

1. Mondello Park Sports Club will organise a rallycross event at Mondello Park on the following date:
 - 4/5 June 2022

The meetings will be held under the General Competition Rules Motorsport Ireland (except Appendix 82 in its entirety), incorporating the provisions of the International Sporting Code of the FIA, these Supplementary Regulations, and any written instructions the organising club may issue for the event. Please read Final Instructions or subsequent bulletins issued to you for these events. The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In this event the competitor or entrant has no right to claim against the Organisers in respect of any loss or expense he may thereby incur.

Motorsport Ireland Permit No: 22/

2. **Rights**

The Organisers reserve the right, subject to approval of the Stewards of the Event to cancel or declare void the races if any unforeseen circumstances arise, and further reserve the right to divide or amalgamate any races, classes or heats, alter the length of any races and also without assigning a reason to refuse an entry or to debar any car/driver from competing.

3. **Races**

Rounds 3 & 4 for the 2022 Parts for Cars Irish Rallycross Championship will take place and will be run in accordance with the Sporting Regulations included in these Supplementary Regulations at Article 25. Rounds 5 & 6 for the Motorsport UK British Rallycross Championship 5 Nations Trophy presented by Cooper Tyres will take place and will be run in accordance with their Published Championship Regulations.

4. **Eligible Competitors**

This event is open to all members of a motorsport club affiliated to either Motorsport Ireland or Motorsport UK and registered for the Championship. All entrants must be in possession of a valid Competition Licence as follows:

Parts for Cars Irish Rallycross Championship

Supercar Class and Modified 3a & 3b	Minimum of Motorsport Ireland Speed National A licence, Motorsport UK equivalent or the highest grade of National Rallycross licence or FIA International Licence, together with their ASN's written consent (FIA ISC Article 2.3.7b applies)
Junior Class	Minimum of Motorsport Ireland Junior Rallycross licence or Motorsport UK equivalent
All Other Classes	Minimum of Motorsport Ireland Speed National B licence, Motorsport UK equivalent or the highest grade of National Rallycross licence or FIA International Licence, together with their ASN's written consent (FIA ISC Article 2.3.7b applies)

Motorsport UK British Rallycross Championship 5 Nations Trophy presented by Cooper Tyres

Supercar Class	Minimum of Motorsport UK Speed National licence, Motorsport Ireland equivalent or the highest grade of National Rallycross licence or FIA International Licence, together with their ASN's written consent (FIA ISC Article 2.3.7b applies)
Junior Class	Minimum of Motorsport UK Junior Rallycross licence or Motorsport Ireland equivalent
All Other Classes	Minimum of Motorsport UK Speed Interclub licence, Motorsport Ireland equivalent or the highest grade of National Rallycross licence or FIA International Licence, together with their ASN's written consent (FIA ISC Article 2.3.7b applies)

5. **Eligible Vehicles**

All vehicles must comply with the appropriate Technical Regulations issued by MPSC for the Championship.

6. **Officials**

- 6.1 **Clerk of the Course**

- 6.1.1** One Clerk of the Course must be nominated as the Senior Clerk of the Course responsible for the overall control of the Meeting.
- 6.1.2** In the case of all Events, the Clerk of the Courses must hold a Clerk of the Course licence issued by MI and valid for that grade of meeting.
- 6.1.3** The duties given to the Clerk of the Course may be delegated to one or more Assistants in accordance with GCR 131.12. The names and the functions of these Assistants will be given in the Supplementary Regulations or posted in a Bulletin on the Official Notice Board before the event commences.
- 6.2 Marshals**
Marshals shall patrol between the course and all unfenced enclosures. Those stationed outside the pits, paddock or enclosures should be warned to remain behind protective barriers in the event of an impending incident. Officials should be briefed on their duties and wear no clothing whose colour might be confused with flag colours.
- 6.3** Please refer to the Final instruction for a full list of officials.
- 7. Judges**
The Judges of Fact will be the Judges, Timekeepers, Observers, Flag Marshals, Scrutineers & Technical Commissioners. Starting Judges to declare any false starts or other infringements. Finishing Judges to declare the order in which the cars cross the finish line when the end of the race is given, or the scheduled race distance is completed by the winner. Timekeepers to declare the individual lap times and the order in which the cars cross the timing line throughout the competition. Observers to declare any infringements affecting safety or any infringement and Flag Marshals of the signals prescribed in Appendix H of the International Sporting Code and to report all incidents or accidents which might occur along the section of track under their control. Scrutineers and Technical Commissioners to declare any infringement of Vehicle safety and eligibility.
- 8. Starters**
The Maximum number of starters will be as per the individual track licence. The organisers reserve the right to amalgamate races or classes or cancel races.
- 9. Entries**
The opening date is on publication of these Supplementary Regulations. Entries will close at 17:30 on Friday in the week preceding the event. The Organisers reserve the right to restrict the number of entries in order to maximise the grids to the level allowed by the track licence. For example: if a category that is permitted a ten-car grid has 18 entries at closing date, up to two more entries for that category may be accepted as they would not increase the number of races run or track time required. Entry fees are as prescribed on the entry system at www.mondello.ie and www.rallycrossbrx.com. Entries received after the closing date will be subject to an additional late entry fee.
- 10. Refunds**
Refunds will be made in accordance with Article 25 for the Parts for Car Irish Rallycross Championship and in accordance with Published Championship Regulations for the Motorsport UK British Rallycross Championship 5 Nations Trophy presented by Cooper Tyres.
- 11. Driver/Vehicle Changes**
Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Event in writing. If Driver/Vehicle changes are made after publication of Entry lists with Final Instructions, the Competitor concerned will be accepted in accordance with Motorsport Ireland GCR 113.
- 12. Signing-On**
- 12.1** Drivers must present to the Race Secretary or Deputy Race Secretary at "sign-on" on a form prescribed by MI
- (a) their valid Racing Competition Licence, with a valid medical date,
 - (b) International Medical Aptitude Certificate (if applicable)
 - (c) Entrants Competition Licence (if applicable)
- 12.2** Prior to practicing any driver who has not raced on the circuit in its current track configuration in a car, must report to the Clerk of the Course, or his nominee, who will specifically brief the driver before they start practice.

13. Scrutineering

- 13.1** Before signing or attempting to sign on for a race held under the GCR's of MI, an Entrant / Driver must have submitted their vehicle for Safety Scrutiny at a place and time as agreed with the Chief Scrutineer.
- 13.2** Any competitor not submitting his vehicle as instructed may be fined or disqualified.
- 13.3** No car may be driven in the event until it has been approved by a MI Scrutineer at Safety Scrutiny.
- 13.4** If, after approval for an event, any vehicle is dismantled or modified in a manner which may affect its safety or eligibility or is involved in any accident which is likely to have a similar effect or is driven in practice or competition at another event it, shall be represented for approval. The Entrant shall be responsible for seeking such fresh approval.
- 13.5** In the event of an accident or collision occurring during a race or practice the vehicle or vehicles involved may be required to halt for examination.
- 13.6** Any vehicle involved in an incident which is rendered unable to proceed, or where any person is injured must not be touched by any person other than officials, without the specific approval of the Clerk of the Course. Furthermore, the driver concerned may not race again without the approval of the Chief Medical Officer.
- 13.7** No vehicle having been presented for scrutineering may be taken away from the circuit before the final technical checks have been concluded for the race and cars released from Parc Fermé without the prior authority of the Chief Scrutineer who will report such to the Clerk of the Course.
- 13.8** Where an on-board Television camera or other recording device is fitted to a car the fitting and the device must be examined by a Scrutineer to ensure that it is safe before the competitor takes part in practice or race. Times and location for scrutiny will be advised in the Final Instructions

14. Timetable of Events

The event schedule will be advised in the Final Instructions. It is the driver's responsibility to be ready at least 20 minutes before their timetabled session. The organisers will try to run the programme as published, but they reserve the right to delay or bring forward event times to suit the condition of the day.

15. Practice and Starts

- 15.1** Each Driver must complete not less than one practice laps unless they have previously raced over the course in its current layout within the preceding twelve months.
- 15.2** Organisers may provide a separate practice session for each Class but may amalgamate classes to permit the maximum number of competitors to be on the track in accordance with the Track Licence.
- 15.3** For any venue authorised by the issuance of a Track Licence to include Joker Laps, the Joker lap may be used. Two Judges of Fact must be appointed to oversee its use, unless monitored by transponder timing loops. The driver must enter or leave the Joker Lap section in such a way that does not constitute a danger or hinder other drivers. At the exit of the Joker Lap section, the cars on the main track have priority.
- 15.4** New competitors will have to drive observed laps prior to the competition to satisfy the Clerk of the Course that they are competent to take part. Cars will start singly and run over two laps. Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other Motorsport Ireland or Motorsport UK permitted events or having successfully completed an approved driving course at a Race or Rally School recognised by Motorsport Ireland or Motorsport UK.
- 15.5** Cars will be started from a standing start, with the engines running, and the Finish line must be clearly indicated.
- 15.6** Spinning the wheels before the start of a race is only permitted in the designated area and as defined in the SRs.
- 15.7** Any intending driver, who in the opinion of the Organisers, drives in any way likely to prejudice the interests of Motor Racing may be excluded and forfeit his Entry Fee per MI GCR 142 and 150.

16. Flags

- 16.1** Will be as specified in the FIA International Sporting Code, with the exception that a Green Flag and a Blue Flag will not be used.
- 16.2** Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red flag at the Start/Finish line. Competitors will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts.
- 16.3** Re-runs will only be permitted at the discretion of the Clerk of the Course and:
 - (a) When a red flag has been shown during a Heat or Final and/or
 - (b) when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps.

- 16.4** Only the participants in the first start are entitled to participate in the re-run and must occupy the same place as for the previous start. In this case, any possible warnings or penalties will however, apply for the re-run.
- 16.5** Where a driver in a Heat or Final causes a re-run, the driver concerned may be disqualified from the results. All other incidents will be treated as "force majeure".
- 16.6** If a Heat or Final is stopped by a Red flag and subsequently restarted, any driver who started in the original Heat or Final, but who is not able to start in the re-run, will be classified in front of any drivers who did not start at all.
- 16.7** If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag.
- 16.8** No work may be carried out on the grid unless on grounds of safety and only with the approval of the scrutineer.
- 16.9** The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.
- 16.10** If no cars are running under their own power, the Clerk of the Course may order the end of race signal to be displayed. The results will be declared on the relative positions of cars at the time they last crossed the finish line under their own power.
- 16.11** Any race stopped before the leader has completed one lap will be declared a "No Contest" and available cars will restart from their original grid positions.

17. Track Regulations

- 17.1** Any driver intending to leave the course, or to enter the pits, shall signal his intention in good time and shall satisfy himself that it is safe to do so.
- 17.2** The driver of any car leaving the track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.
- 17.3** Should a car stop somewhere other than in the pit lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other drivers. If the driver is unable to move the car, marshals may assist. If such assistance results in the driver re-joining the race, this must be done without committing any breach of the regulations and without gaining any advantage.
- 17.4** No vehicle able to proceed under its own power shall be stopped either on the track or the verges of the course but shall proceed to the pits or paddock unless in doing so causes a hazard to other competitors.
- 17.5** A car alone on the track may use the full width of the track. However, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity. If the driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display waved blue flags to indicate that the faster driver wants to overtake. Any driver who appears to ignore the blue flags will be reported to the Clerk of Course.
- 17.6** Overtaking, according to the circumstances, may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences may be reported to the Clerk of Course.
- 17.7** Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:
- (a) The white lines defining the track edges are considered to be part of the track.
 - (b) A driver will be judged to have left the track if any two wheels of the car goes completely beyond either the outer edge of any kerb or the white line where there is no kerb.
- 17.8** Should a car leave the track for any reason and without prejudice to 17.9 below the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.
- 17.9** Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the disqualification of any driver concerned.
- 17.10** It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed to be potentially dangerous to other drivers at any time.
- 17.11** Breaches of 17.7 may be reported and/or determined only by:
- (a) A duly appointed Judge of Fact and/or

- (b) Senior officials through the use of suitable equipment under the control of the organisers.
- 17.12** Breaches of 17.7 may be penalised using the following:
- (a) In qualifying if the lap on which the breach occurred is faster than any previous lap then that lap time should be disqualified. Note should be made on the result sheet of any times disqualified.
- (b) During races the following scale of penalties should be applied:
- 1st breach – no penalty
 - 2nd breach - warning flag
 - 3rd breach – 5 second penalty added to race time
 - 4th breach – 10 second penalty added to race time
 - 5th breach – black flag
- 17.13** Care should be taken to ensure that all signals (flag and board) must have been displayed to the driver concerned before moving up the penalty scale. All penalties applied should be noted upon the result sheet.
- 17.14** No competing vehicle shall be driven in the reverse direction of the track except for the minimum distance to remove it from an unexpected situation and then only under official supervision.
- 17.15** The white lines, tyre stacks, marker poles or other devices identified by the Clerk of the Course during the briefing defining the track edges are considered to be part of the track.
- 17.16** The Clerk of the Course will identify, during the Drivers Briefing and in written form, the specific areas to be judged.
- 17.17** A driver will be judged to have left the track if two wheels of the car go beyond the outer edge of any kerb, the white line or track markers or should the car pass behind or substantially move any physical marker where there is no kerb.
- 17.18** Pushing or other contact resulting in a lasting advantage is strictly prohibited.

18. Competition Numbers

Must be displayed in accordance Article 25 for the Parts for Car Irish Rallycross Championship and in accordance with Published Championship Regulations for the Motorsport UK British Rallycross Championship 5 Nations Trophy presented by Cooper Tyres..

19. Grids and Starts

Grids and start procedures will be in accordance with Article 25.

20. Parc Fermé

After each race the Scrutineering Bay will be deemed Parc Fermé.

21. Results

Provisional results will be published in accordance with the current General Competition Rules of Motorsport Ireland. These will be available as soon as practical after each practice session or race. Race results will be based on finished order determined by the Judges of Fact.

22. Awards

Awards will be made in accordance with Championship Regulations and Article 25

23. Protests

Protests should be made in accordance with Motorsport Ireland GCR Chapter 11. The protest fee is €200.

24. Driver's Equipment

The following items must be produced by competitors for inspection and approval at Scrutineering and be worn throughout the Competition, properly fastened and positioned:

- 24.1** A crash helmet, which fits properly, is in a serviceable condition and is in accordance with MI GCR Appendix 2 Section 17
- 24.2** Goggles or visor of splinter proof material (unless in a closed car with a full-size windscreen).
- 24.3** Current FIA homologated Flame retardant overalls, underwear, socks, boots, gloves and balaclava are compulsory. Flame retardant overalls must cover the arms to the wrists, the legs to the ankles and the torso to the neck during the competitive sections of the event.
- 24.4** An FIA approved FHR device, fitted in accordance with FIA regulations, is mandatory.

25. Parts for Cars Irish Rallycross Championship Sporting Regulations

The event will be run in accordance with the Sporting regulations as follows:

1.1 TITLE AND JURISDICTION

The Irish Rallycross Championship is administered and organised by the Mondello Park Sports Club (MPSC), promoted by Mondello Park Limited in accordance with the General Competition Rules (GCR) of Motorsport Ireland (MI) (except Appendix 82) incorporating the provisions of the International Sporting Code of the FIA and these Championship Regulations

These regulations are applicable for the following classes within the Irish Rallycross Championship:

- Supercars
- Modified
- Open Clubmans
- Fiesta Zetec
- Rally cars
- Juniors
- Buggies

MPSC reserves the right to amend or vary the Sporting Regulations at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MI approval, and all such statements will be issued by the use of Form RC1 to MI and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Championship Principal: Drew Furlong

1.2.3 Championship Coordinator: Peter McGarry

1.2.5 Championship Eligibility Scrutineer: MI Panel

1.2.6 Championship Stewards

Championship Stewards will be appointed in accordance with MI GCR 182 and may only adjudicate on any disputes, irregularities or appeals arising from a decision of the Class Registrar on the approved Championship regulations.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be:

- a) a fully paid up valid card holding members of an MI or Motor Sport UK affiliated club,
- b) registered for the Championship, and
- c) in possession of a valid Motorsport Ireland Entrants Licence

1.3.2 Drivers and Entrant/Drivers must be:

- a) a fully paid up valid card holding member of an MI or Motor Sport UK affiliated club,
- b) registered for the Championship, and
- c) in possession of a valid MI Speed Licence or Motorsport UK equivalent, as a minimum in accordance with MI GCR Appendix 1 Section 11 and Appendix 82 Section 36.
- d) for Junior rallycross competitors, entered for and accompanied at events by the holder of a current valid MI Competitors Entrant's Licence in accordance with MI GCR 108.2.3

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 REGISTRATION

1.4.1 All competitors will be automatically registered for the Championship by virtue of submitting an entry for a Championship event. Registrations will be accepted once Championship Regulations have been published and will close on the closing date for the final Championship event.

1.4.2 Acceptance or rejection of a Championship Registration will be at the total discretion of the Championship Organisers. The Championship Organisers reserve the right to revoke a competitor’s Registration at any point during the season.

1.4.3 Competitors may choose their competition number, which will be allocated on a first come first served basis with priority given to competitors who competed in the previous year’s championship wishing to retain their championship numbers. After the first Championship event numbers will be allocated by the Championship Registrar and will be the permanent competition number for the championship. Where no number is chosen, it will be allocated by the Championship Registrar.

1.4.4 Championship points will not be backdated and will only apply from the date of registration.

1.4.5 The Organisers reserve the right to enter a ‘Celebrity/Guest’ driver in any event. They will not score points but will be eligible for an Award should their result merit one.

1.5 CHAMPIONSHIP ROUNDS

1.5.1 The Championship rounds will be contested at the following venues:

Rounds	Date	Venue	Club
1	13 February	Mondello Park	MPSC
2	6 March	Mondello Park	MPSC
3 & 4	4/5 June	Mondello Park	MPSC
5	30 October	Mondello Park	MPSC
6	13 November	Mondello Park	MPSC
7	11 December	Mondello Park	MPSC

1.5.2 The Organisers reserve the right to cancel, postpone, change, or substitute events at any time before or during the Championship subject to MI approval.

1.6 POINTS

1.6.1 Championship points will be awarded to competitors in class based on their results in the Intermediate Classification, the Semi Final Classification and Final Classification as follows:

Intermediate Classification				
1 st	16		9 th	8
2 nd	15		10 th	7
3 rd	14		11 th	6
4 th	13		12 th	5
5 th	12		13 th	4
6 th	11		14 th	3
7 th	10		15 th	2
8 th	9		16 th	1

Semi Final	
1 st	6
2 nd	5
3 rd	4
4 th	3
5 th	2
6 th	1

Final	
1 st	8
2 nd	7
3 rd	6
4 th	5
5 th	4
6 th	3
7 th	2
8 th	1

- 1.6.2** In any event where the semi-finals, and/or the final is not run, competitors will score full championship points based on positions at the Intermediate Classification or the qualifying order for the final and the Intermediate Classification as appropriate.
- 1.6.3** Where events run combined with other championships, only those registered in the Championship will be awarded points.
- 1.6.4** All Championship events will score maximum points regardless of distance.
- 1.6.5** If a dead heat is declared in any race, semi-final or final, all the Drivers concerned will score full points for that place.
- 1.6.6** Any competitor penalised at a championship event and incurs licence penalty points will also receive a championship penalty which will be a deduction of championship points 2 x the licence penalty points endorsed i.e., fine = 3 licence points plus a deduction of 6 championship points.
- 1.6.7** The totals from all qualifying rounds run less one will determine final Class Championship points and positions.
- 1.6.8** There will be one overall Rallycross Champion, as well as a Champion for each Class. The overall Champion will be decided by points awarded in the SuperFinal run at each event. The SuperFinal will comprise the eight fastest competitors from all Finals (excluding Juniors) available to race. A list of the fastest 16 from the Finals will be compiled and the fastest eight available will run. The SuperFinal will be the last race of the day. There will be no Joker Lap in the SuperFinal. Championship points will be awarded in the SuperFinal in the following order:

Place	Points	Place	Points
1 st	20	9 th	9
2 nd	17	10 th	8
3 rd	15	11 th	7
4 th	14	12 th	6
5 th	13	13 th	5
6 th	12	14 th	4
7 th	11	15 th	3
8 th	10	16 th	2

The totals from all qualifying rounds run less one will determine final Overall Championship points and positions.

- 1.6.9** Competitors excluded from a qualifying race, semi-final or final, or from the event, for a breach of MI GCR Section 139.6 (improper driving) or for a breach of the technical regulations may not use that event as discarded rounds for the purpose of overall championship placing.
- 1.6.10** In the event of a tie between two or more Competitors in the Championship, the greater number of first place finishes achieved by the Competitors involved in the tie will be used to determine the overall final standing. Should a tie still exist, it will be resolved by taking into account the greater number of second places achieved; then third places etc. Should a tie still exist, it will be resolved by taking into account the number of competitors (i.e., points scorers) beaten during the season by each Competitor.

1.7 AWARDS

1.7.1 All awards are to be provided by the Organisers.

1.7.2 Per Event

Trophies will be awarded by class based on the number of entries per class at the official closing date for entries as follows:

1 starter

No trophy

2 to 4 starters	1 st only
Over 5 starters	1 st , 2 nd and 3 rd

1.7.3 Championship

Trophies will be awarded to 1st, 2nd and 3rd in class subject to the number of points scorers in class as follows:

1 point scorer	No trophy
2 to 4 point scorers	1 st only
Over 5 point scorers	1 st , 2 nd and 3 rd

Junior Championship will receive 1st, 2nd, 3rd irrespective of the number of starters.

1.7.4 Bonuses

The Organisers reserve the right to provide additional awards for and during the Championship.

1.7.5 In the event of any provisional results or revision of championship tables being amended after any provisional presentations and such revisions affect the distribution of any awards and prize money (if applicable) the competitors concerned must return any such awards and prize money to the Class Championship co-ordinator in good condition within 14 days.

2 EVENT AND RACE PROCEDURES

2.1 ENTRIES

2.1.1 Competitors are responsible for sending to the Race Organisers correct and complete entries and entry fees prior to the closing dates for each competing round.

2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Event receives missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Event in writing. If Driver/Vehicle changes are made after publication of Entry lists with Final Instructions, the Competitor concerned will be accepted in accordance with Motorsport Ireland GCR 113.

2.1.4 Reserves will to be nominated on the final list of entries published with Final Instructions or a Bulletin.

2.2 BRIEFINGS

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. However, briefings will be conducted in compliance with local coronavirus regulations which may include electronic briefings in advance of the event.

2.3 PRACTICE

2.3.1 Should any Practice session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver may be required to complete a minimum of 2 laps in the car in practice in the car to be raced in order to participate in the qualifying races.

2.3.3 The organisers will where possible try to run the separate Classes together in practice.

2.4 RACES

- 2.4.1** All classes will start Heats in 3-2-3-2 format up to the maximum allowed by the track licence but will not normally exceed 10 cars. In all cases the decision of the Clerk of the Course is final. Rally cars will start with maximum of 10 on a grid in 3-2-3-2 or 2-2-2-2-2 formation.
- 2.4.2** Each event will consist of practice, up to four rounds of Qualifying races, Semi-Finals and Final.
- 2.4.3** A Joker Lap will be used where the circuit track licence allows. This will be advised in Final Instructions or by an Event Bulletin. In each qualifying race, one of the laps must be a Joker Lap. In the Qualifying races any driver who does not take the Joker Lap will receive a Time Penalty of 30 seconds. In a Semi-Final or Final any driver who does not take the Joker Lap will be classified last in that race. Two Judges of Fact will be appointed to note the numbers of the cars passing through (one Judge of Fact where there is a timing loop in the Joker Lap). At the exit of the Joker Lap, the cars on the main track have priority.
- 2.4.4** All categories will start Qualifying Races in 3-2-3 or 5 abreast format up to the maximum allowed by the track licence and will be notified in the Final Instructions. In all cases the decision of the Clerk of the Course is final. The grid format may be amended at the discretion of the Clerk of the Course. Grids for Semi-Finals and Finals will have a maximum of eight starters in 3-2-3 format.
- 2.4.5** The grids for the first Qualifying races will be pre-determined. The grids for the second Qualifying races will be based on the result of the first Qualifying race. The grids for the third Qualifying races will be based on the result of the second Qualifying races and the grid for the fourth Qualifying races will be based on the result of the third Qualifying races . (i.e., the fastest driver in Qualifying one will be on pole for the last race for the second Qualifying. The second fastest will be in second grid slot in the last race, etc. Where there are two or more races per Qualifier, the number of starters will be split as equally as possible over the races run.
- 2.4.6** Qualifying races will be run over 4 laps. Semi-Finals will be run over 5 laps and Finals over 6 laps. Race length may be changed at the discretion of the Clerk of the Course.
- 2.4.7** If there are fewer than 10 entries in a Championship or class, the Clerk of the Course may run combined races in qualifying and finals for those cars. Championships and classes may be amalgamated for the duration of the events at the discretion of the Clerk of the Course. Any such amalgamation will be detailed in Final Instructions or Event Bulletins.
- 2.4.8** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race.

2.5 QUALIFYING POINTS

- 2.5.1** All the Qualifying races will be timed. The fastest competitor in each Qualifying race will be awarded 50 points, the second fastest 45 points, the third fastest 42 points, the fourth fastest 40 points, the fifth fastest 39 points, the sixth fastest 38 points, the seventh fastest 37 points, and so on.
- 2.5.2** Those competitors who did not complete a Qualifying race (DNF) will be credited with a total of points equal to the number of points that the slowest Driver would be given, less one point, supposing that all the starters in the Competition were classified.
- 2.5.3** Those competitors who did not start the Qualifying (DNS) and those competitors who were disqualified (DSQ) from the Qualifying race will not be credited with any points.
- 2.5.4** In the event that two or more Drivers achieve equal times, they will be separated according to their best lap time during the Qualifying race concerned.

- 2.5.5** If a race is restarted, a competitor who started in the first or subsequent starts but was not able to start in the race that was completed, will be shown as DNF instead of DNS and will be credited with the appropriate number of points.
- 2.5.6** After the Qualifying races, there will be an Intermediate Classification according to each competitor's total points scored in the Qualifying races. In the event of tied positions in the Intermediate Classification, precedence will be given to the competitor who has the greater number of first places, then second places, then third places, etc., achieved in all the Qualifying races. In the event of further tie, precedence will be given to the competitor who was the fastest in the last Qualifying race. To appear in this Intermediate Classification, a competitor must have crossed the finish line having completed the same number of laps as the winner and been duly classified in at least two Qualifying races.
- 2.5.7** Semi-Finals will only be run if there are a minimum of 10 qualifiers able to participate, but the minimum number of starters may be amended at the discretion of the Clerk of the Course. A competitor who has qualified for the Semi-Finals or Final but is unable to take the start and does not inform the Organisers of this may be penalised with the loss of Championship points.
- 2.5.8** To be classified as a finisher and qualify for the Semi-Finals or Final a competitor must have completed at least one Qualifying race.
- 2.5.9** The results of all qualifying races run will count in the Intermediate Classification.

2.6 FINALS

- 2.6.1** The 16 top scoring competitors in the Intermediate Classification will qualify for the Semi-Finals. The winner, second, third and fourth place driver in each Semi-Final will qualify for the Final. The Semi-Finals will only be run if there are at least 10 cars able to participate a minimum of five cars per semi-final. If the Semi-Finals are not run, the nine top-scoring competitors in the Intermediate Classification will progress directly to the Final.
- 2.6.2** Semi-Finals and finals will be run over 5 laps. From the Intermediate Classification, competitors placed in positions 1,3,5,7,9,11,13 & 15 will start in Semi-Final One. Drivers placed in positions 2,4,6,8,10,12,14 & 16 will start in Semi-Final Two.
- 2.6.3** Of the two Semi-Final winners, the winner placed higher in the Intermediate Classification will start the Final from pole, with the other starting second. The remaining grid places will be taken by the two second placed finishers, the two third placed finishers and the two fourth place finishers (in each case the position in the Intermediate Classification which will determine which of each pair starts ahead of the other).
- 2.6.4** Reserves – Should any of the Semi-Final or Final qualifiers be unable to take their place on the grid, the other starters in the race will move up and the last place on the grid will be taken by the next qualifier able to start. In the Semi-Finals, that means those from seventeenth down in the Intermediate Classification. In the Final that means the highest placed in the Intermediate Classification of the two fifth-place finishers from the Semi-Finals, then the other of the fifth-place finishers. If neither of the fifth placed finishers are able to start, the same method between the two sixth-place finishers, etc.
- 2.6.5** Final Classification – First to eighth positions will be the classification of the Final if Semi-Finals have been run. In the event of no Semi-Finals, first to ninth positions will be the classification of the Final. Ninth to sixteenth positions will be the Semi-Finalists who did not start in the Final ranked by their classification in their Semi-Final. Competitors finishing in the same position in the two Semi-Finals will be classified according to their position in the Intermediate Classification (i.e., of the two fifth placed semi-finalists, the one placed higher in the Intermediate Classification will take precedence, etc.). If there are two or more non finishers, they will be

classified according to the distance covered or, if no complete laps were recorded, according to their grid position. 17th position onwards will be as per the Intermediate Classification.

2.6.6 To compete in the Semi-Finals or Final, all competitors and their cars must be at the pre-grid area before the previous race has started. Should a competitor not be present and ready to race when the race is ready to be released from pre-grid, then the next placed qualifier may be allowed to start.

2.7 START PROCEDURES

2.7.1 Competitors will miss their Qualifying race/Final if they are not ready in the pre-grid when cars are released and will not be placed in a later race.

2.7.2 The pre-grid marshals shall have the right to ask excessive support crew to leave the pre- grid

2.7.3 Only event officials and competitors will be permitted in the start area, unless otherwise instructed by the Clerk of Course.

2.7.4 Competitors must take their starting position safely as directed by the start line official without delay. Any competitor who causes a delay may be refused a start.

2.7.5 Competitors must be within 120mm of the grid line at the start of the race.

2.7.6 Any drivers unable to start a race or Final must inform the Organisers in Race Control in good time before that race.

2.7.7 All cars will be released from the pre-grid to form up on the grid prior to the start in formation as specified on the grid sheet.

2.7.8 The start will be via a Standing start.

Competitors will be shown a "Ready to Race" sign to indicate that the start is imminent. The signal for the race start will be the green lights coming on. In the event of a false start there will be flashing red light and the start procedure will be undertaken again.

2.7.9 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.

2.7.10 The Organisers reserve the right to amend this start procedure via a Bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.7.11 Electronic beams, or similar devices, may be used in conjunction with starting lights to detect false starts. All starts will be monitored by a Judge of Fact. When a false start occurs in a Qualifying race, a Semi-Final or Final, all competitors will return to their original starting position and the starting procedure will begin again. The competitor(s) who caused the false start must pass through the Joker Lap section twice in the race concerned (at a circuit with no joker lap, a competitor who causes a false start will be placed on an additional row at the back of the grid for the re-start). If any competitor commits a second false start they will be removed from the grid and not permitted to start and will be classified as disqualified from the race concerned.

2.7.12 The Clerk of Course may order a complete restart if he considers there to have been a faulty start.

2.7.13 In the event of the electronic equipment failing, a Judge of Fact, who will be named, will adjudicate on all starts. This may include instances where the lights do not lock, but a jump-start is evident.

2.8 SESSION RED FLAG

2.8.1 Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red flag at the Start/Finish line. Competitors will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts.

2.8.2 This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to drive to the Parc Fermé or the starting grid area, as directed by officials.

2.8.3 Re-runs will only be permitted at the discretion of the Clerk of the Course and:
(a) When a red flag has been shown during a Heat or Final and/or
(b) when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps.

2.8.4 Only the participants in the first start are entitled to participate in the re-run and must occupy the same place as for the previous start. In this case, any possible warnings or penalties will however, apply for the re-run.

2.8.5 Where a driver in a Heat or Final causes a re-run, the driver concerned may be disqualified from the results at the discretion of the Clerk of the Course.

2.8.6 If a Heat or Final is stopped by a Red flag and subsequently restarted, any driver who started in the original Heat or Final, but who is not able to start in the re-run, will be classified in front of any drivers who did not start at all.

2.8.7 If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag.

2.8.8 No work may be carried out on the grid unless on grounds of safety and only with the approval of the scrutineer.

2.8.9 The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether

2.8.10 If no cars are running under their own power, the Clerk of the Course may order the end of race signal to be displayed. The results will be declared on the relative positions of cars at the time they last crossed the finish line under their own power.

2.8.11 Any race stopped before the leader has completed one lap will be declared a “No Contest” and available cars will restart from their original grid positions.

2.9 RACE FINISHES

2.9.1 After taking the Chequered Flag drivers are required to:
a) progressively and safely slow down,
b) remain behind any competitors ahead of them,
c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
d) comply with any directions given by Marshals or Officials,
e) keep their helmets on and harnesses done up while on the circuit or in the pit lane,
f) place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy.
g) Attend any podium presentation that may be required.

2.9.2 Parc Fermé conditions apply from the moment of taking the Chequered Flag until the time that the cars are released from Parc Fermé. Cars must not stop at the pit garage/paddock on the way to Parc Fermé. Team members are not permitted in the Parc Fermé area unless authorised by the Scrutineer or other Official.

2.10 RESULTS

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

2.11 TIMING MODULES

2.11.1 All competitors must provide timing transponders to enable each competing vehicle to be timed. They should ensure that it is securely fitted in the approved bracket fitted in the designated place as indicated by the Chief Scrutineer. This must be done prior to any practice or race. Transponder should be of the following type AMB260 and may be direct or battery powered.

2.11.2 Any competitor starting a practice, race or final with an inoperative transponder will not be timed until the defect has been rectified or a replacement transponder has been fitted.

2.11.3 No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.12 CAMERAS

2.12.1 It is mandatory for all competitors to have video recording equipment fitted in their cars and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of circuit ahead (incorporating the steering wheel of the car) as would be expected to provide a representative driver's eye view.

2.12.2 All cameras must be in situ at the time the car is presented for pre-event scrutineering.

2.12.3 The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor. Competitors must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward-facing camera mandated, but any additional video recording equipment utilised on the car.

2.13 NUMBERS AND DECALS

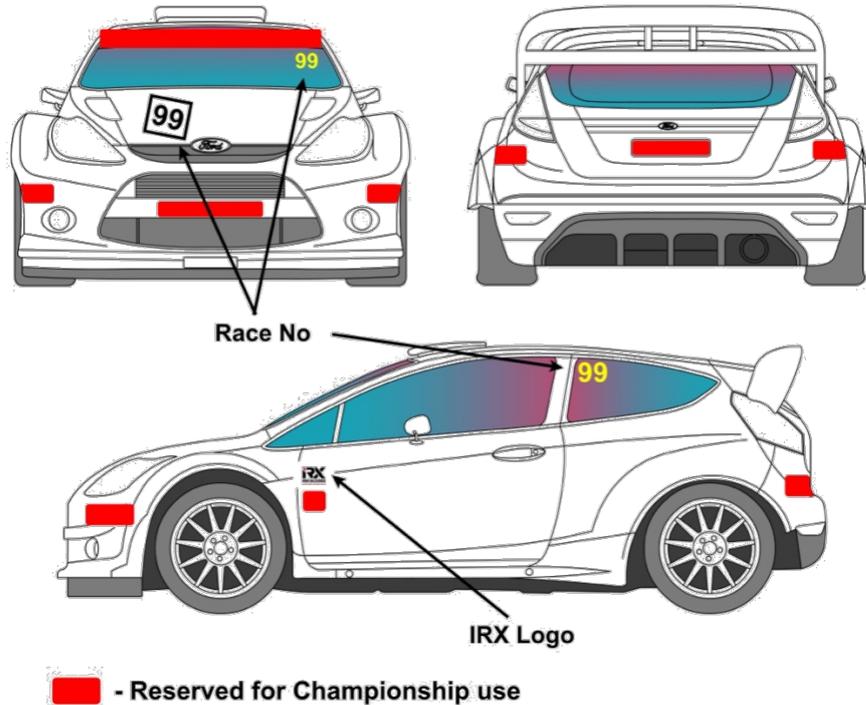
2.13.1 Both car and driver must meet the following requirements of livery during all practice, qualifying and races.

2.13.2 All cars must be identified in accordance with MI GCR Appendix 6. In addition, the competition number must be displayed in the upper left of the windscreen and upper right of the side rear window in accordance with MI GCR .Appendix 6 (I).

2.13.3 Championship Sponsors' number panels and front windscreen headers may be supplied and must be fitted unaltered. The appropriate windscreen headers must be fitted to the top of the front and rear screen.

2.13.4 Championship Sponsors' decals must also be carried on each car. Specific locations on the vehicle are reserved for Championship sponsors; locations are as stipulated in the diagrams, which will be supplied. Only one set of series decals will be supplied free of charge by the organisers.

IRX Decal Plan



2.14 TELEMETRY/VOICE COMMUNICATIONS

- 2.14.1** Any form of wireless/radio/telemetry data transmission between the vehicle and any person and/or equipment is prohibited while the car is on the track.
- 2.14.2** This definition does not include:
- Voice radio communications between the driver and his/her team
 - Transponder from the official timekeeping,
 - Automatic timing recording
 - On-board TV Cameras
- 2.14.3** None of the previously mentioned transmission data may in any way be connected with any other system of the car (except for an independent cable to the battery only).
- 2.14.4** On-board data recorders are allowed.
- 2.14.7** Data transmission through a temporary physical connection is allowed in the paddock only.
- 2.14.8** Only vehicles which compete in a Class for which a Speed National A licence is required will be permitted to carry radio transmitters or receivers

3 JUDICIAL PROCEDURES

3.1 Rounds

In accordance with current General Competition Regulations of Motorsport Ireland

3.2 Championship

In accordance with current General Competition Regulations of Motorsport Ireland

3.3 Additional Specific Championship Penalties

- 3.3.1** For an offence in a race where the offending driver is not classified, the Clerk of the course is entitled to impose a penalty of an additional Joker Lap penalty in the next race/event.
- 3.3.2** Any competitor who leaves the circuit such that all four wheels are off the course may incur a time penalty or may be considered as having retired from the race at the point at which they left the course whether or not an advantage is gained. Competitors may only return to the course when it is safe to do so and in a safe manner, acknowledging other competitors.
- 3.3.3** A minimum number of penalty markers may be employed to define a course and a time penalty of 5 seconds may be imposed for displacing such a marker. A driver passing on the wrong side of a marker may incur a no-run.
- 3.3.4** In the event of any breach of the Regulations, The Championship Stewards, on referral of the matter by the Championship Coordinator, shall be entitled to impose additional penalties, including:
- a) refusal of part or all further race entries, or
 - b) removal of all or any championship points scored by the competitor, or
 - c) exclusion of the competitor from the championship
- 3.3.5** In order to maintain standards of conduct, the Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports, they will receive written warning from the Organisers that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation may result in a referral to the Championship Stewards who shall be entitled to impose a penalty as defined in 3.3.2.
- 3.3.6** If it appears from any evidence that there may have been actions by a competitor or a member of his team considered to have brought the championship into disrepute, the Championship Coordinator will be entitled to report the matter to the Championship Stewards who shall be entitled to impose a penalty in accordance with MI GCR and/or:
- (a) refusal of part or all further race entries, or
 - (b) removal of all or any championship points scored by the competitor, or
 - (c) exclusion of the competitor from the championship