green Glens Complex and out and about out on the classic stages of County Cork over the weekend.

Kevin O'Riordan

Clerk of the Course

Cork "20" International Rally 2014.

USEFUL CONTACTS:

- Clerk of the Course: Kevin O'Riordan coc@cork20internationalrally.com 087-9580865
- Event Secretary : Lisa Ollernshaw sec@cork20internationalrally.com 087-9038175
- Entries Secretary: Lisa Ollernshaw lisa.olly85@gmail.com 087-9038175
- Rally Headquarters: Green Glens Complex, Millstreet, Co.Cork. 086-6629314
- Irish Tarmac Rally: Gerard Seaman managertroa@gmail.com 087-2204650
Championship Manager
- Motorsport Ireland: info@motorsportireland.com 01-6775628
- Accommodation : Millstreet Dev. www.millstreetdevelopment.com
Cork/Kerry Tourism 021 4255100

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SECTION 1 – PROGRAMME

August 13 th 2014:	Publication of Regulations / Entry Forms	
August 13 th 2014::	Entries Open	
September 18 th 2014:	Entries Close	
September 18 th 2014:	Final Instructions Published	
Sept. 27 th / 28 th 2014:	Sign On Reconnaissance – Wallis Arms Hotel, Millstreet.	08.00 – 12.00
Sept. 27 th / 28 th 2014:	Reconnaissance (See Art. 27)	09.00 – 18.00
Oct. 2 nd / 3 rd 2014:	Sign On Reconnaissance – Rally H.Q., Green Glens.	08.00 – 12.00
Oct. 2 nd / 3 rd 2014	Reconnaissance (See Art. 27)	09.00 – 18.00
Oct. 2 nd 2014	Rally Office Opens, Green Glens, Millstreet	08.00 – 12.00
Oct. 3 rd 2014	Documentation Scrutiny, Rally HQ, Green Glens.	14.30 – 19.30
Oct. 3 rd 2014	Mechanical Scrutiny, Rally HQ, Green Glens.	14.00 - 19.00
Oct. 3 rd 2014	Ceremonial Start – Millstreet Town Square (Invited Crews)	20.00
Oct. 4 th 2014	Competitors Safety Briefing, Rally HQ (Green Glens)	08.15
Oct. 4 th 2014	Rally Start – Millstreet Town Square	09.30
Oct. 4 th 2014	Provisional Results (Leg 1) Official Notice Board, Rally HQ, (Green Glens)	19.00
Oct. 4 th 2014	Sunday Restart Times (Leg 1) Official Notice Board, Rally HQ, (Green Glens)	21.00
Oct. 5 th 2014	Rally Re-start (Leg 2), Rally HQ, Green Glens	08.30
Oct. 5 th 2014	Rally finish at Finish Ramp, Millstreet Town Square	16.30
Oct. 5 th 2014	Provisional Results 60 minutes after finish time of last car	
Oct. 5 th 2014	Prizegiving Ceremony, Wallis Arms Hotel, Millstreet.	20.30

Enquiries to Entries Secretary:

Lisa Ollernshaw,
Ballyshoneen Cross, Ballinora, Waterfall, Co.Cork
sec@cork20internationalrally.com

Tel: 087-9038175

(after 18.00 only please Mon-Fri, anytime Sat/Sun)

<http://www.shannonsport.ie/evo/login>

SECTION 2 – ORGANISATION

ARTICLE 1 – ORGANISATION

1.1 This is an International competition promoted and organised by the Munster Car Club Ltd. (hereinafter called the Promoters). It will take place from October 4th / 5th 2014. These Regulations have been submitted to and approved by Motorsport Ireland and Permit No. **14 / 157** has been issued for the event.

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

Motorsport Ireland Stewards:	Liam Cronin / Aidan Kelly
Motorsport Ireland Safety Officer:	Richard Talbot
Club Steward:	Alan Verso
Club Safety Officer:	Jim Murphy
Clerk of the Course:	Kevin O’Riordan
Deputy Clerk of the Course:	Colman Hegarty
Assistant Clerk of the Course:	Liam Hayes
Assistant Clerk of the Course (Historic):	Brian Manning
Assistant Clerk of the Course (Junior):	John Ward
Event Secretary:	Lisa Ollernshaw
Chief Scrutineer:	Michael Linehan
TROA Scrutineer:	Rab McDonald
Chief Marshal:	Brian O’Leary
Assistant Chief Marshal:	Brian Manning
Chief Medical Officer:	Dr. Declan O’Brien
E.S.L.O:	Kevin Cahill
Chief Rescue Officer:	Martin Byrne
Chief Timekeeper:	Robert Lyttle
Competitor Liaison Officer :	Pat M Sheil
Rally 2 Liaison Officer:	Greg Shinnors
Spectator Control 1:	Aiden Harper
Spectator Control 2:	Glynn McCarthy
Radio Controller:	Mary Fitzgerald
Press/Media Office:	Gerard Seaman
Car Accountability:	Tom O’Regan
Results:	Angus Sealy
Results Co-ordinator:	Liam Hayes
Service Area Manager:	Colm O’Sullivan

1.3 JUDGES OF FACT:

The named officials are deemed Judges of Fact, and this list will be posted on the Official Notice Board at Rally HQ.

- 1.4 RALLY OFFICE AND OFFICIAL NOTICE BOARD
Rally office will be situated in the Rally H.Q. – Green Glens, Millstreet. The Official Notice Board will be located in the Rally Office at Rally H.Q. Both Rally Office and Notice Board will be operational from Saturday 27th September 2014.

SECTION 3 - GENERAL CONDITIONS

ARTICLE 2 – GENERAL CONDITIONS

- 2.1 The competition will be held under the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland (the ASN) and these Regulations including Appendix 25 (Rally Code) and Appendix 29 (Standard Regulations for all Stage Rallies), of the current Motorsport Ireland Yearbook.. and these regulations will supercede all others. Copies of the General Competition Rules will be obtained from Motorsport Ireland, 34 Dawson Street, Dublin 2.
- 2.2 The event is a qualifying round of the :
2014 Clonakilty Blackpudding Irish Tarmac Rally Championship
2014 Clonakilty Blackpudding Irish Tarmac Historic Rally Championship.
2014 Clonakilty Backpudding Irish Tarmac Modified Rally Championship.
2014 Southern 4 Rally Championship
2014 Munster Car Club Championship
- 2.3 The requirement of these regulations apply at all times during this event. All competitors who forward completed entry forms agree to be bound by the rules.

ARTICLE 3 – DESCRIPTION

- 3.1. The length of the Rally including non-competitive sections will be approximately 455 kms, including 14 special stages of circa. 250 kms and is divided into 2 legs. (see Section 9 for Historic and Junior Rallies).
- 3.2. The interval between each car will be 30 seconds, which may be increased. The Official Rally time will be that published by R.T.E. or the Eircom speaking clock. Hours and Minutes will be shown as 00.01hrs – 23.59hrs
- 3.3. The use of Pace Notes is permitted and crews will be allowed to make low speed reconnaissance on special stages.
- 3.4. The sections of the Rally, as well as the Time Controls, Passage Controls, Neutral Zones, Regrouping Controls, Parc Ferme and Special Stages, are described on the Time Cards or in the Road Book.
- 3.5. There will be no “Sunday Run” on this event, however there will be a “Rally 2”. Please refer to **Section 8 - Article 29 –Rally 2 Restart Procedure** for details of re-start procedure criteria.
- 3.6. There will be a ceremonial start to the event on Friday 3rd October 2014 for invited crews at 20.00hrs.

ARTICLE 4 - ELIGIBLE VEHICLES

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

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

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

- Class 3: Two wheel drive cars complying with FIA R2C, R3C, R3T and R3D categories including currently homologated Group A two wheel drive cars over 1600cc and up to and including 2000cc, and currently homologated Super 1600 cars.**
- Class 4: S2000-Rally : 1600-Rally Turbo with 30mm restrictor, S2000-Rally : 2000cc Atmospheric, currently homologated four wheel drive Group N cars.**
- Class 5: All vehicles homologated in R4 and R5.**
- Class 6: Group A cars over 2000cc including World Rally Cars.**
- Class 7: All cars homologated in FIA R-GT**

Please refer to FIA Yearbook Appendix "J" Article 254 or 255 for full details of requirements regarding turbo restrictors.

- 4.2. If the number of cars entered in the same cubic capacity class is less than four (4), the Organisers reserve the right to reduce the number of awards for that class. Cars entered in a Group or Groups containing less than eight (8), cars may compete for the General Classification.
- 4.3. The use of non-skid attachments (which includes tyres with studs or spikes of metal or other material and chains) is prohibited during the event. Tyres with any form of metal in the tread compound are not permitted.
- 4.4. All competing cars must be individually licenced for the road – competing cars cannot be driven on any form of trade plate.
- 4.5. An entrant is deemed to have full knowledge of his/her car and to vouch for its eligibility by the act of presenting the car for scrutiny before the start.

ARTICLE 5 - ELIGIBLE COMPETITORS

- 5.1. Entries may be submitted by any person, organization, or legal entity holding a valid Competition Licence recognized by the F.I.A.
- 5.2. If the entrant is not a crew member, the first driver nominated on the Entry Form shall be deemed to be his agent. Wherever the entrant is referred to in these regulations this shall also mean his agent if appropriate.
- 5.3. Entries may be submitted by any person, organisation or legal entity holding a valid Competition Licence of the following minimum grades: (M.I. Grades shown)
- | | |
|-----------------------------|--|
| International Rally: | International Licence |
| National Rally: | National B up to 1650CC,
National A over 1650CC or higher grade. |
| Historic Rally: | National B up to 1650cc.
National A over 1650cc |
| Junior Rally: | National B up to 1650cc.
Or equivalent grade licence issued by MSA. |
- 5.4. Co-drivers must have a competition licence.
- 5.5. Competitors, with M.S.A. or other A.S.N licences must hold the appropriate grade of licence for the event entered.

ARTICLE 6 - ENTRY FORMS AND ENTRIES

- 6.1 All entries must be made on the Official Entry Form, properly completed in all particulars and accompanied by the appropriate entry fee and forwarded to the Entries Secretary before Thursday 18th September 2014.
- 6.2 Entries can only be withdrawn in writing, fax or email to the Entries Secretary at the nominated address or contact details as per identified on the official entry form.
- 6.3 The organisers reserve the right to refuse any application or entry without having to give a reason for the refusal (F.I.A. Art. 74).
- 6.4 The number of entries will be limited to **131** incorporating the International and National events.
- 6.5 In the event of an excess of **131** entries being received the following criteria will be applied to all entries received from the opening to the closing date of entries.
- A. Previous winners of the Cork "20" International Rally;
 - B. Previous winners of the Irish Tarmac Rally Championship;
 - C. Previous winners of the MI National Rally Championship;
 - D. The winning overall driver of the Junior section of the 2013 Cork "20" International Rally.
 - E. Up to 20 Entries allocated to MMC members using Club criteria applied
 - F. Up to 10 Entries allocated at Organiser's discretion.
 - G. Up to 5 Entries allocated to overseas crew.
 - H. The first 5 overall in the 2014 Irish Tarmac Rally Championship at closing date for entries.
 - I. The first 3 in class in the 2014 Irish Tarmac Rally Championship at closing date for entries.
 - J. Finishing in the first 15 overall in any International Rally.
 - K. Finishing in the first 3 overall on National section of International rally.
 - L. Finishing in the first 15 overall in a National Stages Rally.
 - M. Finishing first 3 in Class on an International Rally including National Section.
 - N. Finishing in the first 3 in class in any National Stages Rally.
 - O. Finishing in the first 20 overall on any other Stage Rally.

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

ARTICLE 7: ENTRY FEE AND INSURANCE

- 7.1 The Entry Fee will include personal accident premium and IRDS at standard rate and service plates for one service vehicle.
- The Entry Fee for International /National Rally will be: **€800**
 - The Entry Fee for Historic Rally will be: **€650**
 - The Entry Fee for Junior Rally will be: **€375**
- 7.2 A service plate for each additional service van will incur a charge of €150 per plate.
- 7.3 **Currency Euro** only please.
- 7.4 **Easy Pay Installment Option Available:** Contact Entries Secretary – Lisa Ollernshaw, for details.
- 7.5 The entry application will **only** be accepted if accompanied by the total entry fee. Cheques should be made payable to '**Munster Car Club**'
- 7.6 No Car will be allowed to start unless the entry fee has been paid in full. Where payment of an entry fee is, for any reason, the subject of dispute at the closing date, such entry will not be accepted.

- 7.7 Notice of Acceptance, or refusal of individual entries will be posted to Entrants on 18th September 2014. This notification along with Final instructions will include the Competitors Scheduled Time at Scrutiny for which lateness will be penalized.
- 7.8 **Motorsport Ireland / RACMSA entrants MUST produce an I.R.D.S., or B.R.D.S. letter of acceptance, valid for 2014 and pay any additional premium loading to be permitted to start the event.**
Cover only exists while traveling the Official Route, i.e., via the Road Book, during the course of the competition and while under the control of the organisers. Cover will cease on arrival at the final Parc Ferme In Control or at the point where the competitor(s) retire from the event.
- 7.9 **All non-MI/MSA Entrants and drivers must produce a BRDS letter of acceptance, valid for 2014 and pay any additional premium loading to be permitted to start the event.**
- 7.10 Entry Fees will be refunded:
(a) To candidates whose application was refused;
(b) In the case of the rally not taking place;
(c) If a reserve entry is not allocated a start in the rally;
(d) In special circumstances at the discretion of the organisers.
(e) If the entry is withdrawn in **writing or email / post only**.
Refunds will be made by cheque only after the event.
- 7.11 The Organisers decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The Organisers also decline any liability for breach of the laws and regulations of the countries covered by the rally. Competitors shall be held entirely responsible for any accident or breach of laws in which they may be involved and shall declare to the Organisers particulars from any accident from which liability may arise and shall indemnify the organisers in regard to any liability. An entrant or driver(s) shall have no claims against the Organisers arising out of any action of the Organisers, their servants or officials, during the course of the rally.

ARTICLE 8 - AMENDMENTS AND INTERPRETATION TO REGULATIONS BULLETINS

- 8.1 The Organisers, in compliance with Article 66 of the F.I.A. Sporting Code reserve the right to alter the provisions of the present regulations in accordance with conditions and circumstances, which may arise. In such a case competitors will be notified in due course by the Secretary of the Meeting concerning any eventual alteration.
- 8.2 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. The onus is on a competitor to keep informed of any additional instructions.
- 8.3 Any case not foreseen in the present regulations shall be decided by the Organisers and approved by the Stewards, using the International Sporting Code as far as suits the case.
- 8.4 In the event of any dispute concerning the interpretation of these regulations, the English version shall take precedence, and the ruling of the Stewards shall be final subject to the right of appeal as provided by the International Sporting Code.

SECTION 4 - GENERAL OBLIGATIONS

ARTICLE 9 – CREWS

- 9.1 Each car must carry two drivers and the entrant shall nominate which is the first and which is the second driver, except where a co-driver has declared otherwise.
- 9.2 The occupants of the car will be collectively referred to as the car's crew.
- 9.3 Each crew member shall:

- (a) Hold a current valid driving licence appropriate to the vehicle (except where a co-driver has declared otherwise.)
- (b) When required, wear an approved crash helmet, safety harness and FIA approved head restraint, properly positioned and fastened.
- (c) Not drive for more than 320 kms without rest or relief.
- (d) Protective Clothing: Wear Fireproof clothing as required by the NSA during the event.

**All drivers/co-drivers must comply with the MI regulations for protective clothing.
The MI regulations are equivalent to the FIA Standards to expiry as stated in Appendix 2 of the MI Yearbook.**

Non compliance with Article 9.3 above will result in exclusion.

ARTICLE 10 - STARTING ORDER, PLATES, NUMBERS

- 10.1. The numerical order of entries will be determined by reference to the list of F.I.A. Graded Drivers for rallies. List A will take precedence over List B which will in turn will take precedence over all other drivers. The order of the other entries will be determined as far as possible according to their performances during the previous two years of the nominated first driver. Any claim found to be false may entail exclusion.
- 10.2. 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 of both sides of the car during the event.
- 10.3. Competitors are requested to display the name of the driver and the co-driver on the appropriate side window of the car. Their blood group must also be displayed. The absence of any of these may result in a cash penalty of €50.
- 10.4. A competitor who has withdrawn from the rally shall at once remove or cover up all rally identification marks, rally plates, and competition numbers on his car. He shall notify his retirement immediately to rally headquarters.

ARTICLE 11 - TIME CARDS, STAGE CARDS

- 11.1. 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.
- 11.2. The time cards must remain in the car during the rally and must be presented personally by a member of the crew at all controls when they are open, and in the order in which they appear in the time card and road book. Contravention of this will result in exclusion.
- 11.3. Any correction or amendment made to the time card will result in exclusion unless it has been signed by the official in question.
- 11.4. 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.
- 11.5. The special stage cards are an integral part of the time cards and are subject to all the penalties laid out for time cards.
- 11.6. Competitors are responsible for the presentation of time cards at all controls, and also the accuracy of all entries made on the cards.
- 11.7. The car must be immediately present when time cards are presented at controls.
- 11.8. 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

- 12.1 (a) Servicing of a competition car may only be carried out in specific areas designated by the organisers (Service Areas) and from vehicles bearing an official plate supplied by the organisers of the event. The official plate will include the competitor's competition number and must be affixed to the front of the service vehicle throughout the event.
- (b) Service Areas where servicing is permitted will be identified in the event Road Book.
- (c) (i) The organisers will supply an official service plate to applicants.
- (ii) Official service plates will be similar to the rally plates for competitors. These must be displayed on the front of the service vehicle. Route information will be supplied with the plates.
- (iii) **OFFICIAL SERVICE AREAS** where servicing is permitted, will be provided by the organisers and their locations will be indicated in the competitors road books and service packs. **ONLY** vehicles carrying official Service plates will be allowed to enter these areas.
- (iv) Restriction of the movement of Service Vehicles: The movement of Service Vehicles may be restricted along certain parts of the Rally Route. Details will be issued together with the Road Book. In case of an infringement, a penalty of up to and including exclusion may be imposed, at the discretion of the Stewards, on the car or cars they are servicing
- (v) Air assistance in any form is forbidden
- (vi) A competitor will be responsible for ensuring that any service vehicle associated with his entry complies with all appropriate regulations and official instructions. A €65 penalty will be applied to the competitor with whom the service is associated if the users of service plates are observed acting in a manner contrary to the interests of the rally or (2). Second offence 10 minutes, third offence will entail exclusion.
- (vii) In an area where service is not permitted the presence of or parking of a service vehicle and/or the setting up of equipment and or leaving Tyres, Wheels, Fuel, Spares or other materials on the rally route or within one mile from an area where servicing is not permitted will be deemed to be servicing and will be penalized as per the conditions of the Motorsport Ireland yearbook 2014. Service vehicles are permitted to travel through a nonservice section to gain access to an area where service is allowed. The Organisers will appoint at least one named Judge of Fact to observe compliance with these Service Regulations.
- (viii) The use of Chase Cars is strictly forbidden.
- (ix) Service crew must at all times, drive and conduct themselves in a quiet and reasonable manner. Penalties may be incurred if a Service crew member is observed:
- Speeding
 - Driving in an inconsiderate manner
 - Contravening specific official instruction.
 - Leaving Litter
 - Under no circumstances may service vehicles enter Special Stages during the road closing time of that stage. This will be penalised with exclusion.
- 12.2 Under pain of exclusion, no car may be moved after starting the rally, other than by its own power, except:
- (a) By outside means for a minimum distance necessary to extricate it from difficulty, or to clear the route for other competitors.
- (b) By gravity.
- (c) By its crew and/or other persons without mechanical aid.
- (d) By official permission or instruction.
- 12.3 After the rally has started, no claim will be allowed for:
- (i) Force majeure
- (ii) Baulking
- 12.4 Competitors are forbidden under pain of exclusion to:
- (i) Deliberately block the passage of other competing cars or to prevent them from overtaking.
- (ii) To behave in an unsporting manner.
- (iii) Tow, transport the cars or have them pushed except to bring them back onto the road, or to clear the road.
- (iv) **'Doughnuts' in any form , before during or post event are banned. Penalty is exclusion**

- 12.5 All appropriate regulations pertaining to Competitors and Drivers are contained in Appendix 29 of the current Motorsport Ireland Yearbook 2014.
- 12.6 Refuelling Regulations:
Competitors should only refuel in the official service area(s), at a pre-designated official re-fuelling zone if designated in the event road book and/or at a commercial fuel station en-route.

SECTION 5 - RUNNING OF THE EVENT

ARTICLE 13 - THE START, ROAD BOOK

- 13.1 (a) Following completion of Scrutineering, all competing cars will be placed in Parc Ferme.
(b) Cars will be due to leave the Start Control as in the timetable, at intervals stated in the time card and road book, unless a different interval is specified.
(c) Any lateness at the start will be included in the cumulative lateness mentioned and being early will be penalized.
Start Times will be posted on the official notice board.
- 13.2 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.
- 13.3 Each competitor will be provided with a Road Book. All distances in the Road Book will be in kilometres shall be deemed to be correct.
- 13.4 The entire route will be contained on the O.S. Discovery Series Maps (1: 50,000) Map No 79/85/86. A composite map of the entire route based on the OS Discovery Series (1:50000) has been prepared for the event. Each Entrant will be provided with a copy of this map. Additional copies are available at a cost of €5 each.

ARTICLE 14 - CONTROLS, GENERAL DESCRIPTION

- 14.1 F.I.A. signs (see M.I. Yearbook 2014 App. 26) will indicate all controls (Time, passage, Special Stage Start, Special Stage Finish, Re-Grouping In, Re-Grouping Out, Service In, and Service Out).

ARTICLE 15 - TIME CONTROLS

- 15.1 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.
- 15.2 Competitors will be excluded for the following:
(a) Absence of a recorded time.
(b) Exceeding a cumulative lateness of 15 minutes at any Time Control.
(c) A penalty of exclusion for exceeding maximum lateness will insofar as possible be notified at the next Rest Halt at the end of the Leg.

ARTICLE 16 - REGROUPING CONTROLS, REST HALTS

- 16.1 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. 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.

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

ARTICLE 17 - SPECIAL STAGES

- 17.1 Special Stages may be timed to tenths of a second from a standing start to a flying finish on roads closed to the public.
- 17.2 During a special stage each member of the crew must wear an approved crash helmet, safety harness and FIA approved head restraint, etc. No member of the crew may smoke on a special stage. Penalty for any of the above will be exclusion.
- 17.3 Competitors are forbidden, under pain of exclusion, to move in the opposite direction to the rally on a special stage.
- 17.4 If through the fault of a competitor, an entry is not made:
(a) At the Special Stage Start Control, or Special Stage Finish Control, he will be excluded.
- 17.5 In addition to, or in the absence of, instructions in the road book, the organizers may erect direction signs. Such direction signs as indicate the route of a special stage will be mandatory and non-compliance will be penalised. 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.
- 17.6 All appropriate regulations pertaining to Special Stages are contained in Appendices 25 & 29 of the current Motorsport Ireland Yearbook 2014.

ARTICLE 18 - PARC FERME

- 18.1 The cars shall be subject to the 'Parc Ferme' rules:
(a) Following completion of scrutiny from the moment they enter the starting area, regrouping zone or an end of leg, until they leave one of these.
(b) From the moment they enter a control area until they leave it
(c) From as soon as they reach the end of the event until the time for lodging protests has expired .
Competing cars must remain in Parc Ferme at the conclusion of the event for a period of 30 minutes after their recorded time at Parc Ferme In control.
- 18.2 While the vehicles are subject to the 'Parc Ferme' rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.
(a) However, if the scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired.
(b) The minutes used for such repairs may be considered as the same number of minutes lateness registered on a road section. They may therefore be taken into consideration for the calculation of the exclusion. After repairs have been carried out, the crew shall possibly be given a new starting time.
(c) In no case may the time used for the repairs exceed the allowed time before a car is penalised by exclusion. If this time is exceeded exclusion shall be announced.
- 18.3 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:
(a) change a punctured or damaged tyre using the equipment on board;
(b) have a new windscreen fitted with the possibility of having outside help.
These repairs must be completed before the starting time; otherwise a penalty shall be imposed in accordance with the provisions laid out under.

- 18.4 As soon as they park their car in the Parc Ferme the drivers will leave the Parc Ferme and no member of the crew will be allowed to re-enter it.
- 18.5 To leave a Parc Ferme for the start, regrouping halt or end of leg the crew shall be allowed to enter the Parc Ferme 10 minutes before its starting time.
- 18.6 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.
- 18.7 Any infringements of the Parc Ferme regulations shall result in exclusion from the event.

SECTION 6 - SCRUTINEERING

ARTICLE 19 - SCRUTINEERING AND SAFETY REQUIREMENTS

- 19.1 (a) Any team taking part in the rally must arrive at Scrutineering with its full crew and car at the time notified to them. (Art. 7.7)
- (b) Competitors arriving late for Scrutineering will be penalised as follows except in the case of Force Majeure duly recognised by the Stewards of the Meeting: -
 (1) Up to 30mins later than scheduled time as notified in Article 7.7 €50.00
 (2) Over 30mins later than scheduled time as notified, deemed to be a non-starter.
- (c) Protective Clothing: Wear fireproof clothing as required by the NSA during the event. "All drivers/co-drivers must comply with the FIA regulations and standards for protective clothing". Helmets and head restraints must be to current F.I.A. specification
- (c) Comply with the legal requirements appropriate to use on a public highway in the country in which the event is being held. (Particular attention is called to requirements for lights, noise, tyres, and radio transmitters/receivers. The promoters will provide advice on these requirements on request). All cars must be individually licenced for the road - competing cars cannot be driven on any form of Trade Plate.
- (d) An entrant is deemed to have full knowledge of his/her car and to vouch for its eligibility by the act of presenting the car for scrutineering before the start.
- (e) No car will be allowed to start unless it complies with all F.I.A. regulations on safety.
- (f) Following scrutineering a list will be posted on the official notice board at Rally H.Q. of known non-starters and cars that have been re-classified.
- (g) Any car found during the event, not to be in compliance with F.I.A. safety regulations may be excluded.

Please note – attendance at Documentation to be within **30mins** of Mechanical Scrutiny.

ARTICLE 20 - FINAL CONTROL

- 20.1 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, and also to ascertain if penalties should be imposed. All cars will be held in Parc Ferme at the conclusion of the event until 30 minutes after the recorded time of the competitor at Parc Ferme In control, extended if necessary in the event of official delay.

SECTION 7 - RESULTS, PROTESTS

ARTICLE 21 – RESULTS

- 21.1 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 22 – APPEALS

- 22.1 An appeal against the results or overall classification must be lodged within 30 minutes of the posting of the provisional results. N.B. Appeals concerning eligibility must be lodged at the latest, at the time of check in at the final Service Out Control. Appeals must be lodged with CLO or Official Timekeeper in writing, with appropriate fee. Cars must remain in Parc Ferme during overnight halts.
- 22.2 A competitor desiring to raise a query concerning any matter connected with the rally may do so by means of a "Query Form" obtainable at Rally Headquarters.
- 22.3 To be valid a Query Form shall be lodged with the following time limits: -
(a). Not later than 1 hour before the start in respect of any matter concerning which information was available prior to this time.
(b). Not later than 30 minutes after the publication of any further information prior to the start.
(c). Not later than the competitors' scheduled time at the Overnight Control Out concerning any information available regarding the previous day's sections up to the Overnight Control In.
- 22.4 A Query Form shall be deemed to be returned to the competitor at the time it is posted on the official notice board.
- A summary of penalties can be found in Appendix 29, Article 9 of the current Motorsport Ireland Yearbook 2014.

ARTICLE 23 - PRIZE GIVING, TROPHIES AND AWARDS

- 23.1 The prize giving will take place as per the timetable (Section 1).
- 23.2 All awards will be presented to the first nominated driver unless otherwise specified in the details of the awards hereafter. It is a condition of receiving any award, prize, or trophy, that the first driver is present at the prize giving, unless having given prior notice in writing to the organisers, he has been excused, in which case he must also nominate a person to collect the award at least one hour before official prize giving time. Otherwise he will forfeit his award.
- 23.3 Entrants wishing to compete for particular awards other than the General Classification, Group and Class awards must claim for such awards in his entry form. The organisers shall have absolute discretion to accept or reject any such claim, and in cases of doubt may call for proof in support of any claim. Any claim deemed to be false will entail exclusion.
- 23.4 The following awards will be presented.

GENERAL CLASSIFICATION

International Event and National Event:

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

Historic:

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

Group N:

- 1st Overall Crew Award for Driver and Co-Driver

Junior:

1st Overall Crew Award for Driver and Co- Driver

CLASSIFICATION BY CLASSES

1st in Class Award for Driver and Co-Driver

2nd in Class Award for Driver and Co-Driver

3rd in Class Award for Driver and Co-Driver

CLASSIFICATION BY NATIONALITY:

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

Best Northern Ireland Crew Award for Driver and Co-Driver

Best Overseas Crew Award for Driver and Co-Driver

JUNIOR CLASSES:

1st in Class Award for Driver and Co-Driver

2nd in Class Award for Driver and Co-Driver

3rd in Class Award for Driver and Co-Driver

LADIES AWARD:

Best Ladies Crew Award for Driver and Co-Driver

SPIRIT OF THE RALLY AWARD:

To Nominated Person

Additional Awards at organisers' discretion:

- 23.5 Award winners in the General Classification will not be eligible for class awards. Class awards will be given to next in class.
- 23.6 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.

ARTICLE 24 – RECONNAISSANCE

- 24.1 (a) The use of 'pace notes' is permitted and reconnaissance on special stages is allowed.
(b) Reconnaissance may only be carried out on any two of the following four dates: -
Saturday September 27th and Sunday September 28th between 09.00hrs – 18.00hrs
Thursday October 2nd and Friday October 3rd between 09.00hrs- 18.00hrs
(c) Reconnaissance is limited to a maximum of three passes per stage or any part thereof.
Competitors who exceed this limit will be penalised by exclusion from the event.
- 24.2 Before commencing reconnaissance, competitors must register with the organisers.
(a) Competitors must sign on at rally office on each day before recce commences.
(b) Competitors must declare the make, model and registration number of the car that they will be using for reconnaissance.
(c) Entrant decals supplied by the organisers must be displayed clearly on the windscreen of the car during the reconnaissance period. A fine of €100 **will be** imposed for non-display of same.
(d) Any competitor found on a special stage without having registered as above, or in breach of these registration regulations may not be permitted to start the rally.
- 24.3 The organisers will issue a Road Book with lists of Special Stages and speed limits with supplementary regulations which will apply during the reconnaissance period and which will have the same force as written instruction issued by the organisers. The maximum speed allowed is 60 kph unless a lower limit is indicated by a traffic sign or a written instruction issued by the COC.

- 24.5 During the reconnaissance period the Gardaí and the organisers will arrange speed checks and general patrols of special stages, and:
- (a) Competitors found in cars exceeding speed limits will be penalised as follows:
 - 1st Offence - 2 minute penalty
 - 2nd Offence - Start Refused
 - (b) Competitors driving or being driven at an excessive speed or in a manner which in the opinion of the organisers causes or could cause danger or inconvenience to other road users or local residents or could bring the sport into disrepute will be penalised as follows:
 - 1st Offence - 2 minute penalty
 - 2nd Offence - Start refused

The above penalties **WILL BE APPLIED**.

- (c) The organisers will appoint Judges of Fact a minimum of 2 per stage, whose decision will be final. There is no right of protest against the findings of the Judges of Fact (see GCR No. 136).

- 24.6 Any competition licence holder who practices, reconnoitres, or otherwise examines a special stage outside the specified reconnaissance period, or causes any person to do so on their behalf will incur the following penalties against which there is no facility for protest or appeal.
- (a) A fine of €380 which will apply to each competition licence holder and will be payable to the club organising the event at which the breach of regulation was committed.
 - (b) Start refused and entry fee forfeit.
 - (c) Start refused for all Motorsport Ireland permitted events until all monies or fines are paid in full.
- In addition to the above, if a competition licence holder is observed either by a Judge of Fact or any other person in close proximity to the location of a Special Stage and no reasonable explanation is given to the promoters for his or her presence there, then the promoters may refuse to accept an entry or if an entry has already been received, such an entry may be returned. In such circumstances the observations made by the Judge of Fact or the decision of the promoters cannot be the subject of a Protest or Appeal. Reports of Competitors found to be in breach of this regulation will also be submitted to the CEO of Motorsport Ireland who may convene a Tribunal of Inquiry (GCR's, Chapter 16).

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

ARTICLE 25 - RIGHTS OF ORGANISERS

- 25.1 The organisers may at their discretion:
- (a) Refuse entry without giving a reason
 - (b) Refund any entry fee, or excuse a competitor payment of an entry fee in circumstances other than those defined in Article 7.5.
 - (c) Abandon, cancel, or postpone the competition in the case of unforeseen circumstances.
 - (d) Delete or amend any part of the route, competition or time requirements in the case of unforeseen circumstances.
 - (e) Distribute the awards at their discretion, if through unforeseen circumstances the competition is stopped before its scheduled completion.
 - (f) Reduce the number of awards in any class.
 - (g) Exclude any person or car appearing on examination to be ineligible for the competition or the class therein, to which the entry refers.
 - (h) Offer the entrant of any person or car liable to exclusion under Paragraph (g) above the option to transfer to the appropriate class before the start of the competition.
 - (i) Publish an instruction which will have the force of these regulations. Such instructions will be displayed on the official notice board or at a control and will be signed by the Clerk of the Course or his deputies.
 - (j) Offer awards additional to those specified in these regulations.
 - (k) Exclude a competitor from the rally and refuse his application for entry for the following 3 years for contravention of Article 24.
 - (l) Appoint Judges of Fact to determine whether or not the requirements of these regulations have been complied with. In particular, these judges will be empowered to determine whether a competitor

has followed the correct route, and/or travelled at an excessive speed, and/or caused an excessive noise and/or obeyed instructions concerning servicing and service areas. Appendix '29' Art. 3.3 & Art 11 Motorsport Ireland 2014 Yearbook.

(m) The promoters decline liability in any accident caused to or by a competitor or competitors. The promoters also decline any liability for breach of laws, regulations, ordinances or cases in force, the consequences of which are the entire responsibility of the competitors.

ARTICLE 26 - RADIO EQUIPMENT

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

ARTICLE 27 – COMPETITOR’S SAFETY BRIEFING

It is **compulsory** for all competitors to attend the Competitors Safety Briefing. To this end, competitor numbers may be drawn at random at the briefing, and any crew whose number is drawn, and who are not present (at least one crew member must be present), will incur a 2min penalty as per Appendix 25, 3.2 Motorsport Ireland Yearbook 2014.

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

Time: Will be included on Final Instructions 1 and will be posted on the Official Notice Board at Rally HQ.
(provisionally 08.15hrs Saturday 4th October 2014)

SECTION 8 – RESTART AFTER RETIREMENT (RALLY 2) PROCEDURE

10.1: General

10.1.1 The rally will operate Rally 2 in accordance with Art 13, Appendix 29 of the 2014 Motorsport Ireland Yearbook (as published on MI Website)

RE-START AFTER RETIRING ON LEG 1

10.1.2.1 A crew retiring from the rally between Parc Ferme Out and Arrival Control SS3 may re-start the rally from Service 2 Out Control (Service Out Control before Stage 4), or Service 3 Out Control (Service Out Control before Stage 7).

If they are unable to re-start at Service 3 Out Control, they must have their car in Parc Ferme not later than 22.30 hours on Saturday night. They may then restart, subject to passing scrutiny, on Leg 2 at Control ST2 (Parc Ferme Out) if they are to continue to be classified in overall results.

Cars retiring from the rally on Special Stages 3, 4 & 5 or the following road sections, may only restart from Service 3 Out Control (Service Out Control before Stage 7).

RESTART AFTER RETIRING ON LEG 2

10.1.2.2 A crew retiring from the rally between Overnight Parc Ferme Out Control and Arrival Control SS8 may re-start the rally from Service 6 Out Control. (Service Out Control before Stage 9) or Service 7 Out Control. (Service Out Control before Stage 11) or Service 8 Out Control (Service Out Control before Stage 12) or Service 9 Out Control (Service Out Control before Stage 14).

Cars retiring from the rally on Stage 8 or 9 or the following road sections may re-start the rally from Service 7 Out Control. (Service Out Control before Stage 11) or Service 8 Out Control (Service Out Control before Stage 12) or Service 9 Out Control (Service Out Control before Stage 14).

Cars retiring from the rally on Stage 10 or the following road section may re-start the rally from Service 8 Out Control (Service Out Control before Stage 12) or Service 9 Out Control (Service Out Control before Stage 14).

Cars retiring from the rally on Stage 11 or 12 or the following road sections may only re-start the rally from Service 9 Out Control (Service Out Control before Stage 14).

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

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

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

10.1.3 Competitors must register for Rally 2 if they wish to restart from Service 2 to Service 9 inclusive by contacting the Rally 2 Coordinator (R2C) prior to a time that will be specified in Final Instructions.

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

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

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

Scrutiny for those re-starting at Overnight Parc Ferme Out Control will be on Sunday morning at a time to be advised on the event notice board and will take place in Parc Ferme.

- 10.1.5 The R2C, once satisfied that the crew meets the conditions for a restart, will issue new timecards which will have a re-start time and re-start Control Number.
The restart position within the field shall be at the discretion of the COC/R2C.

Timecards for re-start at Overnight Parc Ferme Out Control will be issued in Rally Office upon the crew presenting a passed scrutiny sheet. Start times and positions at Overnight Parc Ferme Out Control will be as per Leg 2 starters list.

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

10.2 Penalties:

- 10.2.1 Penalties will be applied as per Article 13, Appendix 29 of the 2014 motorsport Ireland Yearbook (as published on MI Website)

10.3 Award Eligibility:

- 10.3.1 In order to be classified as a finisher in the Main Field the crew must complete a minimum of 7 special stages, which must include the final stage and the finish control.

For Historics to be classified as a finisher, they must complete at least 6 stages which must include THEIR final loop of stages and the finish control.

For Juniors to be classified as a finisher, they must complete at least 4 stages on Sunday which must include the final stage and the finish control.

- 10.3.2 Crews completing the rally under Rally 2 regulations will not be eligible to score points in ANY Championship.

THE ACE SIGNS CORK “20” NATIONAL RALLY 2014

Supplementary Regulations

The ACE Signs Cork “20” National Rally is promoted and organised by the Munster Car Club Ltd. (Hereinafter called the Promoters).

The length of the Rally including non-competitive sections will be approximately 455 kms, including 14 special stages of circa. 250 kms and is divided into 2 legs.

These Regulations have been submitted to and approved by Motorsport Ireland. Motorsport Ireland Permit No. **14/157** has been issued for the holding of the event.

There will not be a Sunday Run on this event, however there will (as per Art. 29) be a re-start after retirement (Rally 2)

Officials

As stated in the ACE Signs Cork “20” International Rally 2014 Regulations.

Headquarters

Green Glens, Millstreet

Timetable

As stated in the ACE Signs Cork “20” International Rally 2014 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
2. The event is a qualifying round of the 2014 Clonakilty Blackpudding Irish Tarmac Modified Rally Championship
3. The requirements of these regulations apply at all times during this event.

All competitors who forward completed entry forms agree to be bound by the rules.

Article 2 – Jurisdiction

The Supplementary regulations for the event are as stated by Motorsport Ireland Regulations and Definitions 2014 Yearbook. Final Instructions are an integral part of these supplementary regulations.

Article 3 – Entry Forms, Entries, Entry Fees and Insurance

are as stated in Articles 6 and 7 of the ACE Signs Cork “20” International Rally 2014 Regulations.

Article 4 – Reconnaissance

Reconnaissance regulations and penalties are as stated in Article 24 of the ACE Signs Cork “20” International Rally 2014 Regulations.

Article 5 – Penalties

Penalties for the event will be applied in accordance with penalties stated for the ACE Signs Cork “20” International Rally 2014 Regulations.

Article 6 – Classes

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

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

- Class 11F:** Front wheel drive Modified cars 1451 to 1650cc, more than 2 valves per cylinder, 2 wheel drive
- Class 11R:** Rear wheel drive Modified cars 1451 to 1650cc, more than 2 valves per cylinder, 2 wheel drive
- Class 12:** Modified cars 1651 to 2100cc, not more than 2 valves per cylinder, 2 wheel drive
- Class 13:** Modified cars 1651 to 2100cc, more than 2 valves per cylinder, 2 wheel drive
- Class 14:** Modified cars 2101 to 3500cc, 2 wheel drive (Max 2 valves per cylinder over 3000cc)
- Class 15:** Four-wheel drive cars whose homologation has expired. See notes 3 & 5
- Class 16:** Cars currently homologated in Gp N or Gp A (excluding WRC) which are being driven by drivers who hold a competition licence of a grade not higher than National A. (Cars in this class are not eligible for overall awards.)
- Class 20:** Four Wheel Drive (4WD) Cars: 4WD (forced induction or normally aspirated) cars modified to an extent not permitted for homologated versions; non homologated 4WD production cars; and cars authorised for use at the discretion of Motorsport Ireland under Appendix 29, Category 2.

NOTES ON CLASSES: See Appendix 29 Classes - Notes 1 to 16.5 of the Motorsport Ireland 2014 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 23 of the ACE Signs Cork "20" International Rally 2014 regulations

THE ACE Signs CORK "20" HISTORIC RALLY 2014

Supplementary Regulations

ORGANISATION

The organisers and Promoters of the ACE Signs Cork "20" Historic Rally are the Munster Car Club Ltd. The Rally will take place from 3rd to 5th October 2014.

The Regulations for the ACE Signs Cork "20" International Rally 2014 Regulations apply to the ACE Signs Cork "20" Historic Rally except as varied below.

The event is a qualifying round of the **CLONAKILTY BLACKPUDDING IRISH TARMAC HISTORIC RALLY CHAMPIONSHIP 2014**.

Article 1 – DESCRIPTION and SCHEDULE

The total length of the ACE Signs Cork "20" Historic Rally is approx. 389 km, containing 12 special stages of which the special stage distance is 210 kms approx. and is divided into 2 legs.

The Schedule is as follows: -

Friday 3 rd October	17.00 - 19.00	Scrutiny at Green Glens Complex.
Saturday 4 th Oct.	09.30	Rally start
Sunday 5 th Oct.	08.30	Re-start from Parc Ferme
Sunday 5 th Oct.	16.00	Rally finish at Finish Ramp, Millstreet Town Square.

Article 2 - ELIGIBLE VEHICLES

1. Cars must comply with the requirements of Appendix 29 of MI Yearbook 2014 (Articles 17-21). All cars in Categories 1, 2, 3 & 4 must have an HRVIF which must be produced at scrutineering..

(a) CATEGORY 1: HISTORIC CARS -

Vehicles first registered prior to 31.12.1967.

Class B1: Up to 1000cc

Class B2: 1001cc up to 1300cc

Class B3: 1301cc up to 1600cc

Class B4: 1601cc up to 2000cc excluding all Porsche 911/2

Class B5: Over 2000cc including all Porsche 911 and 912

(b) CATEGORY 2: POST HISTORIC CARS –

Vehicles first registered from 1.1.1968 to 31.12.1974.

Class C1: Up to 1300cc

Class C2: 1301cc up to 1600cc

Class C3: 1601cc up to 2000cc

Class C4: Over 2000cc

Class C5: All cars having engines with both more than one camshaft and more than 2 valves per cylinder and all cars with rotary engines.

(c) CATEGORY 3: CLASSIC RALLY CARS –

Vehicles first registered from 1.1.1975 to 31.12.1981.

Class D1: Up to 1300cc

Class D2: 1301cc up to 1600cc

Class D3: 1601cc up to 2000cc

Class D4: Over 2000cc

Class D5: All cars having engines with more than one camshaft and more than 2 valves per cylinder and all cars with rotary engines.

(d) CATEGORY 4: HISTORIC RALLY CARS –

Vehicles first registered from 1.1.82 to 31.12.85.

Class E1 Up to 1300cc

Class E2 1301cc to 1600cc

Class E3 1601cc to 2000cc

Class E4 Over 2001cc

(e) FIA APPENDIX K CARS

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

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

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

ARTICLE 3 – ENTRIES, FEES AND INSURANCE

are as stated in Articles 6 and 7 of the ACE Signs Cork “20” International Rally 2014 Regulations.

The number of entries will be subject to a total competitor maximum of 131. If less than 10 entries are received the Organisers reserve the right to cancel the event.

The entry fee for the event is ~~€~~50 inclusive of IRDS at standard rate premiums, and competitor P.A. insurance.

ARTICLE 5 – TROPHIES AND AWARDS

Overall

1st Overall Crew 2 Trophies

2nd Overall Crew 2 Trophies

3rd Overall Crew 2 Trophies

Classes

1st Crew 2 Trophies

2nd Crew 2 Trophies

3rd Crew 2 Trophies

THE ACE SIGNS CORK “20” JUNIOR RALLY 2014

Supplementary Regulations

ORGANISERS

The Junior Rally will take place on Sunday 5th October 2014.

The regulations of the ACE Signs Cork “20” International Rally apply to the Junior Rally as varied below.

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

The total distance of the ACE Signs Cork “20” Junior Rally is 188 kms (approx) containing 7 special stages of which the special stage distance is 110 kms approx.

ARTICLE 2 – SCHEDULE

The provisional Schedule is attached

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

Scrutiny Saturday 4th October Green Glens, Millstreet Time TBC

ARTICLE 3 – ELIGIBLE VEHICLES

The following 2 wheel drive, normally aspirated vehicles are eligible to take part in the ACE Signs Cork “20” Junior Rally (including Super 1600 and Kit-Car variant 1600)

Class J1: Cars up to 1400cc

Class J2: Cars 1401cc to 1650cc.

ARTICLE 5 — ELIGIBLE COMPETITORS

Any person holding an MI/MSA National B or higher graded Licence valid for 2014 provided that the Driver was born on or after 1.1.88

ARTICLE 6 – ENTRIES, FEES AND INSURANCE

Are as stated in Article 7 of the ACE Signs Cork “20” International Rally 2014 Regulations.

The number of entries will be limited to 40 (subject to a competitor maximum of 131). If less than 10 entries are received the Organisers reserve the right to cancel the event.

The entry fee for the event is €375 inclusive of IRDS at standard rate premiums, and competitor P.A. insurance.

ARTICLE 7— Trophies & Awards

1st Overall Crew 2 Trophies

CLASSIFICATION BY CLASS

1st in Class 2 Trophies

2nd in Class 2 Trophies

3rd in Class 2 Trophies