



REGULATIONS APPLICABLE TO ALL RALLYCROSS EVENTS

1. GENERAL

1.1. All events will be held under the International Sporting Code of the FIA., The General Competition Rules of MI, these Regulations and any Supplementary Regulations issued for the events.

1.2. A permit for the organisation of a race meeting, championship or series is issued at the sole discretion of Motorsport Ireland (MI) and on condition that:

1.2.1. A permit application form is submitted to MI in accordance with GCR56.

1.2.2. A valid Track Licence issued by MI exists for the circuit and its conditions are fulfilled.

1.2.3. Basic safety requirements for permanent motor racing circuits are in place in accordance with Appendix 105.

1.2.4. MI licenced Timekeepers and Scrutineers appropriate to the grade of the event have been appointed.

1.2.5. In wet conditions every reasonable effort should be made to clear any accumulations of water from the track even if this means delaying the start.

1.2.6. All practice, qualifying and races at the event possess either a Championship Permit issued by MI, or visiting series have been approved by MI.

1.2.7. Supplementary Regulations have been submitted to and approved by MI for the event.

2. RIGHTS

2.1. 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, or alter the length of any races without assigning a reason.

2.2. The organisers may refuse an entry or debar any car/driver from competing without assigning a reason.

3. OFFICIALS

3.1. Clerk of the Course

3.1.1. One Clerk of the Course must be nominated as the Senior Clerk of the Course responsible for the overall control of the Meeting.

3.1.2. 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.

3.1.3. 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.

3.2. Judges of Fact

Judges and Timekeepers must be named and what they are Judges of either in the official Programme, Supplementary Regulations, Final Instructions or a Bulletin published on the Official Notice Board. The Judges will report to the Clerk of the Course in respect of False Starts (if any), completion of Joker Laps and the order in which cars cross the finishing line.

3.3. 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 as protection against a potential incident. Officials should be briefed on their duties and wear no clothing whose colour might be confused with flag colours.

4. COMMENCEMENT OF COMPETITION

No racing or practice may take place until:

4.1. The Chief Medical Officer has reported to the Senior Clerk of the Course that the necessary doctors/paramedics, mobile ambulance vehicles and first aid personnel are present and have been briefed. If no ambulance or suitable substitute vehicle is available at the event, the competition or practice must be suspended.

4.2. The Clerk of the Course has reported to the Stewards of the Meeting that the conditions of the Permit and Track Licence are fulfilled. Before making such a report the Clerk of the Course, or a Deputy or Assistant appointed by him specifically for such purpose, shall inspect the course and its installations.



4.3. The Clerk of the Course is sure that breakdown vehicles are present in sufficient number to cope with any incidents which may be expected having regard to the type of course and number of competitors.

4.4. The Clerk of the Course is satisfied that the licensed Rescue Vehicle(s) are positioned in accordance with the Track Licence.

4.5. No vehicle, other than a competing car, shall be taken on to the course during a competition except to deal with an emergency, and then only as instructed by the Clerk of the Course, who must be satisfied that the driver of such a vehicle knows the operating status of the track and that flag marshals will warn competing drivers.

4.6. The course or its features or markings may only be changed between the last practising period and the event itself in exceptional circumstances. Consideration may be given by the Clerk of the Course in consultation with the Stewards of the Meeting to arranging an additional scheduled practice.

4.7. If the organisers arrange to display signs to competitors indicating the progress of the race, these signals will show the number of laps or time remaining, unless Supplementary Regulations or Final Instructions or an official Bulletin from the Clerk of the Course indicates otherwise.

5. ENTRIES

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

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

5.3. 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/ car changes are made after publication of Entry lists with Final Instructions, the Competitor concerned will be accepted in accordance with GCR 113.

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

6. SIGNING-ON

6.1. Drivers must present to the Race Secretary or Deputy Race Secretary at "sign-on", sign a form prescribed by MI and present:

- their valid Competition Licence, with a valid medical date,
- International Medical Aptitude Certificate (if applicable),
- Entrants Licence (if applicable).

6.2. 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.

7. SCRUTINY

7.1. Before signing or attempting to sign on for a race held under the GCR's of MI, an Entrant / Driver must have submitted their car for Safety Scrutiny at a place and time as agreed with the Chief Scrutineer. On finding that the safety of the car complies with MI Regulations, an appointed scrutineer will issue the Entrant / Driver with a signed scrutiny sheet to be presented to the Race Secretary of the event at sign on.

7.2. Any competitor not submitting his car as instructed may be fined or disqualified.

7.3. No car may be driven in the event until it has been approved by a MI Scrutineer at Safety Scrutiny.

7.4. If, after approval for an event, any car 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.

7.5. In the event of an accident or collision occurring during a race or practice the car or cars involved may be required to return to the paddock for examination by the scrutineers.

7.6. Any car 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.

7.7. No car having been presented for scrutineering may be taken away from the circuit before the final technical checks have been concluded for the race. Any cars removed from Parc Fermé without the prior authority of the



Chief Scrutineer will be reported to the Clerk of the Course.

7.8. 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.

7.9. All cars must be identified in accordance with 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 GCR Appendix 6 (l).

8. BRIEFINGS

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Briefings may include electronic briefings in advance of the event.

9. PRACTICE, JOKER LAP, STARTS AND DRIVER BEHAVIOUR

9.1. Each Driver must complete not less than one practice laps unless they have previously raced over the course in its current layout and in the car to be raced, within the preceding twelve months.

9.2. 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.

9.3. 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.

9.4. 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.

9.5. 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 permitted speed events or having successfully completed an approved driving course at a Race or Rally School recognised by Motorsport Ireland.

9.6. Cars will be started from a standing start, with the engines running, and the Finish line must be clearly indicated.

9.7. Spinning the wheels before the start of a race is only permitted in the designated area and as defined in the Supplementary Regulations.

9.8. 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 GCR 142 and 150.

10. RACES

10.1. Races will start with a grid in the format 3-2-3-2 up to the maximum number allowed by the track license. Alternatively, a five abreast format may be used if permitted by the Track Licence and competitors are advised in the Final Instructions. In all cases the decision of the Clerk of the Course is final.

10.2. Each event may consist of practice, heats, Semi-Finals and Final.

10.3. The number of laps for Heats, Semi-Finals and Finals will be stated in the Final Instructions. Race length may be changed at the discretion of the Clerk of the Course but competitors must be advised in advance of the start of their race.

10.4. If there are fewer entries in a class than the permitted number of starters, the Clerk of the Course may run combined races. Any such amalgamation will be advised in Final Instructions or Event Bulletin.

10.5. The Supplementary Regulations must specify the starting signal, the timing method, when timing commences and the method of allocating starting positions.

10.6. Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race.

10.7. Should any 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.

11. FLAGS

11.1. Flags 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.

11.2. 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.

11.3. 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.

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

11.5. 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".

11.6. 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.

11.7. 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.

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

11.9. 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.

11.10. 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 the cars as they crossed the finishing line at the end of the lap prior to that in which the last car crossed the finish line under its own power.

11.11. 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.

12. TRACK REGULATIONS

12.1. 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.

12.2. 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.

12.3. 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.

12.4. No car 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 or a place of safety unless in doing so causes a hazard to other competitors.

12.5. 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.

12.6. 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 car's 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.

12.7. 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 two wheels of the car go completely beyond either the outer edge of any kerb or the white line where there is no kerb.



12.8. Should a car leave the track for any reason and without prejudice to 12.9 below the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.

12.9. 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.

12.10. 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.

12.11. Breaches of 12.7 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.

12.12. Breaches of 12.7 may be penalised using the following:

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

12.13. 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.

12.14. No competing car 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.

12.15. 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.

12.16. The Clerk of the Course will identify, during the Drivers Briefing and in written form, the specific areas to be judged.

12.17. 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.

12.18. Pushing or other contact resulting in a lasting advantage is strictly prohibited.

13. RACE FINISHES

13.1. 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 Chief Scrutineer or his deputy.
- g) Attend any podium presentation that may be required.

13.2. 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.

14. RESULTS

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

15. TIMING

15.1. At all times throughout the event, all competing car shall be fitted with a working timing transponder to enable each competing car to be timed.

15.2. The transponder should be securely fitted in the approved bracket fitted in the designated place as indicated by the Chief Scrutineer or as designated in Championship or Series regulations. This must be done prior to any practice or race. It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the car.

15.3. The transponder identification number should be submitted to the Event Secretary on the entry form.

15.4. The transponder must be of a type that is compatible with the timing equipment being used by the Chief Timekeeper and may be direct or battery powered.

15.5. Any competitor with an inoperative transponder will not be timed until the defect has been rectified or a replacement has been fitted.



15.6. 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.

16 CAMERAS

16.1. 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.

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

16.3. 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.

17. TELEMETRY / VOICE COMMUNICATIONS

17.1. Except for competitors competing in a Class for which a Speed National A licence is required, radio transmitters or receivers may not be carried. Any form of wireless/radio/telemetry data transmission between the vehicle car and any person and/or equipment is prohibited while the car is on the track.

17.2. 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

17.3. 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).

17.4. On-board data recorders are allowed.

17.5. Data transmission through a temporary physical connection is allowed in the paddock only.

18. DRIVERS 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:

18.1. A crash helmet, which fits properly, is in a serviceable condition and is in accordance with GCR Appendix 2 Section 17

18.2. Goggles or visor of splinter proof material (unless in a closed car with a full-size windscreen).

18.3. Current FIA homologated Flame retardant overalls, underwear, socks, boots, balaclava, gloves 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.

18.4. An FIA approved FHR device, fitted in accordance with FIA regulations, is mandatory.

19. LICENCE EXCEPTION

19.1. Motorsport Ireland licence holders competing in Rallycross events with a Speed National B licence will be permitted to compete in a car with an engine capacity up to 2050cc and in car eligible for the Open Clubmans Rallycross Championship.

19.2. Any driver competing with an engine above 2050cc will require a Speed National A licence.

19.3 A Motorsport Ireland Junior Speed Licence holder from 13 years of age will be permitted to compete in any Motorsport Ireland approved Junior Rallycross Championship.