



PARTSFORCARS.IE
IRISH RALLYCROSS CHAMPIONSHIP



2024
SPORTING REGULATIONS



1. SPORTING REGULATIONS

1.1 TITLE AND JURISDICTION

The PartsforCars.ie 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) incorporating the provisions of the International Sporting Code of the FIA and these Championship Regulations

The following definitions are to be used in the interpretation of the regulations:

Event – the individual activities forming a round of the championship which may consist of practice, qualifying races, semi-finals and final.

Meeting – one or more rounds of a Championship taking place at a venue on a specified date

Round – a series of events resulting in a final

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

- Supercars
- Modified
- Open Clubmans
- Fiesta Zetec
- Rally cars
- Retro
- Juniors (Fiesta and MINI classes)
- Super 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:** Seumas Hobbs

1.2.3 **Championship Coordinator:** Drew Furlong

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 **Commercial** 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 **Commercial** 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 19, or for Junior rallycross competitors, a Junior Speed Licence, and
- d) if under the age of 18, must be entered and accompanied at events by the holder of a current valid Minor Entrant Licence, and

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 round. Registrations will be accepted once Championship Regulations have been published and will close on the closing date for the final Championship round. Registrations will not be accepted for those competitors whose first event is either of the two final rounds.

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 round 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 round. 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 & 2	10/11 February	Mondello Park	MPSC
3 & 4	2/3 March	Mondello Park	MPSC
5 & 6	25/26 May	Mondello Park	MPSC

1.5.2 The Organisers reserve the right to cancel, postpone, change, or substitute rounds 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 from first to sixteenth position based on their progression in the results in the Intermediate Classification, the Semi Final Classification and Final Classification using the following points system 20, 17, 15, 13, 12, 11, 10, 9, 8, 7, 6,5, 4, 3, 2, 1.

1.6.2 If Semi-Finals have been run, first to eighth positions will be the classification of the Final. 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.). Seventeenth position onwards will be as per the Intermediate Classification.

- 1.6.3** Those Drivers who did not complete a semi-final or final (DNF) will be credited with a total of championship points equal to the number of points that the slowest Driver would be given. 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.
- 1.6.4** Those Drivers who did not start the semi-final or final (DNS) and were not replaced by a reserve, will be credited with a total of points equal to the number of points that the slowest Driver would be given.
- 1.6.5** Those Drivers who did not start the semi-final or final (DNS) and were replaced by a reserve driver, will be credited with a total of points equal to the number of points that the reserve Driver would be given had he not taken part in the semi-final or final.
- 1.6.6** Those Drivers who were disqualified (DSQ) from the semi-final or final will not be credited with any points

Examples of points allocation are shown below

Pts	Position (if Semi Finals run)
20	1 st in Final
17	2 nd in Final
15	3 rd in Final
13	4 th in Final
12	5 th in Final
11	6 th in Final
10	7 th in Final
9	8 th in Final
8	5 th in Semi Final with higher IC
7	5 th in Semi Final with lower IC
6	6 th in Semi Final with higher IC
5	6 th in Semi Final with lower IC
4	7 th in Semi Final with higher IC
3	7 th in Semi Final with lower IC
2	8 th in Semi Final with higher IC
1	8 th in Semi Final with lower IC

Pts	Position (if no Semi Finals run)
20	1 st in Final
17	2 nd in Final
15	3 rd in Final
13	4 th in Final
12	5 th in Final
11	6 th in Final
10	7 th in Final
9	8 th in Final
8	9 th in Final
7	10 th in Intermediate Class'n
6	11 th in Intermediate Class'n
5	12 th in Intermediate Class'n
4	13 th in Intermediate Class'n
3	14 th in Intermediate Class'n
2	15 th in Intermediate Class'n
1	16 th in Intermediate Class'n

Pts	Position (only 5 competitors in Final)
20	1 st in Final
17	2 nd in Final
15	3 rd in Final
13	4 th in Final
12	5 th in Final
11	Next highest placed in IC not in Final
10	Next highest placed in IC not in Final
9	Next highest placed in IC not in Final
8	Next highest placed in IC not in Final
7	Next highest placed in IC not in Final
6	Next highest placed in IC not in Final
5	Next highest placed in IC not in Final
4	Next highest placed in IC not in Final
3	Next highest placed in IC not in Final
2	Next highest placed in IC not in Final
1	Next highest placed in IC not in Final

- 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 Irish 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 round. The SuperFinal will comprise the ten 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	8
2 nd	17	10 th	7
3 rd	15	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

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

- 1.6.7** In any event where the semi-finals, and/or the final is not run due to force majeure, competitors will score full championship points based on positions at the Intermediate Classification if 50% or more qualifying races have

been completed, the Intermediate Classification if all qualifying races are completed or the qualifying order for the final as appropriate.

- 1.6.3 Where meetings run combined with other championships, only those registered in the Championship will be awarded points.
- 1.6.4 All Championship rounds 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 round 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.
- 1.6.9 Where a competitor is disqualified from a qualifying race, semi-final or final, or from the round, that round must be one of those counted towards the end of year score among those contributing to his/her championship score.
- 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 in the finals 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 greater number of first places in semi finals; then second places etc. Should a tie still exist, it will be resolved by taking into account the greater amount of first places in qualifying races: then second etc.

1.7 AWARDS

1.7.1 All awards are to be provided by the Organisers.

1.7.2 Per Round

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 MEETING 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 Meeting 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 Meeting 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 meeting.

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. At the discretion of the Clerk of the Course, the starting grid for Supercars only may be changed to 4 abreast straight across the startline for Qualifying races only. 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 round 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 a 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 4 abreast format for Supercars) 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 (subject to the exception in 2.6.1).

- 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 (Finals for Buggies will be 8 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 meeting at the discretion of the Clerk of the Course. Any such amalgamation will be detailed in Final Instructions or 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 race (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 one Qualifying race.
- 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.
- 2.5.8** 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 (See also 2.5.7). 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** 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 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** 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 officials, competitors and one team member per vehicle 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 Clerk of the Course 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 and in accordance with the recommended placement guidelines from the transponder manufacturer. This must be done prior to any practice or race. Transponder should be of the following type: AMB TranX260 (Red), MyLaps 260 (Red), MyLaps X2 Car/Bike, MyLaps TR2 Car/Bike and may be direct or battery powered. Where a competitor does not have their own transponder, where meetings are being timed by [Timing.ie](https://www.timing.ie), units can be booked for the meeting in advance, by visiting <https://www.timing.ie>

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.

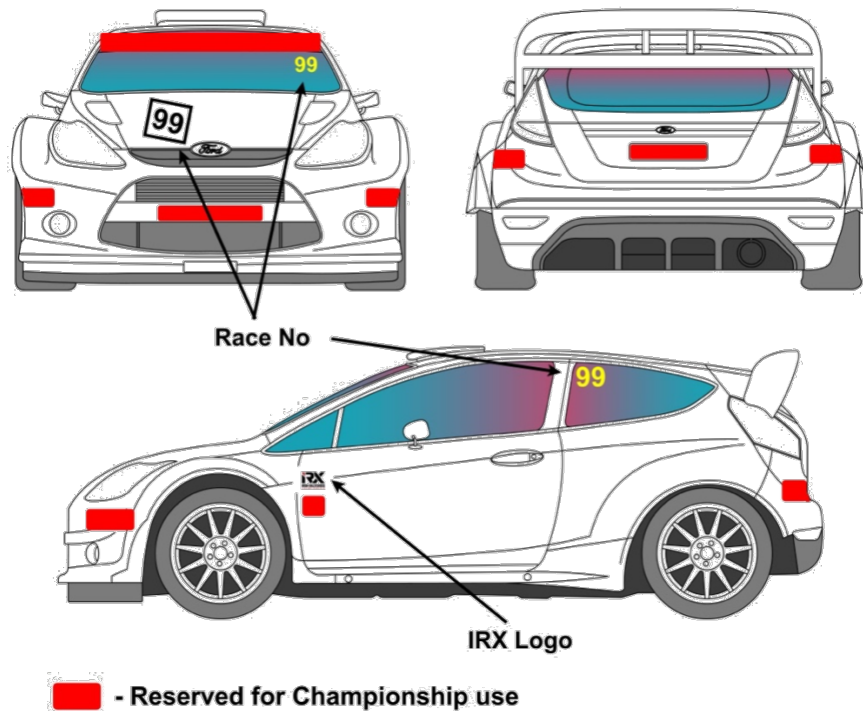
2.12.3 The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor. Competitors must ensure that this equipment is recording during races and make the recorded footage 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
- 2.15** Penalty Markers
Where the boundary of the course is defined by penalty markers, the following will apply:
- (a) The number of penalty markers will be kept to the minimum necessary to ensure the cars keep to the course
 - (b) All penalty markers will be either supervised by a Judge who will be in a safe location or monitored by CCTV
 - (c) If a car strikes a penalty marker five seconds is added to the car's time for each penalty marker touched

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 Super Buggies

Should a competitor competing in Super Buggies receive a penalty in accordance with GCR 139.6 he will be issued with a "Yellow Card". The minimum penalty shall be a Position penalty to classify them as last in the race. Should a Super Buggy competitor receive a second Yellow Card, then that competitor will be issued with a "Red Card" which shall mean that he will not be permitted to take any further part in that Championship round. The Red card will only be issued upon expiry of any Right of Appeal in accordance with GCR 167 and Chapter 16 Article 1.

3.3.2 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.

3.3.3 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.

3.3.4 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.

3.3.5 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

3.3.6 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.

3.3.7 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