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GENERAL COMPETITION RULES

This Yearbook is to be used
at all times in conjunction with the F.I.A. Yearbook of Automobile Sport.

Motorsport Ireland (MI) reserves the right
to add, delete or alter these rules, regulations and definitions.

Notice of any such amendments will be published in the official
Motor Sport Bulletin and /or on the MI website: www.motorsportireland.com
which will have the same force as these General Competition Rules and their appendices.

**IT IS ESSENTIAL THAT THESE RULES ARE READ IN CONJUNCTION WITH THE
REGULATIONS AND DEFINITIONS IN THE APPENDICES TO THIS YEARBOOK**

Effective 1st January 2020

This 2020 Edition supersedes all previous editions.

In the event of a conflict the following priority will apply:

International Events: FIA Yearbook, CIK Regulations, MI GCR's, MI Appendices

National Events: MI GCR's, MI Appendices, FIA Yearbook

RIAC / Motorsport Ireland

All references to RIAC in the
context of Motorsport will be taken to include the title "Motorsport Ireland" or MI

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Introduction to 2020 Yearbook

Dear Friends,

As I write this, we have just run our final rally of 2019 and our Public liability safety record is still intact which means that our insurance cover is still intact. This is due to the perseverance hard work and resilience of our officials and competitors throughout the country and decency around a “no to compo” culture from our community. Safety must be the first and last thing we think of as we do our business and the changes implemented to achieve that have thankfully been embraced by all.

As I told you last year we started the calendar process much earlier in 2018 and we brought it forward even more for 2019, this has proven to be very beneficial in allowing us to negotiate our insurance cover much earlier and this was reflected when we were in a position to remove the levy from all of our competition licences for 2019 and indeed reduce the cost of the clubman licence in order to encourage new people into our sport. We will continue this practice in 2020 and it is good news that it has facilitated growth in 2019 after many years of decline.

With the arrival of John Coyne as a very generous benefactor to the Team Ireland initiative we have been able to reach many more competitors than ever before and under the leadership of Sean McHugh we have seen workshops for not only drivers but navigators as well throughout 2019. These workshops are giving skills such as media training, pace note writing etc, to the participants along with the opportunity to drive both an R2 and R5 rally car. Further driver support has been given to some which allowed them to compete home and abroad as far as the FIAERC in Hungary.

Safety as I have previously said is our number one priority and our new for 2019 Safety Commission, under the chairmanship of Aiden Harper, have certainly stepped up to the challenge. This Commission has several sub-commissions under it and each of these is working diligently in their own area of responsibility. The Safety Commission put together a new training course which would deliver a FETAC Level 6 industry standard safety qualification and I am delighted that all 13 people that undertook this course passed the examination with distinction. This involved a huge commitment in terms of hours of course work over 3 weekends along with project work at home. We are now in such a strong place to drive safety within our sport when we have this group of people with years of experience and now the qualification to back up that experience. We intend to organise the same course for 2020 after which we will have a really strong pool of safety officers going forward. Congratulations to the participants who bravely took up this challenge.

Another new commission for 2019 was the Volunteers and Officials Commission which along with our new Safety and Training Officer Ronnie Murphy will deliver new training modules to our officials. This Commission also has several sub-commissions and one of these is a very exciting sub-commission for Marshals headed up by James Coleman. This group has been handpicked from people all over Ireland who are actively out weekend after weekend and really know what the marshal on the ground needs to perform the role required. I know that even though this group have only met a few times they will be bringing forward some new proposals to address the challenges and we must all step up and embrace these changes in order to secure the future of our sport.

Our sport is a chain made up of many links and as we all know any chain is only as strong as its weakest link so I ask each and every one of you from the competitor running number one on the road to the last car into the stage, from the competitor who won a championship to the competitor who came last, from the volunteer acting as a Steward all the way through every volunteer on an event, please support and RESPECT each other as “TOGETHER WE CAN” but if we divide then we greatly reduce the chances of us achieving the high standard safe events which we all want.

I wish each one of you a safe and fun year in OUR sport

John Naylor
President
Motorsport Ireland



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MOTORSPORT IRELAND GENERAL CODE OF CONDUCT

Motorsport Ireland expects you, and your associates, at all times to:

- Abide by Motorsport Ireland's regulations
- Respect the decisions of event officials
- Treat all competitors, marshals and officials equally with respect
- Maintain the highest standards of driving behaviour
- Conduct yourself in a proper manner at all times and always behave in the best interest of Irish motor sport
- Make every effort to minimise the impact of your activities on the environment around you

Abuse

Motorsport Ireland will not tolerate any form of abuse or aggression towards officials, marshals, spectators and competitors.

Motorsport Ireland and the National Tribunal will impose the most stringent sanction against any transgression.

Safety

You are reminded that participation in motor sport carries an inherent risk and the ultimate responsibility for safety lies with the individual. Motorsport Ireland urges you to make the maximum possible effort to ensure your own safety at all times.



CHAPTER 1

GENERAL PRINCIPLES

1. International Control of Automobile Competitions.

The Fédération Internationale de l'Automobile, hereinafter referred to as the "F.I.A.", is the sole international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records), and is the final international court of appeal for the settlement of disputes arising therefrom; it being acknowledged that the Fédération Internationale Motocycliste (F.I.M.) shall exercise the same powers in so far as vehicles with one, two or three wheels are concerned.

2. International Sporting Code.

That the above powers may be exercised in a fair and equitable manner, the F.I.A. has adopted an international Sporting Code, hereinafter called the "Code", which provides (among other things).

2.1. That each National Club (A.S.N., belonging to the F.I.A.) shall be presumed to accept and be bound by the Code.

2.2. Subject to such acceptance such National Club shall be recognised by the F.I.A. as the sole body having power to control automobile competitions in its own country.

2.3. A National Club shall have the right to delegate the whole or part of the powers granted by the Code to one or more Organisations in its country provided the consent of the F.I.A. is first obtained, and to revoke such delegation if it notifies the F.I.A.

2.4. A National Club may draw up its own national Competition Rules, but such Rules must be in conformity with the Code and approved by the F.I.A. Pending approval by the F.I.A. the Rules may be provisionally enforced forthwith.

3. National Control of Competitions.

The control of automobile competitions in the Republic of Ireland shall be administered, in accordance with the Code, by Motorsport Ireland (MI) as laid down in General Competition Rule 11.2.

4. The General Competition Rules (GCR's).

So that the above powers may be exercised in a fair and equitable manner, Motorsport Ireland (MI) has drawn up these Rules, to be known as "The General Competition Rules" and hereinafter referred to as "these Rules", which are in conformity with the Code.

5. Application of these Rules.

These Rules shall govern all competitions (as hereinafter defined) in which an automobile (as hereinafter defined) having more than three wheels

may take part, organised in the territory of Motorsport Ireland (MI).

Insofar as they do not conflict with these Rules any MI regulations, other supplementary regulations and official instructions applicable to a competition shall be deemed to form part of these Rules.

CHAPTER 2

NOMENCLATURE AND DEFINITIONS

6. Phraseology.

The following nomenclature, definitions and abbreviations shall be adopted in these Rules, in the appendices thereto, in all Supplementary Regulations and for general use. In these Rules words imparting a singular number include the plural and vice versa. Words imparting the masculine gender include the feminine gender.

7. F.I.A. (Fédération International de l'Automobile).

The international federation of "Recognised Automobile Clubs".

8. Grand Prix.

The words Grand Prix may only be applied to competitions which combine all the essential qualities of an event of first importance and whose organisers have obtained special permission for the use of the title through this A.S.N. The words Grand Prix, accompanied by the name of the country, are reserved exclusively for the use of the A.S.N. of that country.

9. The Code (Code Sportif International).

FIA International Sporting Code.

10. "Recognised Automobile Club" or A.S.N.

National Sporting Authority of automobile competitions, recognised as such by the F.I.A.

11. Terms

11.1. R.I.A.C. (Royal Irish Automobile Club).

The recognised Automobile Club (A.S.N.) of the Republic of Ireland.

11.2. Motorsport Ireland (MI).

Trading name of the Irish Motorsport Federation Ltd (IMF), a wholly owned subsidiary of the RIAC. Under the powers of Article 16.3 of the FIA Statutes and in accordance with GCR 2.3. the FIA has agreed to the delegation of the Sporting Power from the RIAC to Motorsport Ireland in application of Article 5 of the Statutes.

11.3. MI.

The official abbreviation of Motorsport Ireland.

11.4. Chief Executive Officer (CEO).

The executive nominated by the Board of the Irish Motorsport Federation Ltd to be in charge of motorsport administration.



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11.5. Motorsport Department.

The administrative department of Motorsport Ireland under the direction of the Chief Executive.

12. Motor Sport Commission (MSC).

12.1. The Body delegated by the IMF to exercise control of Motor Sport in the Republic of Ireland.

12.2. President of the Motorsport Commission.

The member of the Motorsport Commission elected by the Commission to serve as its President.

If, for whatever reason, the President is not available within a time frame required in respect of a particular circumstance or circumstances, then the member of the Council elected by the Council to serve as Vice President may, only in respect of that circumstance or circumstances, and only for the duration of that timeframe, act as, and be considered as, President.

13. Motorsport Ireland acknowledges the following organisations.

13.1. **Affiliated Club.** A club whose principal object is the organisation of competitions under the rules of Motorsport Ireland and which, for that purpose shall have entered into an affiliation agreement with MI which is subject to annual renewal.

13.1.1. In order to become affiliated a Club must apply to MI and enter into an agreement with MI to comply with its regulations and to pay the fees from time to time required. These fees may include

13.1.1.1. An Initiation fee, paid once only in the first year of affiliation, on first becoming an Affiliated Club.

13.1.1.2. An annual fee payable on the first of January of each following year.

13.1.2. Any club applying to MI for affiliation must be a company incorporated with the Companies Registration Office as a limited liability company, limited by guarantee and must remain so and be trading in good standing, throughout the period of its affiliation.

13.1.2.1. The constitution of the Club (Company) must make provision as follows:

INCOME AND PROPERTY

The income and property of the Club shall be applied solely towards the promotion of motor sport activities and competitions, and such other competitions as may conveniently be included in a programme of motor events. No portion of the Club's income and property shall be paid or transferred directly or indirectly by way of dividend, bonus or otherwise howsoever by way of profit to members of the Club.

No Director shall be appointed to any office of the Club paid by salary or fees, or receive any remuneration or other benefit in money or money's worth from the Club. However, nothing shall prevent any payment in good faith by the Club of:

(a) reasonable and proper remuneration to any member or servant of the Club (not being a Director) for any services rendered to the Club;

(b) interest at a rate not exceeding 1% above the Euro Interbank Offered Rate (Euribor) per annum on money lent by Directors or other members of the Club to the Club;

(c) reasonable and proper rent for premises demised and let by any member of the Club (including any Director) to the Club;

(d) reasonable and proper out-of-pocket expenses incurred by any Director in connection with their attendance to any matter affecting the Club;

(e) fees, remuneration or other benefit in money or money's worth to any company of which a Director may be a member holding not more than one hundredth part of the issued capital of such company.

WINDING UP

If upon the winding up or dissolution of the Club (Company) there remains, after satisfaction of all debts and liabilities, any property whatsoever, it shall not be paid to or distributed among the members of the Club. Instead, such property shall be given or transferred to some other institution or institutions having main objects similar to the main objects of the Club. The institution or institutions to which the property is to be given or transferred shall prohibit the distribution of their income and property among their members to an extent at least as great as is imposed on the Club under or by virtue of the Income and Property clause hereof. Members of the Club shall select the relevant institution or institutions at or before the time of dissolution, and if and so far as effect cannot be given to such provisions, then the property shall be given or transferred to some charitable object. Final accounts will be prepared and submitted that will include a section that identifies and values any assets transferred along with the details of the recipients and the terms of the transfer.

13.1.2.2. The Clubs affairs will be administered by a Commission, who shall be the directors of the company and who will appoint a President and/or Chairman, Secretary (who shall be the Company Secretary) and Treasurer from their number, in accordance with the rules laid down in the Club's constitution. This Commission may appoint sub-committees to under take specific tasks but they must report to and be answerable to the Commission.

13.1.2.3. In order to ensure rotation of directors, all directors who have completed two years of service shall retire by rotation, and being eligible, may offer themselves for re-election. In the first year half the directors shall retire (rounded down if not a whole number), those to retire decided by agreement or failing that by drawing of lots.

13.1.3. A prospective club will be expected to make a written application to MI requesting affiliation and providing the following:

- Name and contact details for the Chairman



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- and/or President, Secretary and Treasurer
- Copy of the Certificate of Incorporation
- Copy of the Constitution
- Confirmation of the number of members (it is desirable that a club have 50 paid up members at the time of application)
- Discipline(s) in which they are interested.
- The geographical location of the applicant club
- Confirmation in the prescribed manner that the applicant club has obtained the consent of 75% of all existing Affiliated clubs (where 75% results in a fractional number, this fraction shall be ignored). This consent shall be expressed on a specific form supplied by MI, signed by the Chairman or President and Secretary of the Affiliated club and ratified by a meeting of the Directors of the Club as appropriate
- Other special considerations including why the needs of the members cannot be served by any existing affiliated club.

Clubs aspiring to affiliation must, normally, be an Approved Organisation for a period of two years before making an application for affiliation.

13.1.4. The application will be considered by the MSC at their next meeting (provided all documentation and explanations have been provided). The application will either be refused (with reasons given) or permission to continue with the affiliation process given. If the permission to continue is given, the affiliation will become effective from the 1st January in the next calendar year, subject to the submission of the completed Affiliation Agreement by the 15th December in the previous year. If the application is refused, the club may apply again in the future when they have rectified the issue(s) which caused the refusal.

13.1.5. In addition matters may be referred to the Motorsport Commission as provided in the Affiliation Agreement entered into by the Affiliated Clubs. Any organisation or individual penalised following a hearing by the Motorsport Commission may make an Appeal to the National Tribunal of Appeal subject to the conditions set out in Chapter 16 Article7.

13.2. Approved Organisation.

This is a body, while not entitled to organise events under these rules, whose principal objectives are to support and promote Motorsport either nationally or internationally and who provide goods and/or services to Motorsport Ireland or any of its affiliated clubs. On “not for profit” basis.

- On application for Approval, such organisation must provide evidence of its size, scope and quality, the policy of the organisation and the strategy as to how the policy is implemented.
- The organisation and its policy should not conflict with any affiliated club.
- The Motorsport Commission shall decide on the acceptability of any application.

- Any such Approved organisation shall pay an annual registration fee to Motorsport Ireland and shall be required to request Approval on an annual basis.

13.3. Recognised Organisation – Deleted 1.1.13

13.4. Any First Time application for Club Affiliation or Approved Organisation status shall be published in the Motorsport Bulletin and any existing Affiliated Club shall be entitled to lodge an objection to the granting of status within one month. The Motorsport Commission shall take such objection into account when making its decision.

14. Annual Affiliation Renewal.

14.1.

Each affiliated club is subject to annual renewal of its affiliation. An annual affiliation agreement shall be submitted by each affiliated club on a form issued by Motorsport Ireland, to be signed by the Club Secretary and the person who has independently certified the clubs financial statements. The form will seek the name of the current Chairman/President, Secretary and Treasurer and must be accompanied by a copy of the certified financial statements approved at the most recent AGM of the company (Club) which must have been held within the previous 12 months of the date of the affiliation renewal and such other information as required by the Motorsport Commission from time to time.

14.2. An affiliated Club must at all times comply with the requirements laid down in GCR 13. For Clubs affiliated before 1st January 2018, this rule shall be effective from 1st January 2020.

14.3. if the Club Secretary changes during the year, the name and contact details of the new secretary must be notified immediately to MI.

15. Automobile.

A land vehicle propelled by its own means, running on at least four wheels not in a line, which must always be in contact with the ground and of which at least two must affect the steering and at least two the propulsion.

16. Class.

A category of automobiles classified according to type (e.g. saloons, sports cars, racing cars, etc.) and/or cylinder capacity of their engines.

17. Competition.

Any Championship, Series, Cup, Trophy, Challenge, Race, Test attempt at Record, Trial, Rally or other event in which an automobile takes part and which has a competitive nature by publication of results. Competitions are “international” or “national” as hereinafter defined.

18. International Competition.

A competition is international when it is entered on the F.I.A. International Calendar and is open to competitors and drivers of various nationalities.



19. National Competition.

A competition is National when it is open only to competitors and drivers holding an appropriate licence (Rule No. 108) issued by the A.S.N. under whose organising permit such competition is held. A National Competition held under MI permit must be entered on the annual MI Fixture List. It has, however been agreed between the **Motorsport UK** and MI that their respective licence holders shall be accepted in National Competitions in each other's territories, subject to any visa required by the Organisers, and provided that the type of licence held is appropriate to the event. (See also Appendix 1).

Entry Forms may require a visa from MI for International events. Entrants may normally obtain a visa either by post or personal call before submitting their entry form to the Organisers, but where an entrant contemplates entry to a series of such events, the MI will consider issuing a block of visas in advance, provided, that the Driver's name and licence number is given for each event.

20. Restricted Competition.

An International or National Competition is "restricted" when the competitors or drivers who take part in the competition have to comply with particular conditions other than those in Rule Nos. 19 and 21 of these Rules; for instance:

20.1. Competition by invitation.

20.2. Competition confined to automobiles of a particular make.

21. Closed Competition.

A competition is called "closed" when it is confined solely to members of the Club or Clubs organising the competition who are not the holders of the licence of any A.S.N. other than MI. MI may allow several Clubs to join in the organisation of a Closed Competition.

22. Rally.

22.1. A Rally may be either a rally of a sporting character or a Touring Assembly.

22.2. Broadly, there are two categories of Sporting Rallies:

22.2.1. Rallies with Special Stages.

The Stages being run over closed forestry roads, private roads or public roads closed to the public. The system of marking for these rallies is based on the total of the times taken for the competitor to cover the total number of Special Stages, having regard for a pre-determined target-time for individual stages which may not exceed an average speed of 113 k.p.h. loose surface or 130 k.p.h. tarmac. Timekeeping between one stage control and the next is carried out to a set average of not more than 50 k.p.h. and penalties may be incurred by the competitor for being either late or early.

22.2.2. Navigation Trials.

As the name suggest, competitors are required to follow a route set out on a route card either by map references or by tulip diagrams. The permitted average speed required, must not exceed 50 k.p.h. with penalties for being either late or early, and additional penalties for either leaving or entering a time point or Control in a direction other than specified in the route card.

22.2.3. Competitors averaging in excess of 65 k.p.h. between time controls on roads open to the public, in any Rally, Trial or other event will be subject to penalties up to and including exclusion.

22.2.4. Penalties as described in this Rule No. 22 are not to be treated as disciplinary penalties as defined in Rule No. 142

22.3. A Touring Assembly is an event organised with the primary object of assembling tourists at a point settled beforehand. In a Touring Assembly a prescribed route may have to be followed and each participant may have to report at pre-arranged points but no limits of speed are laid down. The programme of a Touring Assembly may include additional observed tests, (but nothing in the nature of a special stage or speed event). No prize money may be allocated in respect of Touring Assemblies. Notwithstanding anything in these Rules, A Touring Assembly shall be exempt from the general requirements thereof provided that:

22.3.1. The consent in writing of MI and its approval of the regulations for the Touring Assembly have first been obtained and

22.3.2. where the route runs through the territory of an A.S.N. other than MI Rule No. 81 of these Rules must be complied with.

22.3.3. A Touring Assembly is exempt from entry on the International Calendar even though it may be international in character.

23. Event.

An Event is made up of one or several of: Competition, Parade, Demonstration or Touring Assembly.

24. Race.

An event held on a closed circuit between two or more vehicles running at the same time, on the same course, in which speed or distance covered in a given time is the determining factor.

25. Speed and Other Events.

An event at which vehicles run individually (even though two or more individual runs may be taking place simultaneously) and in which the relative performance of the competitors are assessed by timing them over a given distance.

25.1. Rallsprint.

An event held in private grounds for rally type cars only. Cars must start at intervals as laid down in the



approved Supplementary Regulations for the event, and both driver and co-driver may be carried. Course must not be a closed circuit and must not exceed 8 kilometres in length.

25.2. Rallycross.

A speed event which takes place on a combination of sealed and unsealed surface as part of a permanent circuit. Track requirements and safety precautions will be as specified by MI on application.

25.3. Autocross.

A speed event on grass or loose surface (GS), (LS).

25.4. Sporting Trial.

A trial in which the marking during the event is mainly based on the ability to climb hills or traverse observed sections without cessation of forward motion for more than periods of 5 seconds at a time.

25.5. Test Trial.

A competition based on the fastest time taken in a series of Driving Tests (see 25.7.) and run over a pre-set route on the public highway.

25.6. Autotest.

As Test Trial above EXCEPT that a route is not followed and a series of driving tests takes place within a defined area of private ground.

25.7. Driving Test.

That part of a competition in which marking is based on a competitor's performance in manoeuvring or adjusting the control or speed of his car, or maintaining the forward motion of his car in adverse conditions, or a combination of these requirements allied with the time taken to perform the test.

25.8. In either competition under 25.5. or 25.6. competitors will not be required to travel in a forward or in reverse direction for a distance of more than 200 metres on each occasion in any one driving test.

26. Organising Permit.

The documentary authority to organise and hold a competition, granted solely by MI (Rule Nos. 55 and 56).

27. Organisers.

Any person or body proposing to hold, holding, or organising a competition under these rules (Rule No. 52).

28. Supplementary Regulations (SR's).

Regulations supplementary to these Rules, drawn up by the organisers of a competition or competitions and approved by MI with the object of laying down the details of such competition or competitions.

29. Record.

The best result obtained under the prescribed conditions.

30. Local Record.

A record established on a permanent or temporary track approved by MI whatever the nationality of the competitor.

31. National Record.

A record recognised as such by MI in accordance with the FIA International Sporting Code No.35, regardless of the nationality of the competitor.

32. Holder of Record.

32.1. If the record is one established in the course of an individual attempt, the holder is the person to whom permission to make the attempt was granted and who made formal application for such permission.

32.2. If the record is one established in the course of an *event* the holder is the competitor in whose name entry was made of the automobile with which the performance was achieved.

33. The Start.

The start is the moment when the order to start is given to a competitor or competitors (see also Chapter 6).

34. Control Line.

A control line is a line by reference to which an automobile is timed or its performance in a competition is determined.

35. Starting Line.

A starting line is the first control line on a course (Rule No. 90).

36. Finishing Line.

A finishing line is the last control line on a course.

36.1 Parc Ferme

Parc Ferme is the place to which a competitor is obliged to bring his car(s) as set out in the Supplementary Regulations. In the parc ferme area only authorised officials may enter. No operations, checking, tuning or repair is allowed unless agreed by the authorised officials.

37. Handicap.

The method laid down in the Supplementary Regulations of a competition for the purpose of equalising the chances of the competitors.

38. Competitor.

A person whose entry is accepted for a competition or who competes in any competition whatsoever, whether as Entrant, Driver or Passenger.

39. Driver.

A person nominated as the driver of an automobile in any competition whatsoever.



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40. Passenger.

A person other than the driver, who travels in a competing car at an event. This includes navigators and bouncers. Passengers must meet the minimum age requirements as stipulated in the MI Yearbook for the relevant branch of the sport.

41. Competition Licence.

This licence is a certificate of registration issued under the Code by an A.S.N. to any person wishing to compete in competitions held under the Code. The holder of a licence is presumed to know the Code, and must observe it.

42. Licence Number.

The number on a competition licence.

43. Competitors' Register.

The list maintained by an A.S.N. of persons to whom it has issued either an entrant's or driver's licence. The Register must show the respective licence number and the category of licence issued specifically stating whether National or International.

44. Nationality.

The nationality of an entrant or driver for the purpose of these Rules shall, after the grant of a licence, be deemed to be that of the A.S.N. which last issued a Competition Licence.

45. Track Licence.

The written approval of a track by the F.I.A. (International Track Licence) or by MI (National Track Licence). (For 'Fees' see GCR No. 88)

CHAPTER 3

COMPETITIONS - GENERAL CONDITIONS

46. Organisation of Competitions.

Competitions may only be organised in the territory of MI by:

46.1. MI.

46.2. Automobile Clubs affiliated to MI.

46.3. Other organisers approved by MI.

47. Official Documents.

For every competition the organisers are responsible for drawing up and publishing Supplementary Regulations and a Programme. If any condition contained in the Supplementary Regulations is contrary to these Rules, it shall be null and void.

48. Announcement to be made on all Official Documents.

All Supplementary Regulations, Programmes and entry forms relating to any competition shall bear in a conspicuous manner the following announcement: "Held under the General competition Rules of MI (incorporating the provisions of the International Sporting Code of the F.I.A.)"

49. Acquaintance with and Submission to Rules.

Every person, or group of persons, organising a competition or taking part therein:

49.1. Shall be deemed to be acquainted with the Code and these Rules.

49.2. Shall undertake to submit himself without reserve to the consequences resulting from these Rules.

49.3. If a vehicle is found not to comply with the technical regulations, it shall be no defence to claim that no performance advantage was obtained.

50. Unauthorised Competitions.

Any proposed competition not organised in conformity with the Code and these Rules is prohibited, and if such a competition is included in an event for which a permit has been granted that permit shall be null and void. Any person taking part in such an unauthorised competition shall be subject to the provisions of Rule No. 140.

51. Postponement, Abandonment or Cancellation of a Competition.

An event or a competition forming part of an event shall not be postponed, abandoned or cancelled unless:

51.1. Provision for so doing is made in the Supplementary Regulations, or

51.2. The Stewards of the Event have taken action under Rule 129.11. In the event of cancellation or postponement for more than 24 hours, entry fee shall be refunded.

CHAPTER 4

COMPETITION ORGANISATION

52. Organisers.

Competitions shall normally be organised by a Club or Clubs affiliated to MI (Rule No. 13.1.) or in exceptional circumstances by some other body approved by MI and in either case shall be known as "The Organisers".

53. Registration of Clubs.

No Club shall organise a Competition unless it has been affiliated to MI (Rule No. 13.1.) and has paid affiliation fees for the current year.

54. Recognition of National and Local Authorities.

A competition may be held either on the road or on the track or on both but no permit shall be granted by MI or Competition be held unless the Organisers shall have first obtained such official permission as may be necessary from the competent governmental or local authority. Competitions taking place on the public highway must conform to the traffic laws of the country in which they take place. Any breach of such laws by a competitor or driver during a competition, shall be a breach of these Rules and may be dealt with accordingly.



55. Necessary Permission and Approval.

No Competition (Rule No.17) shall be held unless MI has signified its approval by granting an organising permit or has waived the necessity of an organising permit. MI may attach conditions to the grant of a permit or decline the grant or may withdraw a permit.

56. Application for an Organising Permit.

56.1. Every application for an Organising Permit shall be made out on the official form and shall be accompanied by the appropriate fee (Rule No. 57) together with a draft of the proposed. Supplementary Regulations and entry form. The application must be lodged at least 28 days before the date of the proposed competition, except in the case of Stage Rallies where application must be made a minimum of 12 weeks before the competition. The application must state:

56.1.1. The name and address of the applicant.

56.1.2. The body or person on whose behalf the application is made and the official position held by the applicant.

56.1.3. The nature of the competition for which the permit is required.

56.1.4 The date and place of the proposed competition.

56.1.5. In the case of an application for a permit to hold a race meeting or speed event on a track, circuit or course, which is not already approved by MI, an application for approval must be made to MI at least 12 weeks before the proposed competition, and this application must be accompanied by a plan to a scale of not less than 1 : 10 000. This plan shall give details of the course and indicate the proposed position of spectators, and measures to be employed to ensure their safety.

56.1.6. In the case of permanent race circuits compliance with Rule No. 87.

56.1.7. The name and relevant current valid licence number of the Clerk of the Course (Stage Rallies, Car and Kart Races and Hillclimb /Sprints /Rallycross).

56.2. MI reserves the right to withdraw a Permit or add to, or modify the conditions attached thereto, even after the permit has been granted.

57. Permit Fees.

The fees payable to MI on the grant of an organising permit is laid down in the schedule of fees to these Rules or as stated on current permit application form or Yearbook.

57.1. Late Applications.

Late applications for event permits will be automatically refused, or a fine imposed on the organisers not greater than an amount equivalent to that of the permit fee for an individual event of similar type. Incorrect or incomplete applications may be refused or returned for re-submission as may any application from any Organiser who has failed to discharge any requirement of, or any indebtedness to MI.

58. Waiver of necessity for Permit.

MI may waive the necessity for organising permits for individual specific events of the kind listed below. The organisation of competition under such a waiver shall be subject to such conditions as MI shall from time to time announce, and the waiver may be revoked at any time either generally or in respect of a particular Club or proposed competition without a reason being given.

58.1. **Touring Rallies or Assemblies** as noted in Rule No. 22.3. in which there is no individual timing except for the purpose of preventing competitors from travelling at inappropriate speed.

58.2. **Veteran and Vintage events** organised in accordance with regulations laid down from time to time by MI.

58.3. Fuel Economy Runs.

58.4. **Other events** such as Concours d'Elegance processions for charitable historic or road safety purposes for which MI may see fit to grant a waiver.

58.5. Gymkhana.

Meeting of automobiles and drivers not taking place on public roads and not requiring a competition licence. Such events require a waiver of permit.

58.6. Application for waiver of permit must be submitted at least 28 days in advance of the event.

59. Main Information to be included in Supplementary Regulations (SR).

The Supplementary Regulations shall contain the following information where appropriate:

59.1. The name and nature of the proposed competition(s).

59.2. The name and address of the Organisers.

59.3. A statement in accordance with No. 48 of these Rules.

59.4. The place and date of the *event*.

59.5. A full description of the proposed competition including length and direction of course, fuel and the categories of automobile eligible.

59.6. The dates, times and nature of starts with details of handicapping (if any).

59.7. A reminder of such of these Rules as may be particularly applicable to the competition, and also in regard to licences, signals, protection against fire.

59.8. The manner in which results will be determined and prizes awarded.

59.9. A detailed list of prizes allocated to each competition.



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59.10. The names of the Stewards of the Event and of the Clerk of the Course.

59.11. Provision regarding postponement, abandonment or cancellation.

59.12. Any additional information required on entry forms.

59.13. The dates of opening and closing of entries and how and where they shall be made.

59.14. The amount of the entry fee.

59.15. Conditions in which entries may be refused.

59.16. All such other requirements and information as shall from time to time be specified in the MI Yearbook, MI Website or Motor Sport Bulletins.

60. Alteration of Supplementary Regulations.

No alteration shall be made to the Supplementary Regulations after the commencement of the period for receiving entries unless:

60.1. MI and all competitors already entered agree to the alteration or

60.2. The Stewards of the Event so decide for reasons of safety or force majeure.

61. Entry.

An entry made and accepted in accordance with these Rules and any relevant Supplementary Regulations is a contract between a Competitor and the Organisers by which the Competitor agrees to take part in the competition for which he has entered unless prevented by force majeure, and the Organisers agree to comply with the conditions of entry provided that the Competitor has made every effort to take part in the competition. A breach of such contract may be treated as breach of these Rules.

62. Dispute regarding Entry.

If any dispute shall arise otherwise than by way of protest between a competitor or driver and Organiser regarding an entry or nomination to drive which has already been accepted, such dispute shall be referred to MI subject to the right of appeal (if any) provided by these Rules.

63. Opening of Entries.

An organising permit having been granted or the proposed competition being one of a kind in respect of which the necessity for an organising permit has been waived, the organisers may invite, receive and accept entries from eligible competitors. Every entry form or invitation to enter sent out by the Organisers shall be accompanied by a print of the relevant supplementary regulations. Every entrant shall complete and sign an entry form and submit it to the Organisers by the appropriate date together with the entry fee (if any). An entry form which is incomplete in any material particular may be accepted by the Organisers conditionally upon a

completed entry form being received by a specified date. An entry not accompanied by the entry fee (if any) laid down by the supplementary regulations or without specifying Competition licence number of driver or entrant shall be null and void. An entry for a Competition organised outside the territory of MI by a competitor whose licence was issued by MI shall only be made with the prior approval of MI unless covered by the provisions of Rule No. 17.

64. Ineligible Entries.

Except with the written consent of MI, no Organisers shall accept an entry from any person in whom they have a financial interest.

65. Contents of Entry Form.

Entry forms shall contain the following:

65.1. Spaces for the full true names and addresses of entrant, driver (s) and passenger(s) and (if appropriate to the competition) the licence number of the entrant and driver(s). Supplementary regulations may permit the nomination of drivers and passengers to be deferred, but no driver or passenger shall compete unless he has first signed the appropriate indemnity declaration(s) and /or undertaking(s) as required by Rule No. 66.

65.2. An entry may be submitted by an agent on behalf of the entrant but in that case the entrant shall himself sign and submit an entry form as soon as possible, and in any case before the commencement of the competition.

65.3. The following statement: "if an entrant is under 18 years of age this form must be countersigned by the appropriate parent or guardian".

65.4. Forms of indemnity, declaration and undertaking as appropriate in accordance with Rule 66 and spaces for the appropriate signatures. If so desired, the forms to be signed by drivers and passengers (but not those to be signed by the entrant) may be on a separate sheet accompanying the entry form.

65.5. A statement in accordance with Rule No. 48 of these Rules.

65.6. Any other information required by the supplementary regulations to be stated on the form.

66. Indemnities, Declarations and Under- takings by Entrants, Drivers and Passengers.

66.1. Every entrant, driver and passenger before taking part in any competition shall sign an agreement in the following form:

"I have read the supplementary regulations issued for this event and agree to be bound by them and by the General Competition Rules and Regulations of MI including the guidelines and regulations contained in Motorsport Ireland's Code of Conduct



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for Childrens Sport. In consideration of the acceptance of this entry or of my being permitted to take part in this event I agree to save harmless and keep indemnified the (Organising Club), Irish Automobile Club Ltd. t/a The Royal Irish Automobile Club, Irish Motorsport Federation Ltd. t/a Motorsport Ireland and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s) (as the case may be) howsoever caused arising out of or in connection with this entry or my taking part in this event and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents. Furthermore, in respect of any parts of this event on ground where Third Party Insurance is not required by law, this Agreement shall in addition to the parties named above extend to all and any other competitor(s) and their servants and agents and to all actions, claims, costs, expenses and demands in respect of loss of or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s). My age is (if applicable state over 18 years).

66.2. Every entrant shall sign the following declarations:

66.2.1. In the case of Races (which term include Speed Events)

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

66.2.2. In the case of any event taking place wholly or partly on the public highway:

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

66.3. Every driver taking part in a Speed Event (Rule No. 25) shall sign a declaration in the following form:

"I understand that should I at the time of this event be suffering from any disability whether permanent, temporary or otherwise which is likely to affect prejudicially my normal control of my automobile, I may not take part unless I have declared such disability to MI, who have, following such declaration issued a licence which permits me to do so". Rule 108.3).

66.4. Every driver taking part in a Race or Speed Event, or Special Stage Rally, shall sign an undertaking in the following form:

"I undertake that at the time of the event to which this entry relates I shall be in possession of a current certificate of medical fitness".

In the case of MI Licence Holders only certificates on the official MI or FIA Medical Forms will be accepted.

66.5. Any indemnity and/or declaration as prescribed by sub-paragraphs 66.1 and 66.2 above which is signed by a person under the age of 18 years shall be countersigned by that person's parent or guardian, whose full names and address shall be given. Furthermore, the parents and/or guardians of persons under 18 years of age shall grant permission to MI and the Irish Sports Council (Sport Ireland) to carry out tests in accordance with the Irish Anti-Doping Rules (Rule No 139) in the following form:

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

67. Closing of Entries.

The closing date for entries shall be the date specified in the supplementary regulations except for international events, where the closing date shall be as laid down under Article 3.11 of the International Sporting Code.

68. Entry by Facsimile/Electronic.

Notwithstanding the provisions of Rule Nos. 63 and 66 of these Rules, an entry may be made by electronic means provided it is received before the time laid down for the closing of entries. Any entry fee must be dispatched in time to meet the closing date for the receipt of payment. In the case of online/electronic entries, the competitor / driver accepts the terms and conditions including the indemnity as per the electronic entry system irrespective of which person actually submitted the electronic entry. The drivers must sign the full indemnity as per the manual entry form at event sign-on and such signature shall be deemed as the competitor / driver's acceptance of the terms and conditions as laid down in the supplementary regulations. All events must allow a competitor to complete a manual entry form if so requested.

69. Entry Containing a False or Incorrect Statement.

An entry which contains a false or incorrect statement shall be null and void and the entrant may be deemed guilty of a breach of these Rules and the entry fee may be forfeited.



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70. Refusal of Entry.

70.1. If an entry for an International Competition is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form so as to arrive in ordinary course of delivery within eight days after the receipt of the entry or at least five days before the event, stating the grounds for such a refusal.

70.2. An entry for a competition held under these Rules, other than an International Competition, may be refused in accordance with the Supplementary Regulations relating to such competition, and/or the relevant Appendices of this Yearbook.

71. Conditional Acceptance of Entry.

Supplementary Regulations may provide that entries may be accepted under certain clearly stated conditions. For instance, where the number of starters is limited, an entry may be accepted conditionally upon a vacancy occurring among entrants already accepted. Conditional acceptance shall be notified to the entrant in writing dispatched not later than the day following the date for the closing of entries.

72. Acceptance of Entries.

If the number of entries received exceeds the maximum number of competitors laid down in the Supplementary Regulations, those to be accepted shall be selected in the manner specified by the Supplementary Regulations. If no manner is specified, they shall be selected either by ballot or by the order of their receipt as the Organisers shall decide.

73. Acknowledgement of Entries.

Unless the Supplementary Regulations prescribe a shorter time, Organisers shall acknowledge Entries within seven days of receipt. Except as otherwise provided by these Rules, organisers shall at the same time inform Entrants whether their Entry is accepted, refused, or a decision deferred.

74. Unauthorised Entries.

The Organisers shall not enter on the programme or publish as entered the name of any competitor or driver in respect of whom they have not accepted or conditionally accepted an entry or nomination. A competitor whose entry is conditionally accepted shall be shown as such.

75. Nomination of Reserves.

Should any competitor be eliminated in accordance with Rule No.72 of these Rules he may be accepted as a reserve.

76. Multiple Entries of an Automobile.

An automobile shall not be entered more than once in the same competition. MI may depart from this rule by authorising two entries of the same automobile in a competition. In such a case the responsibility of the entry shall be shared jointly by both entrants and the automobile shall only compete once with the same driver.

77. Change of Automobile.

Subject to anything to the contrary contained in the Supplementary Regulations after the publication of the programme the Stewards of the *Event* may authorise the substitution in an event of an automobile different from that specified on the entry form provided that the Supplementary Regulations are complied with in all other respects.

78. Insurance.

MI will arrange insurances in respect of legal liability for all events authorised by the issue of a permit. The organisers shall pay all premiums due in respect of such insurance or any other insurance required as a condition of permit or waiver of permit.

79. Publication of Results.

The Organisers shall inform each competitor of the provisional results of a competition within 21 days of the completion of the competition or such further time as MI shall allow.

80. Payment of Starting and Prize Money and Presentation of Awards.

The Organisers shall distribute all starting and prize money within 21 days after the final results of a competition shall have been arrived at, or such further period as MI may allow. Any awards shall be presented within a like period unless the Supplementary Regulations specify a particular date or occasion for presentation.

CHAPTER 5

COMPETITION COURSES

81. International Courses.

When the course of a competition traverses the territory of several countries the Organisers must first obtain through their own A.S.N. the consent of every A.S.N. having authority in any of such countries. Each A.S.N. whose territory is traversed will exercise control of such a competition whilst it is taking place within the territory except that the announcement of the results of the competition will be confirmed by the A.S.N. to whom the organisers are answerable.

82. Road Courses.

The selection of any courses for a competition shall be subject to the approval of MI with the request for such approval there shall be submitted an itinerary giving the distance to be covered.



83. International Track Licence.

Application may be made by MI to the F.I.A. for an International Track Licence for a permanent or temporary track. The F.I.A. may license a track for an event or for a series of competitions, or if the track is a permanent one, until the 31st December next ensuing. The F.I.A. may, after consultation with MI refuse to grant or may withdraw an international track licence in respect of a track within the jurisdiction of MI. The reasons for any such refusal or withdrawal shall be stated.

84. National Track Licence.

MI may grant a national track licence to a track for an event or for a series of competitions or, if the track is a permanent one, a licence which shall be valid for a period of not more than three years expiring on 31st December of the specified year. MI may refuse to grant or may withdraw a national track licence as it may think fit. A track in respect of which only a national track licence is current may not be used for attempts at International Class or World's Records. Such track licence shall only be valid in respect of Competitions organised in accordance with GCR 55.

85. Information to be given on Track Licences.

A track licence granted by the F.I.A. will state the length of the track and whether it is approved for attempts at international and world's records. A track licence granted by MI will state the length of the track and whether it is approved for attempt at national records. The track licence will also contain the Special Track Rules, which all concerned are expected to know and are required to obey.

86. Display of Track Licence.

A track licence shall, so long as it is in force, be displayed in a prominent position at the track.

87. Conditions to be fulfilled for both Permanent and temporary tracks.

Permanent and temporary tracks shall comply with the conditions and requirements laid down in Appendix "O" to the Code (FIA) in respect to FIA Championship Events.

88. Track Licence Fees.

The scale of fees payable on the grant of a track licence is laid down in the Schedule of Fees of these Rules.

CHAPTER 6

STARTS, HEATS AND TIMING

89. Starting.

There are two methods of starting.

89.1. The rolling start.

89.2. The standing start.

90. Starting Line.

90.1. In all record attempts and in competitions with a flying start, the starting line is the line on the crossing of which the timing commences (Rule No. 35.)

90.2. In competitions with a standing start, the starting line is the line in relation to which the position of each automobile (and if appropriate, each driver) is fixed prior to the start (Rule No. 33).

91. Starting Positions.

The Supplementary Regulations shall prescribe the relative positions of all automobiles prior to the start and the method by which such positions are to be determined.

92. Rolling Start.

A rolling start occurs when the automobile(s) are moving at the moment when the timing commences. To achieve a rolling start, the competitors may be led by a starter in a pilot automobile until the starting signal is given.

93. Standing Start.

A standing start occurs when the automobile(s) are stationary at the start. The following conditions shall, as appropriate apply to a standing start.

93.1. For a record attempt the automobile must be stationary with that part which operates the timing apparatus behind but within 10 centimetres of the starting line. The engine of the vehicle shall be running before the start.

93.2. For all other competitions the Supplementary Regulations shall stipulate whether, before the start, the engine shall be running or stationary.

93.3. Automobiles starting singly or in line abreast shall be placed as follows:

93.3.1. If the timing is recorded by automatic timing apparatus, as laid down in 93.1. above.

93.3.2. If the timing is done by means of a watch or other timing apparatus not triggered automatically, the vehicle or vehicles shall be placed before the start with the front wheels touching the ground on the designated line or in accordance with the event Supplementary Regulations.

93.4. The Supplementary Regulations may prescribe that the drivers shall at the start be at some specified distance from their automobiles.

94. Timing.

94.1. In the case of a standing start the timing shall commence:

94.1.1. If the timing apparatus is automatic when it is operated or

94.1.2. If the timing is not automatic at the start.

94.2. In the case of a flying start when the leading automobile crosses the starting line.



94.3. In circuit competitions the completion of the first and subsequent laps shall be timed when the automobile crosses the control line in front of the Timekeepers' station unless the Supplementary Regulations otherwise provide.

95. Crossing a Control Line.

The timing of an automobile crossing a control line shall be taken at the moment when the centre of the front wheel(s) pass over that line, or where the timing apparatus is automatic in operation at the moment when it is operated.

96. Starter's Orders.

96.1. Drivers and vehicles ready for the start at Race Events, come under the orders of the Starter from the moment the one minute board is shown until the starting signal is given. All competing cars on the grid when the one minute signal is given or in the event of a formation lap, when shown the GREEN flag will be deemed to have come under starters orders. Any car having come under Starters Orders and then not being able to take its place on the final grid may start when ready from its pit, but only after the remaining cars have left the final grid and when directed to do so by the Pit Lane Marshal or Starter.

96.2. In the case of a permanent circuit where all pits are behind the Starting Line or a continuation of it the provisions of Article 8 of the Code on "Start from the Pits". Starting line after the pits would then apply, i.e. the driver will be considered as having completed one lap the second time he passes the line.

97. Non starter.

Any driver not coming under the Starters Orders shall be deemed a non-starter. Any driver will be considered as having started if under Starter's orders at the start.

98. False Start.

A false start occurs when before the start a driver under Starter's Orders moves forward from his prescribed position.

99. Penalty for False Start.

99.1. Deleted 2015.

99.2. The penalty for a false start shall be defined in the Appendix appropriate to the event, or in the Supplementary Regulations.

99.3. Any such penalty shall be notified to the driver's team as soon as practicable or as described in the Supplementary Regulations.

99.4. If laid down in the Supplementary Regulations a further penalty may be imposed (e.g. a stop/go or drive through) within the limits of the Supplementary Regulations.

100. Heats.

A competition may be started in heats, the composition of which must be determined by the Organisers and published in the programme. The composition of heats may be modified or heats consolidated by, but only by, the Stewards of the Event.

101. Dead Heats.

In the case of a dead-heat the competitors concerned shall either share the prize allotted to their places in the results, or, if all such competitors agree the Stewards of the Event may authorise are run by such competitors only, and may impose conditions. Therefore, in no case whatsoever shall the whole competition be re-run.

CHAPTER 7

COMPETITORS AND DRIVERS

102. Registration of Competitors (Entrants) and Drivers.

Any person who wishes to qualify as a competitor or driver as defined in Rule No. 38, shall make a formal application for a competition licence to MI in accordance with Rule No. 41.

Before the commencement of an event, all competitors and drivers must produce a current valid competition licence to the organisers and in default the driver must not be permitted to start. Any competitor or driver found not to have a current valid licence will be liable for the fixed penalties set out in Rule No. 139.10. MI reserve the right to impose additional penalties where it is deemed appropriate in accordance with the procedures in Chapter 16 Article 9. Entries in the first place must not be accepted by organisers unless the competition licence numbers of competitors, drivers, co-drivers, navigators, etc. are given in the spaces provided in the entry forms. Only persons who possess a current Commercial Entrants Licence may enter another driver for a competition, except as laid down in Rule No 108.2.3. This will not affect a competitors right to be his or her own entrant.

Individuals seeking a Commercial Entrants licence in a name or title other than the applicant's name, must provide proof of permanent residence within the Republic of Ireland by including a current valid Certificate of Incorporation within the meaning of the Companies Act 2014.

Notwithstanding anything in these Rules, MI may in writing waive the necessity for entrants or drivers to hold a licence under these Rules in order to be eligible to take part in a particular competition, if it is primarily an event of a social character or an event open only to persons who have not recently regularly taken part in competitions.



103. Grant of Competition Licence.

103.1. A licence may be either an entrants, navigator or a driver's licence.

103.2. MI shall be entitled to grant licences to:

103.2.1. Citizens of the Republic of Ireland

103.2.2. A national of any other country represented on the FIA after receiving authority from the A.S.N. of that country so to do.

103.2.3. A national of a country not represented on the F.I.A. provided the F.I.A. is first informed and makes no objection of the grant of such licence.

103.3. In accepting a licence the holder shall be deemed to have contracted with MI to be bound by these Rules and in particular the obligations set out in Rule 49.

104. Restrictions on the Holding of Licences.

104.1. No person shall apply for or hold a current competitor's and/or driver's licence from more than one A.S.N.

104.2. No person shall apply for or hold more than one current entrants and driver's licence from MI.

104.3. No person shall obtain licences from more than two ASN's during any one calendar year.

104.4. Any incorrect or false statement in connection with an application for or upgrading of a licence (including medical details) may be considered a breach of Rule No. 139.3.

105. Refusal of Licence.

MI may refuse to issue a licence to an applicant who does not meet the criteria applicable to the licence applied for. The reasons for any such refusal shall be stated.

106. Period of Validity of Licence.

Licences shall be valid from the date of issue to the end of the current calendar year, unless previously surrendered, or withdrawn.

107. Licence Fee.

On the grant of licence by MI a fee shall be payable to MI in accordance with the scale laid down in the Schedule of Fees in these Rules.

108. Validity of Licence.

108.1. A competition licence shall be signed indelibly by the holder on receipt and shall not be valid until so signed.

108.2. F.I.A. licences issued by MI are either:

108.2.1. As per "Issue of Competition Licences".
Appendix I of the current Yearbook.

108.2.2. Commercial Entrants Licence.

A commercial firm or undertaking, wishing to enter a driver in any type of motor sporting event where the name of the entrant is published in a

programme or in any other announcement, is required to hold a current commercial entrants licence, the number of which must appear in the entry form before such an entry can be accepted in accordance with Rule No. 102.

108.2.3. Competitor Entrant's Licence.

All drivers with MI Junior Kart Racing Licenses, Junior Rallycross Class, Junior Race Class and Junior Rallysprint and Junior Hillclimb / Sprint must be entered and accompanied at events by the holder of a current valid Competitor Entrant's Licence, who must be 18 years of age or over. In addition, parents / guardians wishing to enter drivers who have attained 16 years and are under 18 years of age may optionally avail of this licence. It is the Entrant's responsibility to ensure that all persons concerned with the entry observe all the requirements of the GCR's, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the Event, they must nominate their representative in writing, who must also be the holder of a current valid Competitor Entrant's Licence. Such a representative is responsible jointly and severally with the Entrant for the observation of all the rules and regulations. Entrants must ensure that their vehicles comply with the conditions of eligibility and safety throughout practice and the race. Current fees are set out in the Schedule of Fees in these Rules.

The holder of a Competitor Entrant's licence may act as Entrant for a maximum of two drivers. In the case where the parent / guardian is acting as Entrant for their own children, this restriction does not apply.

108.3. A Competition licence granted by MI does not constitute a certificate of the competency of the holder. No driver, though the holder of such a licence, who is suffering from any disability, permanent, temporary or otherwise, which prejudicially affects the normal control of his automobile, shall take part in any speed event. Provided that where a driver is suffering from a permanent disability the nature of which he has declared to MI who have nevertheless issued a licence, such disability shall not debar the driver from taking part in a speed event in compliance with any conditions endorsed on his licence.

108.4. If the holder of a competition licence issued by MI is during the currency of such licence, disqualified from holding a licence under the Road traffic Act, then their competition licence shall become null and void and must forthwith be returned to MI. Motor Sport Council, upon application by the licensee may consider the circumstances under which the disqualification was ordered and authorise the re-issue of such competition licence or issue a licence with restrictions or refuse the re-issue of a licence, as it deems appropriate.



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109. Production of Licence.

An entrant or driver **or Team Principal** at an event shall produce his licence on demand to an official of that event.

109.1. Notwithstanding anything in these rules, MI may in writing waive the necessity for drivers to hold a competition licence in order to be eligible to take part in a particular event if it is primarily an event of a purely social character - (Rule Nos 102 + 110).

110. Certificate of Medical Fitness.

No driver whether the holder of a Licence or not, shall compete in any Race, Speed Event or Rally with special stages or Rallycross, unless he or she has lodged with the Motor Sport Department a Certificate made within the required time by a qualified Medical Practitioner that the driver is medically fit to drive in such events. Refer to Appendix 1 Issue of Competition Licence in the current Yearbook. After an accident or in a case of a medical or physical problem the Chief Medical Officer of the event and/or MI may deem a medical examination necessary. If a competitor experiences medical or physical problems outside of competition and the organiser is made aware of this, the competitor concerned may be subject to a medical examination before the event in which they intend to take part.

111. Production of Medical Certificate.

A driver competing in or proposing to compete in a race, speed event, stages rally or rallycross must be able to produce a licence with a valid Medical Expiry date on demand to any official of the event.

112. Assumed Name.

If a licence is required in an assumed name, special application therefore shall be made to MI which may, if it thinks fit, issue a licence in such name. A person granted a licence in an assumed name shall, so long as he holds a licence in that name not take part in any competition except under the name shown on such licence.

113. Change of Driver or Automobile.

In a competition, other than an attempt at record, a change of driver or automobile shall be made only if the Supplementary Regulations so provide, and, if it is to take place after publication of the programme, with the consent of the Stewards of the Event.

114. Responsibility of Entrant, Driver or Others.

114.1. The entrant shall be responsible for all acts or omissions on the part of his driver, mechanic or passengers, but each of these shall be equally responsible for any breach of the Code, these Rules, any Supplementary Regulations or Instructions to drivers.

114.2. With the exception of the provisions of Rule 108.2.3, where a competitor has not reached their 18th birthday the Entry for an event must be endorsed by

the Parent or Guardian as Guarantor. Such Guarantor will be considered as being the Minor's Entrant, and as such will be subject to these Rules.

114.3. In the case of events where speed is the deciding factor the Guarantor, or their representative, must attend the event with the Minor, and sign-on as his Entrant. When a Guarantor's representative attends an event and signs-on as their Entrant, the Representative must produce the Guarantor's written and signed authorisation to so act.

114.4 *The holder of the Team Principals licence shall provide a list of all team members (drivers/entrants) and any associated persons (mechanics, helpers etc) to the event secretary at event sign on. The holder of a Team Principals Licence shall be responsible for all acts or omissions on the part of the drivers, mechanics, assistants or persons notified to the event secretary, but each of these shall be equally responsible for any breach of the Code, these Rules, any Supplementary Regulations or Instructions.*

115. Entrants and Drivers Forbidden to Abandon One Competition and Compete in Another.

Any entrant having entered, or any driver having undertaken to drive in any competition, who does not take part in that competition and takes part in another competition on the same day may thereby become liable to any penalty set out in Rule No. 142. Provided that if the two competitions take place in different countries, MI and the other A.S.N. concerned shall agree as to the term of suspension and in default of such agreement the question shall be referred to the F.I.A. whose decision thereon shall be final. Provided also that a competitor who has been notified that his entry has been accepted conditionally or that a decision has been deferred may enter for another competition on the same day on condition that if his entry for the second competition is accepted he shall forthwith notify the first Organiser.

CHAPTER 8

AUTOMOBILES

116. Classification of automobiles.

A classification of automobiles is given in the Code. Such classification shall apply to all attempts at international records. MI may adopt for competitions promoted within its territory other methods of classification than that applicable to records.

117. Identification marks.

During a competition each automobile shall display such numbers or marks if any as the Supplementary Regulations may require.



118. Dangerous Construction.

The Stewards of an Event may exclude any automobile the construction or condition of which they deem to be dangerous on consultation with the Scrutineers (No. 129.9).

119. Protection against Fire.

In all automobiles which take part in competitions there must be some form of protection between the engine and the driver's compartment, suitable and sufficient in the case of fire preventing the passage of flame.

120. Suspension or Disqualification of a Particular Automobile.

MI may suspend or disqualify a particular automobile in consequence of a breach of the Code or of these Rules by the **team principal or** entrant or the driver.

121. Advertisements on Automobiles.

No advertisement or trade sign shall be distributed from any automobile during any competition and only such advertising as may from time to time be authorised by MI may appear on an automobile during any competition - see Rule No 184.

122. Advertisement of Results of Competitions.

Any competitor or other person or body advertising the results of a competition shall state the exact conditions of the performance referred to the nature of the competition, the category, class etc. of the automobile, and the position and the results obtained, and such additional information as MI may require. The publication of an advertisement, relating to the results of a competition, drawn up in a way calculated to mislead the public, or the infraction of this Rule whether by way of omission from or addition to the particulars required to be stated or otherwise, shall render the person or body by whose authority or on whose behalf the advertisement is published or issued liable to the penalties provided by these Rules, and may entail the infliction of a penalty on the person responsible for drawing up the advertisement.

CHAPTER 9

OFFICIALS AND THEIR DUTIES

123. List of Officials.

The staff of officials, whose duty it shall be to direct and control competitions, may include:

- * The Stewards of the Event
- * The Clerk of the Course
- * The Deputy Clerk of the Course
- * The Assistant Clerks of the Course
- * **MI Safety Delegate**
The Secretary of the Event
- * The Timekeepers
- * The Scrutineers
- * The Observers

- * The Stage Commander/s
The Flag Marshals
The Judges
The Handicappers
The Starters
- ** Radio Controller
Competitor Liaison Officer (CLO)

They shall be termed "Officials" and may have assistants to whom any of their duties may be delegated.

*All officials marked thus officiating at Stage Rallies, Hillclimbs/Sprints, or Kart or Car Race or Rallycross events must obtain an "Officials" Licence from MI before taking up their duties.

** Radio Controller on Special Stage Rallies must hold an official Licence of CoC grade.

124. Right of Supervision.

Apart from the Officials referred to in Rule No. 123, MI may confer on a member or members of its Motor Sport Commission, or on delegates specially qualified for such duty, the right to observe any person or body of persons organising or connected with the organisation of any competition held within the jurisdiction of MI, any person acting as an official or competing or driving in any such competition, or any holder of a licence issued by MI in any competition held in any country whatsoever under the Code. The MI may also confer on a duly authorised representative the right to uphold if necessary the interests of its own nationals, vis-a-vis the organisers of a competition organised in the territory of another A.S.N.

125. Essential Officials.

At an event there shall be at least two Stewards of the Event and a Clerk of the Course, and, in the case of competitions decided wholly or partially by time, one or more Timekeepers.

126. Nomination/Appointment of Officials.

One or more of the Stewards of the Event, and the Scrutineers shall be appointed by MI. **The MI Safety Delegate will be appointed to all disciplines by the Safety Commission.** All other officials shall be nominated by the organisers subject to the approval of MI. A current valid licence number (Rule No. 123) of such officials nominated by the organisers must be presented to the Stewards of the Event prior to the commencement of the competition. In addition the name and relevant licence number for the Clerk of the Course for Stage Rallies, Car and Kart Races, Rallycross and Hillclimbs and Sprints, must be entered on the permit application form. The duties of the MI **Safety Delegate** are laid down in the Appendices.

127. Separation of Duties.

An official shall not, at any event perform any other duties than those which are clearly attached to his appointment or appointments. He shall not be eligible to compete in any competition at an event at which he is acting as an official. All officials at



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events should adhere to a strict chain of command when looking for advice or reporting incidents or matters, that is each official should only refer a matter or incident to their immediate superior. Other than the Clerk of the Course, the Stewards or the **Safety Delegate**, as applicable, no one should contact the CEO or President in connection with sporting issues during the course of an event.

128. Responsibility of Stewards of the Event.

128.1. The Stewards of the Event shall not be in any way responsible for its organisation and shall not have any executive duty in connection therewith. It follows therefore, that in the discharge of their duties they do not incur any responsibility except to MI. As an exception to this principle when an event is promoted directly by MI the Stewards of such an event may combine their duties with those of the Organisers, but shall not be members of the Organising Commission. In an event comprising several competitions there may be different Stewards for each competition. When MI has appointed one or more Stewards such Stewards, or if more than one, the Steward appointed as the Senior Steward, shall act as chairman of the Stewards. There shall be at least two Stewards of the Event. Where for any reason there are not two Stewards present, the first duty of the remaining Steward is to co-opt a suitable person so as to form a quorum.

128.2. It shall be the duty of the Stewards to remain available at an event until the time limits for the lodging of all Appeals and Notices of Intention to Appeal have expired. (See Rule 167 and Chapter 16)

128.3. In fulfilling the duty of prevention of unnecessary danger the Stewards have the authority (See Rule No 129) which over-rides that of all other officials, but unless there are exceptional considerations of urgency, this authority should be exercised by them as a Body rather than by an individual Steward. However, where an individual Steward considers it necessary to act alone, he/she is empowered to do so, but should inform their fellow Stewards and the Clerk of the Course of their action, at once.

129. Powers of Stewards of the Event.

The Stewards of the Event shall have general power and authority to enforce compliance with the Code, these Rules, the Supplementary Regulations, the Programme, and the instructions to Drivers (if any) and to adjudicate upon any dispute and to hear any appeal against a decision given by the Clerk of the Course on a protest received by him, or against any decision by the Clerk of the Course, or any other official of the *event* which gives rise to the imposition of a disciplinary penalty by the Clerk of the Course, and to hear any other appeal brought in accordance with these Rules, subject to the rights of appeal to the National Tribunal of Appeal, provided by these Rules (see Chapter 16). In particular they shall have power in accordance with these Rules to:

129.1. Decide whether a penalty should be inflicted, waived mitigated or increased for a breach of these Rules.

129.2. Modify the Supplementary Regulations in exceptional circumstances;

129.3. Alter composition of or consolidate heats;

129.4. Authorise a re-run in the case of dead-heats;

129.5. Authorise a change of driver or automobile;

129.6. Accept a correction made by a Judge, also see Rule 136.3;

129.7. Inflict a penalty or reprimand, fine or exclusion, but not suspension or disqualification except for 129.15 **and 139.6.1.3**;

129.8. Amend the results of a competition;

129.9. Prohibit from competition any driver who, or any automobile which, they consider to be dangerous or is reported as such by the Clerk of the Course or a Scrutineer.

129.10. Order the removal from the course and its precincts of any competitor or driver who refuses to obey the order of a responsible official and/or impose penalties as set out in Rule No. 129.7.

129.11. In the case of force majeure or for reasons of safety either

129.11.1. Postpone a competition or

129.11.2. Abandon a competition or

129.11.3. Stop a competition, declare it 'No contest' and arrange for it to be restarted provided that when an event is run in more than one heat or part the powers given by this sub-paragraph may, if thought fit, be exercised in respect of one heat or part.

129.12. Modify the position of the starting or finishing line or alter the Programme at the request of the Clerk of the Course or the Organisers where necessary to ensure reasonable safety for drivers or spectators.

129.13. Appoint a temporary substitute or substitutes to replace any Steward or Stewards not able to perform their duties. Such power shall be exercisable by the remaining Steward or Stewards and shall be used to ensure that there are always at least two Stewards of the Event.

129.14. Enquire into allegations of improper driving (See Rule 139.6. for definition) and if appropriate impose penalties as specified in Rule No. 142 and Rule No. 150 and/or refer the matter to MI for hearing in accordance with Rule No. 139.6.

129.15. For offences listed in Rule **139.6.1.3 and** 139.7, the Stewards of an Event may impose an immediate suspension of up to 90 days. Such sentence of suspension may only be imposed after a hearing by the Stewards and shall remain in force for the period



imposed notwithstanding any Appeal **unless and until the Appeal outcome states otherwise.**

129.16. During an event there should be no communication, by way of conversation, phone, text or e-mail, with the Stewards, by competitors, their agents or officials other than the CoC or Deputy CoC regarding any matter or incident that may later require adjudication by the Stewards or CoC. Stewards should not become involved in matters which may subsequently give rise to adjudication by the CoC or the Stewards.

130. Stewards -

Actions other than during events.

130.1 Stewards of Event to Report .

As soon as practicable after the conclusion of an event the Stewards shall, with the help of information provided by the Clerk of the Course, compile, sign and send to MI a report giving particulars of all protests lodged and appeals lodged, heard, action taken thereon, penalties imposed together with any recommendation in respect of such cases. The report shall also contain the Stewards general comments on the organisation of the event and the exercise of their own powers in relation thereto and any other observation as to the conduct of the event which they consider should be made to MI as the authority under whose permit the event was held. There shall be submitted with the report any notice of intention to appeal and appeal fees received in accordance with Chapter 16 Article 10 of these Rules. The completed report should be returned to MI at the latest 7 days after the event. **However, should the Stewards become aware of a serious matter, or a lesser matter requiring urgent action, they must, at the first possible opportunity, notify MI of same, by phone to either the Chairman of the relevant Commission, the CEO , the President or the Vice president, and submit, by email to MI, a summary report regarding this matter not later than mid-day on the day following.**

130.2 Should a matter or matters arise or come to light after an event, or a matter or matters require consideration that have not been dealt with by the Clerk of the Course or the Stewards, the President in consultation with the CEO may appoint a Panel of 3 licenced stewards to consider a particular issue. This Panel shall, on appointment, take over the duties and powers of the originally appointed Stewards insofar as they affect that issue. It is preferable that one of the original Stewards form part of this Panel. It is intended that such a Panel should act as quickly as possible to resolve any outstanding matters. Any decision reached by the Panel would be subject to the Right of Appeal as per Chapter 16.

130.3 Should a matter or matters arise from circumstances not directly related to an event, but to which the GCRs and Yearbook

Appendices might apply, the President in consultation with the CEO may appoint a Panel of 3 licenced stewards to examine the said matter(s). This Panel shall investigate the said matter(s) as would the Stewards of an event and shall have all of the powers and duties that the Stewards of an event would have. It is intended that such a Panel should act as quickly as possible to resolve any outstanding matter(s). Any decision reached by the Panel would be subject to the Right of Appeal as per Chapter 16

130.4 A Panel of Stewards acting under GCR Rules 130.2 or 130.3 shall have the power to impose an immediate suspension for up to 1 year for Offences under Rules 139.6.1.3 & 139.7. In the event of an appeal, any such suspension shall remain in force pending the outcome of the appeal.

131. Duties of the Clerk of the Course.

In the case of an event comprising several competitions there may be a different Clerk of the Course (CoC) for each competition at the discretion of the Organising Club. The Clerk of the Course is responsible for the general conduct of the event in accordance with the Supplementary Regulations, Programme and Organising Permit and, in particular, he shall:

131.1. Keep order in conjunction with such police authorities as have undertaken the policing of the event and who are especially responsible for public safety;

131.2. Ascertain whether all Officials are at their posts, and report the absence of any of them to the Stewards of the Event;

131.3. Ensure that all Officials are provided with the information necessary for carrying out their duties;

131.4. Control competitors and their automobiles and take appropriate action in regard to any Entrant, Driver or Automobile he may consider to be ineligible;

131.5. Ensure that each automobile and (where appropriate) each competitor carries the proper identification marking in accordance with the programme;

131.6. Ensure that the correct driver is in each automobile and marshal the automobiles as necessary;

131.7. Send the automobiles to the starting line in the right order, and, if necessary start them;

131.8. Convey to the Stewards of the Event any proposal to modify the programme or any report or decision that deals with the misbehaviour, or breach of rule by an entrant or driver **or Team Principal.**

131.9. Receive protests from entrants or drivers in National competitions against another competitor,



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driver or automobile and immediately (or as soon as possible) hold a hearing and notify his decision in writing in accordance with Rule 165.

131.10. Collect the reports of the Timekeepers, Scrutineers and Observers together with such other official information as may be necessary for the determination of the results and take appropriate action on all reports received.

131.11. Prepare or arrange for the Secretary of the Event to prepare a written statement of the information necessary to enable the Stewards of the Event to complete their report (Rule No. 130).

131.12. At his/her discretion enquire into allegations of improper driving and if satisfied that an offence of careless driving (see Rule No.139.6 for definition) has been committed impose penalties in accordance with Rule No. 142.

The CoC may appoint assistants to investigate and report on such matters to the CoC.

131.13. At his/her discretion report to the Stewards any driver who in his view has committed an offence of reckless or dangerous driving (see Rule No 139.6 for definition) during the event.

131.14. At his discretion eliminate from results a competitor for an offence for which such penalty is specified in SRs.

131.15. Impose time penalties in accordance with the SRs or these Rules.

131.16. Refuse to permit to start in any event a vehicle reported by the Scrutineer/s as being unsafe in any respect.

131.17. Impose penalties as set out in Rule No. 142 for breach of these rules or supplementary regulations including refusing to obey the order of a responsible official.

132. Duties of Secretary of the Event.

The secretary of the Event shall be responsible for the organisation of the event as regards all material and notices required in connection therewith. He shall satisfy himself that the various officials are acquainted with their duties and are furnished with the necessary equipment. If necessary, he shall assist the Clerk of the Course in the preparation of the information required for the Stewards Report (Rule No. 130).

133. Duties of Timekeepers.

The principal duties of Timekeepers shall be:

133.1. At the commencement of the event to report personally to the Clerk of the Course for instructions.

133.2. To start competitions if so instructed by the Clerk of the Course, in the case of a handicap

competition, where the handicap is applied at the start, the starter shall be a timekeeper.

133.3. In all Races and Speed Events and in other events when so required by MI to use only such apparatus for timing as is approved by MI for their use or, in the case of attempts at records where it is necessary to take times within one-hundredth of a second, such apparatus as is approved by the F.I.A.

133.4. To register such times as are appropriate having regard to the conditions of the competition, or are required by the Clerk of the Course.

133.5. To prepare and sign their own reports relating to the timing which is their individual responsibility, and to send them, with all necessary supporting documents, in the case of an event to the Clerk of the Course and in the case of an attempt at record or test to MI.

133.6. To send on request the original time sheets either to the Stewards of the Event or to MI.

133.7. To communicate any times or results only to the Stewards of the Event and the Clerk of the Course or in accordance with their instructions.

133.8. When an approved fully automated timing system is in use the Organisers may appoint an experienced race official to monitor the operation of the equipment. This official will act in accordance with GCR No. 133.4, 133.6, 133.7 and may certify the results when satisfied with the performance of the system.

134. Duties of Scrutineers.

The Scrutineers are generally responsible for checking the mechanical state of automobiles both in regard to compliance with the requirements of these Rules, the Supplementary Regulations, and in the interests of safety, in particular, Scrutineers shall.

134.1. At the commencement of an event report personally to the Clerk of the Course.

134.2. Make inspection before an event at the request of the Motorsport Department or the Organisers.

134.3. Make inspections during or after an event if so requested by the Motorsport Department or the Clerk of the Course or as required under Rule 163.

134.4. Use only such measuring instruments as may be specified or approved by MI.

134.5. Communicate official information only to MI, the Organisers the Stewards of the Event and the Clerk of the Course.

134.6. Prepare and sign the reports of their inspections and hand them to MI, the Organisers, or the Clerk of the Course as may be appropriate.



GENERAL COMPETITION RULES

134.7. Eligibility Scrutineers may be appointed by Motorsport Ireland to act at an event involving Motorsport Ireland approved championships, or such other occasions as may be decided from time to time. These Scrutineers will be appointed for the specific purpose of determining vehicle eligibility. They will report their findings to the Chief Scrutineer of the event and to the Clerk of the Course, or in the case of International events, to the Stewards of the Event. On other occasions, where appropriate, they will report to the Championship Stewards or the relevant Motorsport Ireland Commission.

134.8. Vehicles may be subject to sealing (as per Appendix 2) arising from action under 134.2. and 134.3. above from the time of presentation for scrutiny to the end of Parc Ferme regulations.

135. Duties of Observers and Flag Marshals.

135.1. The Observers shall occupy posts along the Course assigned to them by the Stewards of the Event, the Organisers, or the Clerk of the Course. As soon as the event commences each Observer is under the orders of the Clerk of the Course, to whom he shall immediately report by any means at his disposal (telephone, radio, signals, courier, etc.) all incidents and accidents which occur on the section of road for which he is responsible.

135.2. Flag Marshals are marshals appointed to give signals by flag to the competitors. Flag Marshals may also act as Observers when specifically assigned as such to a particular flag marshalling post as in 135.1. above.

135.3. At the end of each competition all Observers must give to the Clerk of the Course, a written report of all incidents or accidents observed by them.

135.4. During a competition observers may be required to inform a specified official of the order in which competitors pass their post, lap by lap in the case of a circuit competition.

135.5 No official under the age of 18 must not be given duties that require them to be on a circuit or closed road unless under the direct supervision of an experienced adult who is Garda vetted.

135.6 Any person under the age of 18 signing on as an official or marshal must have written permission from their Parent or Guardian, which is to be attached to the sign-on document before undertaking any duties.

136. Duties of Judges.

The Judges may perform one or more of the following duties:

136.1.

136.1.1. Starting Judges whose duty is to point out to the Clerk of the Course any false starts immediately after they occur. They shall be Judges of Fact.

136.1.2. Finishing Judges whose duty is to declare the order in which automobiles cross the finishing line. They shall be Judges of Fact.

136.1.3. In a competition where a decision has to be given whether or not a competitor has touched or crossed a given line, or upon any other fact of a similar type which has been laid down in the Supplementary Regulations for the competition, one or several Judges of Fact shall be nominated for these decisions.

136.2. An assistant Judge may be appointed to assist a Judge or in the case of absolute necessity, to replace him. In the event of disagreement, the decision shall be given by the Judge.

136.3. The Stewards may use any video or electronic systems to assist them in reaching a decision. The Stewards may overrule Judges of Fact.

136.4. A protest may not be made against the decision of the Judge, which shall be accepted as final unless corrected as hereinafter provided. The finding, although final as regards the fact decided, shall not constitute a statement of results because it will not have taken into account the conditions under which the automobiles have completed the course.

136.5. A mistake by a Judge may be corrected by him with the approval of the Stewards of the Event.

136.6. The names of Judges of Fact and the facts to be judged shall be listed in either the Supplementary Regulations, the Programme of the event or the Final Instructions to competitors. In the latter case one copy of such listing shall be placed on the official notice board and another copy given to the Stewards of the Event.

136.7. At the close of the event each Judge shall send to the Clerk of the Course a report of his decisions.

137. Duties of Handicappers.

The Handicappers shall, after entries have closed, prepare the handicaps in accordance with the Supplementary Regulations. They shall state if any handicap in a competition is to be increased as a result of a performance in a previous competition at the same event.

138. Duties of Children's Officer.

A Children's Officer shall be appointed for all competitions when the entry list includes competitors under the age of 18 years. It shall be the duty of such Officer to ensure that all officials, entrants, drivers and team members in such events comply with the Code of Conduct and Guidelines for Children's Sport published by MI and Sport Ireland.

In addition the Children's Officer must normally be present at all hearings where persons under the age of 18 years are present as applicants, respondents or witnesses.



CHAPTER 10

PENALTIES

139. Breach of Rules.

Any one of the following offences, in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a breach of these Rules.

139.1. All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or employed in any manner in connection with a competition; and the acceptance of or offer to accept a bribe by such official or employee;

139.2. Any action having as its object the entry or participation in a competition of:

139.2.1. A person or automobile known to be ineligible therefor, or

139.2.2. A person who is not the holder of a licence appropriate to the event concerned and who is not eligible to compete without a licence by virtue of a waiver under Rule No. 102 of these Rules;

139.3. Any fraudulent act or proceeding in connection with a competition or automobile sport generally;

139.4. Any proceeding or act prejudicial to the interests of the RIAC or MI or of automobile competitions generally.

139.5. Competing for, accepting or offering to accept or advertising an award, in the nature of a title or championship in respect of automobile competitions unless such award is recognised by MI.

139.6. Careless, Reckless or Dangerous Acts.

The Stewards having found a driver guilty of careless, reckless or dangerous driving (as defined below) may impose penalties in accordance with Rule No. 142 and 150 and in the case of dangerous driving must refer the matter to MI who after proper hearing may impose additional penalties including those specified in Rule No. 142.5. and 142.6. MI may however, in its absolute discretion order that a hearing shall take place notwithstanding that the Stewards have made no such recommendation.

139.6.1. Improper Driving.

Careless, Reckless or Dangerous Driving may constitute improper driving and Officials charged with the responsibility of inquiring into allegations of this nature should use the following definitions as a guide.

139.6.1.1. Careless Driving.

Departing from the standard of a reasonably competent driver.

139.6.1.2. Reckless.

Performing an act, or omission, which creates an obvious and serious risk to others without due consideration of the consequences

139.6.1.3. Dangerous.

Performing an act, or omission, which creates an obvious and serious risk to others with deliberate disregard of the consequences.

139.7. Misbehaviour or Unfair Practice actual or threatened physical or verbal assault, abusive or intemperate language (See Rule 129.15.) **For the avoidance of doubt if "on line" both the penalties as set out in the Social Media Policy at Appendix 126 and penalties as set out herein may be applied simultaneously or exclusively.**

139.8. Failure to honour a payment to MI or to a Recognised Club or Event Organiser, will result in suspension of Competition and/or officials Licence until payment of the full amount, plus charges, has been made.

139.9. Anti-Doping and Alcohol Tests

Any form of doping is strictly forbidden. Doping is defined in accordance with the Anti-Doping Rules of the Irish Sports Council and with the addition of: Alcohol, Cannabinoids, Beta Blockers.

139.9.1. Tests.

The anti-doping rules of MI for national events are the Anti-Doping Rules of Sport Ireland as amended from time to time,

139.9.1.1. For international events the regulations contained in Appendix A of the FIA International Sporting Code shall be applicable and the Irish Sports Council may carry out such testing if requested by the FIA or MI.

139.9.1.2. These regulations apply to all Competitions run under a Motorsport Ireland (MI) permit.

139.9.1.3. Competitors and Licensed Officials shall comply with the regulations as set out below.

139.9.1.4. Anti-alcohol testing may be carried out from three hours before the start of a competition to no later than 30 minutes after the end of a competition. MI and its nominated officials may request that testing be carried out at any time between the above times on any competitor or licensed official selected by them.

139.9.1.5. Testing may be carried out by any individual nominated by MI who has undertaken the necessary training as mandated by MI. Such person has the authority to impose a penalty on a Steward who has failed or refused to take a test. In other instances the penalties as laid down in these Articles shall be imposed by the Stewards.

139.9.1.6. The testing shall be by means of a breath alcohol testing device (commonly a Breathalyser) that is calibrated by the supplier



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every 6 months and shall be able to produce a printout of the test result. The subject of a test shall select a sealed mouthpiece from those offered and insert it into the Breathalyser. On instruction the subject shall blow into the mouthpiece steadily and forcefully until instructed to cease. The tester shall show the reading to the subject. If the test shows a negative reading i.e less than 0.10 mg/L, the tester will inform the subject that the test is over. If the test shows a positive reading i.e greater than 0.10 mg/L, the tester shall print the result and record it in writing. A confirmation test shall then be carried out in the same manner as soon as practicable but no later than 15 minutes after the first test. If the confirmation test shows a positive reading the result shall be brought to the attention of the Stewards. The subject shall sign the testing form and may make any comments in writing on the form in connection with the testing.

139.9.1.7. Once a person has been notified that he/she has been selected for testing they shall immediately go to the designated location for testing and are not allowed to consume anything i.e. eat, drink or masticate anything such as chewing gum, before the end of the testing process and must be under the supervision of a chaperon nominated by the tester or by the tester themselves.

Competitors with health disorders involving endogenous ethanol production shall ensure that they follow an appropriate diet/ treatment before and/or during the competition in order to ensure a negative reading in case of testing. If this result cannot be reached a waiver shall be requested from MI at least 30 days before the next competition in which the competitor or official plans to take part. The request should include a full medical dossier which will be submitted to the MI medical commission. The cost for this will be €200.

139.9.1.8. Any refusal by a subject to submit to a test shall be treated as a failure and the Stewards shall be notified of such refusal. A deliberate failure to follow the test instructions shall be considered as a failure and the Stewards shall be notified of such failure. Any such failure to submit or follow instructions by a Steward shall be considered a failure.

139.9.1.9. The notification to the Stewards of a positive test result or a failure as set out above shall result in the individual being automatically disqualified from the event, or from acting as an official on that event.

139.9.1.10. In addition to the event disqualification the individuals licence (Competition or Officials as appropriate) shall be suspended in accordance with the following graduated penalties.

TEST RESULT	1ST INFRACTION	2ND INFRACTION	3RD INFRACTION
Under 0.10 mg/L	No Penalty	No Penalty	No Penalty
Over 0.10 mg/L but less than 0.25 mg/L	1 Month	2 Months	6 Months
Over 0.25 mg/L but less than 0.40 mg/L	2 Months	4 Months	1 Year
Over 0.40 mg/L	3 Months	6 Months	2 Years
Refusal to take a test	3 Months	6 Months	2 Years

139.9.1.11. Decisions made under these regulations shall be immediately binding notwithstanding any Appeal. A competitor may make an Appeal to a Tribunal of Appeal as set out in Chapter 16 of these GCR's. An official may Appeal to the Motorsport Council who will nominate a panel of 3 suitably experienced people to consider the matter and report to the Motorsport Council.



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139.10. Breach of Rule No.102: will result in a fixed penalty of 28 days licence suspension from the date on which any subsequent application is received by MI, or from the date on which the breach is notified to the competitor, and a fine not greater than twice the cost of the competition licence appropriate to the event concerned or twice the cost of the competition licence already held by the competitor – whichever is the greater.

140. Penalties for participation in an Unauthorised Competition.

Any person who shall enter for, drive in, officiate at, or in any manner whatsoever, take part in a prohibited, or unauthorised competition may be suspended by the ASN which has issued him his licence. Provided that if the said competition has been or is to be held outside the jurisdiction of such ASN, the two ASN's concerned shall agree as to the duration of the penalty, should they fail to agree the matter will be referred to the F.I.A. whose decision will be final.

141. Penalties.

141.1. Any Organiser, Official, Competitor, Assistant, Passenger, Driver, Affiliated Club or other Person committing a breach of the Code or the Appendices thereto, or of these Rules, Regulations and Definitions, or of any Supplementary Regulations, or of any instructions of MI published in the MI Motor Sport Bulletin or website, or of any conditions attached to an organising permit, or of any instructions to Drivers or of any special Track Rules may be penalised as provided in Rule 142.

141.2. In the case of Clubs and Organizations (as described in Rule 13) or Officials who may be in breach of these Rules (see Rule 139), MI reserves the right to refer the matter to the Motorsport Commission who may impose penalties as set out in Rule 142.

142. Imposition of Disciplinary Penalties.

The Disciplinary Penalties which may be inflicted are, in order of increasing severity, as follows:

142.1. Reprimand.

142.1.1. Verbal.

142.1.2. Written.

142.2. Fine (See Schedule of Fees).

142.3. Time or position disciplinary penalty (as per S.R.'s for event) (See Rule 22.2.4.)

142.4. Exclusion (Rule No. 148).

142.5. Suspension (Rule No. 151).

142.6. Disqualification (Rule No. 152) [see Rule No. 150 for endorsement].

142.7 *The imposition of any of the above penalties in 142.1 to 142.6 may be suspended in part or in whole for a defined period of time subject to compliance with conditions set down in the decision.*

143. Procedures at Hearings.

Before imposing any disciplinary penalty the Clerk of the Course, the Stewards of an *Event* or Championship or MI as the case may be, shall summon the parties concerned before them. Such summons shall either be delivered personally or in appropriate cases by post to the appropriate address (Rule No. 181) The procedure at any hearing of a Protest by the Clerk of the Course or the Championship Stewards or of an Appeal by the Stewards of the Event shall be in accordance with Rule No. 165. The procedure at any hearings of a Tribunal established under the rules of Chapter 16 shall be in accordance with that Chapter. All evidence should be presented before all the parties concerned.

144. Sentence to a Reprimand or a Fine.

A reprimand or a fine may be imposed by MI or by the Stewards of an event or by the Clerk of the Course provided that any fine imposed shall not exceed the amount specified in the Schedule of Fees.

145. Liability to Pay.

An entrant shall, if called to do so, be responsible for the payment of any fine inflicted on his driver assistant, passenger, etc., and in such circumstances in the event of non-payment may be suspended under No. 146 of these Rules equally and simultaneously with the person on whom the fine has been inflicted.

146. Time Limit for Payment of Fines.

Fines shall be paid within 48 hours of their being ordered. Any delay in making payment will entail suspension for the period during which a fine remains unpaid. Such non-payment will result in automatic suspension of **any** licence or permit, and disqualification from eligibility for membership of, or participation in Bodies or Groups of Motorsport Ireland as listed in Appendix 101.

147. Allocation of Proceeds from Fines.

The proceeds from all fines, forfeited protest fees and appeals shall be remitted to MI.

148. Exclusion.

In addition to Rule 139 - A person body or automobile may be liable to sentence of exclusion:

148.1. If shown to have been forbidden by the proper authority to take any part in or have any connection with any particular competition, or series of competitions or



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148.2. Having taken any part in any competitions, if shown to have been ineligible to do so, to have been eliminated therefrom or to have been forbidden by the proper authority to participate in any award in or connection with the said competitions or to be placed therein.

148.3. Any entry fee paid by or in respect of the persons, body or automobile sentenced for the competitions to which the sentence relates shall be forfeited to the Organisers.

149. Sentence of Exclusion.

A sentence of Exclusion may be imposed by the Clerk of the Course, the Stewards or MI. A retrospective penalty may only be imposed by the Stewards or MI.

150. Endorsement of Licence.

150.1. When a penalty, as defined by Rule No. 142, other than a verbal reprimand, is imposed by the Clerk of the Course, Stewards of the *Event* or MI, details must be notified to MI on form P2 "Record of Penalty Imposed". Only penalties incurring points need be reported.

150.2. Penalty points will only be imposed for the following offences:

150.2.1. Driving - Careless, Reckless or Dangerous as per Rule No 139).

150.2.2. Safety - Failure to comply with flag or light signals.

150.2.3. General Conduct - Misbehaviour or unfair practice including actual or threatened assault (Per 139.7).

150.3. The number of points will be determined by reference to the severity of the penalty imposed for the offences noted at 150.2. above.

150.4. Points.

150.4.1. Verbal warning - 0 points.

150.4.2. Formal written reprimand - 2 points.

150.4.3. Fine, time or place penalty - 3 points.

150.4.4. Exclusion from heat or race - 4 points.

150.4.5. Exclusion from event - 6 points.

150.5. For the purposes of Rule No. 150 an endorsement entered on a competition licence will be considered valid for a period of twelve months from the date on which the endorsement is applied.

150.6. A competition licence upgrading signature can not be obtained at an event in which the same competition licence has been endorsed.

150.7. Should a competitor receive twelve penalty points within a twelve month **rolling** period it will result in the immediate suspension of the licence in addition to any other penalty imposed. **Once the period of suspension is complete the penalty points relied on for suspension will not count further under this regulation.**

151. Sentence of Suspension.

151.1. Suspension may be either national or international.

151.2. A person, body, automobile or make of automobile subject to suspension by the proper authority, is forbidden to take part in or have any

connection with any competition within the territory of MI in the case of national suspension, or within any country represented on the F.I.A., in the case of international suspension, for the period of the suspension.

151.2.1. Where an individual is subject to such suspension he/she is not entitled to access official areas of an event other than with the consent of the Stewards of the Event. Official areas will be: Parc Ferme, Pit Area, Track or Stage, Control Rooms, Media Centre, and any other area(s) designated by the Stewards.

151.2.2. In the case of an Official or holder of any Office or appointment made or approved by MI or the IMF, a penalty of suspension from the holding of one or more of such Offices or Appointments may be imposed.

151.3. Suspension shall render void any entry made for a competition taking place during such suspension and any entry fee paid or payable shall be forfeited to the Organisers.

151.4. Sentence of suspension may be pronounced only by MI **and Tribunals**, or by the Stewards of an event as per Rule No. 129.15. Sentence of suspension shall be reserved for grave offences.

151.5. Where a sentence of national suspension relates to a competitor or driver or official he/she shall return the licence to MI. At the expiration of the period of national suspension the licence will be returned.

151.6. Where a sentence of international suspension relates to a competitor or driver he shall immediately hand his licence to MI Motor Sport Dept. who shall return it to him when the term of international suspension has expired. Immediately after ordering a sentence of international suspension MI, shall inform the Secretary General of the F.I.A., who will inform all other A.S.N.'s, so that the sentence may be made effective.

151.7. Delay in handing in a licence in accordance with paragraph 149.5. & 149.6. of this Rule shall automatically result in the extension of the suspension by a period equal to the delay.

152. Disqualification.

152.1. A sentence of disqualification shall entail the permanent loss for the person, body, or automobile disqualified of any right to take part in any capacity whatsoever in any competition.

152.1.1. In the case of an Official or holder of any Office or appointment made or approved by MI or the IMF, a penalty of disqualification from the holding of one or more of such Offices or Appointments may be imposed.



152.2. Disqualification shall always have international effect and shall be notified in the same manner as a sentence of international suspension.

152.3. Disqualification shall render void any previous entry made for any competition and any entry fee paid or payable shall be forfeited to the Organisers.

153. Sentence of Disqualification.

153.1. A sentence of disqualification may be pronounced only by MI and shall be reserved for exceptionally grave offences.

153.2. Where the sentence of disqualification relates to a **team principal or** entrant or driver he shall immediately return his licence to MI Motor Sport Department.

154. Statement of reason for Suspension or Disqualification.

In notifying sentence of suspension or disqualification to the person upon whom sentence is passed and to the Secretariat of the FIA it shall be necessary for MI, to give its reasons for inflicting such penalty.

155. Suspension or Disqualification of Automobiles.

A sentence of suspension or disqualification may be pronounced on a particular automobile under the conditions prescribed in Rule No. 120 of these Rules.

156. Loss of Award.

Any competitor who may be excluded, suspended or disqualified from any competition shall thereby forfeit all right to award in that competition.

157. Amendment of Placing and Awards.

In such cases as are provided for in Rule No. 156 of these Rules the authority imposing the penalty shall declare the resulting amendment to the placing and awards, and they shall decide whether the next competitor in order shall be advanced.

158. Publication/Endorsement of Penalty.

158.1. The F.I.A., or MI shall have the right to publish or cause to be published a notice stating that it has penalised any person, body, automobile or make of automobile, and, the reasons therefore.

158.2. Without prejudice to any right to appeal any decision the person, persons or body referred to in such notice shall have no right of action against the F.I.A., or MI or against any person publishing or printing the notice.

159. Remission of Penalty.

MI shall have the right to remit the unexpired term of a sentence of suspension or disqualification under these Rules on such condition (if any) as it may think fit.

CHAPTER 11

PROTESTS TO CLERK OF THE COURSE AND APPEALS TO STEWARDS

160. Right to Protest.

160.1. The right to protest lies solely with any competitor or driver who may consider themselves aggrieved by any act or omission of another competitor or driver in any competition in which he is or has been taking part, or against the eligibility of another vehicle in accordance with Rule 163.2.

160.2. A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.

160.3. Nothing in this Rule shall affect or prejudice the right and duty of any official, acting in his official capacity to take such action as he may deem

proper in any circumstances regardless of whether a protest has been lodged.

161. Lodging of a Protest.

Every protest shall be in writing signed by the competitor or driver making the protest and accompanied by the fee laid down in the Schedule of Fees. Such fee shall only be returned if the protest is upheld.

162. To Whom Addressed.

A protest arising out of a competition shall be addressed to the Clerk of the Course, or their assistant.

163. Time for Protests.

163.1. A protest against another competitor or automobile shall be lodged within 30 minutes after the posting of the provisional results of the competition or within such further time as the Clerk of the Course may think justifiable in order to make the lodging of the protest physically possible.

163.2. A protest concerning vehicle eligibility will be lodged in accordance with Rule No. 163.1. above, except for Stage Rallies which shall be in accordance with appendix 29.6.8, and arrangements should be made for a Scrutineer to examine the vehicle and seal the appropriate components if necessary pending their official examination in accordance with the procedures laid down in Appendix 2.

If a vehicle is found not to comply with the technical regulations, it shall be no defence to claim that no performance advantage was obtained (Rule 49.3).

The Clerk of the Course has the authority, taking all relevant factors into account, to order that a deposit as determined by him/her be lodged with MI by the



person(s) protesting, MI's function being only that of a depository pending the outcome of the technical investigation. If on investigation the protest is found to be valid and is upheld the deposit will be immediately returned to the person(s) protesting. If not upheld the deposit will not be returned until it is confirmed that the person(s) protesting has paid the expenses arising, as decided by MI, which may or may not exceed the deposit paid.

The deposit must be lodged within 48 hours of the protest being accepted by the Clerk of the Course, and if not received within this period, the protest will be deemed to have been withdrawn and the protest fee forfeited.

164. Adjudication of Protests.

Any protest arising out of a National event shall be adjudicated upon by the Clerk of the Course, subject to the right of Appeal provided by these Rules. Protests arising at International events shall be adjudicated upon by the Stewards of the Event in accordance with Article 13 of the FIA International Sporting Code.

165. Hearing of Protests to Clerk of the Course and Appeals to Stewards.

The hearing of a Protest shall take place as soon as practicable after the lodging of the Protest. All parties concerned shall be given adequate notice by the adjudicators of the hearing of any Protest. They shall be entitled to call witnesses, but shall state their case personally (in the case of a company by an officer of that company) unless prior consent has been granted by the Clerk of the Course or the Stewards (as the case may be) to representation by another person. In considering evidence the adjudicator should use the principle of the "Balance of Probabilities" to reach a decision. All evidence should be presented before all the parties. Advocates may not be present at any such hearing. If a party to a Protest or Appeal fails to attend the hearing, judgment may be given by default.

Before giving judgment in default of appearance the adjudicators must satisfy themselves that the party concerned is aware of the time, date, and place of hearings or has been summoned to appear in accordance with Rule No. 143. If judgement cannot be given immediately after the hearing of the parties, they must be advised of the time and place at which the decision will be given. All parties concerned shall be bound by the decision given, subject only to appeal as provided in these Rules. In making decisions the Stewards may decide that a penalty may be waived, mitigated or increased, or a fresh penalty imposed. All decisions must be given in writing to those who were party to the proceedings and in the case of the Stewards must be reasoned.

166. Distribution of Prizes.

166.1. The distribution of prizes shall not commence until half-an hour has elapsed since the publication of the results of a competition.

166.2. Where a protest or Appeal to Stewards is lodged the distribution of a prize must, if the entitlement to that prize may be affected by the decision of the adjudicators be withheld until the protest or Appeal has been adjudicated upon and either the result of any possible appeal to the National Tribunal arising out of such adjudication is known, or the time for appeal has expired without notice of appeal having been given. The list of awards in so far as it relates to such a prize must be declared to be provisional.

166.3. If after the distribution of prizes a decision is made pursuant to these Rules which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible therefore shall return such prize to the Organisers on demand.

166.4. Results of Competitions shall remain provisional when mechanical components of competing vehicles have been sealed by MI Scrutineers or any other authorised body or agent (e.g. Scrutineer of another ASN) for future examination. No results may be confirmed until the findings of all technical examinations are made known.

166.5. A vehicle used in competition which contains components sealed by an authorised body or agent, or components sealed by an MI Scrutineer may be excluded retrospectively from all competitions in which it has taken part from the time when it was sealed to the time when the results of the technical examination are made known, should it prove to be in breach of regulations.

167. Right of Appeal to Stewards.

167.1. A Competitor or Driver shall have the right of Appeal to the Stewards of the Event at a National competition against any Protest decisions given or any disciplinary penalty imposed by the Clerk of the Course or against any decision, act or omission of an Organiser or Official except that there shall be no right of Appeal against a refusal of entry (Rule No 70) or the decision of a Judge (Rule No. 136).

167.2. Every Appeal shall be in writing signed by the competitor or driver making the Appeal, shall be addressed to the Stewards of the Event and accompanied by the fee laid down in the Schedule of Fees. Such fee shall only be returned if the Appeal is upheld.

167.3. Time limits for Appeals.

167.3.1. An Appeal as to the validity of entry, exclusion of competitor, driver or automobile, length of course, handicap, make-up of heat or



instructions to Drivers shall be lodged at least one hour before the start of the competition, save when the conditions under which the competition is held render this impracticable. In such circumstances the Appeal shall be made with the minimum of delay, and within 30 minutes of the posting of the provisional results of the competition. In the case of rallies "the conclusion of the competition" shall be deemed to be the scheduled time of the last competitor at the final control extended if necessary in the case of official delay.

167.3.2. An Appeal against a disciplinary penalty imposed or decision given by the Clerk of the Course shall be lodged within 30 minutes of such penalty or decision being notified to the competitor or published on an official notice-board, or within such further time as the Stewards of the *Event* may think justifiable in order to make the lodging of the Appeal physically possible.

167.3.3. An Appeal against any mistake or irregularity occurring while a competition is taking place shall be lodged within 30 minutes after the posting of the results of the competition, or within such further time as the Stewards of the Meeting may think justifiable in order to make the lodging of the Appeal physically possible.

167.3.4. An Appeal concerning the results of a competition must be made within 30 minutes of their publication or within such further time as the Supplementary Regulations may allow or the Stewards of the Event may think justifiable in order to make the lodging of the Appeal physically possible.

167.3.5. Appeals arising from an International event shall be made in accordance with Article 14 of the FIA International Sporting Code.

167.4. Any Appeal arising out of an event shall be adjudicated upon by the Stewards, subject to the rights of appeal to the National Tribunal of Appeal provided in these Rules (Chapter 16).

168. Re-Run.

Neither the Stewards of the *Event* nor MI shall have power to order a competition to be re-run.

169. Ill-Founded and Vexatious Protests and Appeals.

169.1. If a protest or appeal is rejected, or withdrawn after being brought, no part of the protest or appeal fee shall be returned.

169.2. If a protest or appeal is judged partially founded, the fee may be returned in part, and will be returned in its entirety if the protest or appeal is upheld.

169.3. If it is held by the adjudicators that the author of the protest or appeal has acted in bad faith, MI may inflict on them one of the penalties laid down in these Rules.

CHAPTER 12

Contents of Chapter 12 included elsewhere from 1.1.10

CHAPTER 13

ADMINISTRATION OF RULES

179. Interpretation of Rules.

While these rules are in conformity with the International Sporting Code they do not cover all items contained in that Code, or the Appendices thereto, but only such items as are, at time of publication, considered essential for the proper control of Motor Sport in the territory of MI. Where items covered by the Code, but not specifically covered by these Rules become relevant to the proper control of Motor Sport in the territory of MI the provisions of the Code shall apply. Furthermore MI reserves the right to decide any question arising within its territory concerning the interpretation of the Code or these Rules.

180. Amendments to Rules.

MI reserves the right at any time to amend these rules and the Appendices thereto. Such amendments shall have immediate effect upon publication in the MI Yearbook or in the MI Bulletin, or on the MI website, whichever of these means MI may choose.

181. Notices.

181.1. Any communications required under these Rules to be made to MI shall be **sent to Motorsport Ireland, 34 Dawson Street, Dublin 2** **if delivered by post or by hand, or, if allowed by 181.2.1. below, may be sent by email to info@motorsportireland.com.**

181.2. Any communications required under these Rules to be sent to an entrant or driver shall be sent to the address on his entry form or, if they are the holder of a licence from MI or other A.S.N. to the address on the licence. Any communication to be sent to an organiser shall be sent to the address on the relevant application for an Organising Permit, or, in the case of an event not organised under permit, to the Secretary of the organising Club at the address given in the notification of the event to MI or his last known address.

Any communications to be sent to an appellant under these Rules shall be sent to the address upon the notice of appeal. Any communications so sent by post shall be deemed to have reached the addressee by normal delivery of post.

181.2.1. Communications not requiring of a signature may be emailed to an email address supplied by the recipient.



CHAPTER 14

CHAMPIONSHIPS

182. Appointment and Duties of Championship Stewards.

182.1. Motor Sport Council shall appoint a panel of a maximum of eight persons who shall be Championship Stewards, any three of whom shall constitute a quorum. Such persons may not be members of the Motor Sport Commission.

182.2. Complaints and queries shall be made in writing to the Registrar of the respective Championship, who shall publish a decision on the matter/s within seven days.

181.2.1. Communications not requiring of a signature may be emailed to an email address supplied by the recipient.

182.3. The Championship Stewards shall hear Protests made in relation to Motorsport Ireland approved Championships in matters which have been the subject of a decision by any of the Registrars of the Championships. Such protests shall be addressed to the Championship Stewards c/o/ Motorsport Ireland and must be in writing and accompanied by a fee, in accordance with Rule No.161.

182.4. Protests brought under this Rule shall be subject to a time limit of 14 days after the publication of the decision of the Registrar. Protest Hearings shall be held in accordance with Rule No. 165.

182.5. Decisions of the Championship Stewards shall be subject to Appeal as provided in Chapter 16.

183. MI Championships.

183.1. Regulations are published annually for the Championships approved by MI, specifying the classes, specifications, requirements and events for each Championship.

183.2.

183.2.1. MI shall be exclusively entitled to control and licence the audio and visual fixation of championship events by all media including sound recording, film and video, broadcasting and cable transmission. MI shall also retain exclusive rights of distribution over broadcast and telecommunication networks for all MI permitted events.

183.2.2. Organisers, clubs, officials and others associated with the holding of championship events shall take all reasonable steps to ensure that the entitlement of MI under this Rule shall be upheld by everyone involved in the organisation of such events, and further, shall refrain from participating in any agreement with any third party which would conflict with the entitlement of MI under this Rule.

183.2.3. No organisation, commercial entity or individual may associate itself with MI or any championship event without the consent in writing of MI.

183.2.4. MI is the proprietor of all intellectual property rights in the corporate identity, the logo and the trade mark known as "Motorsport Ireland". The same may not be used by any person or body without the consent in writing of MI and may only be used in its original form.

183.3. All organisers entering events for MI Championships must respect the provisions of this Rule and Appendix 15 of the current MI Yearbook.

CHAPTER 15

ADVERTISING AND PUBLICITY MATERIAL

184. Advertising.

The display of advertising and publicity material in all events will be free, except that:

184.1. No advertisement or publicity material may be within 150 mm of any competition number which shall be deemed to be a circle not less than 225mm in radius.

184.2. Where an advertisement or publicity material contains numerals these must not be Black and/or White, nor may they be more than 100mm in height and 25mm in width of stroke.

184.3. All advertisements must be in accordance with the code of the Association of Advertisers in Ireland.

184.4. No political advertising may be carried.

184.5. Deleted from 1.1.11.

184.6. The total area of all advertising and publicity material must be in the same plane, as, and in all over contact with the bodywork, i.e. panels, numbers, etc., standing proud of the bodywork are not permitted. No advertisement may be affixed to any transparent surface, except as allowed in Appendix 2.

184.7. All advertising must be affixed prior to Scrutiny, and the Scrutineers shall have the power to decide whether an advertisement constitutes a danger.

184.8. Competitors may, if they wish, refuse to carry advertising matter issued by the organisers or sponsors of any event, other than the official numbers issued by the Organisers to Competitors.

185. Organisers.

185.1. Deleted from 1.1.11.

185.2. It shall be entirely at the discretion of Organising Clubs as to whether advertising and publicity material may or may not be carried on



cars in a particular event, but Organisers exercising their rights to prohibit advertising are subject to the following regulation:

185.2.1. Supplementary Regulations must clearly state that advertising and publicity materials on cars is prohibited.

186. Interpretation.

MI shall be the final judge of whether the overall paintwork of any car including advertising and publicity material, is or is not in accordance with these rules.

187. Deleted from 1.1.19

187.2. Cars entered by residents of any part of the United Kingdom who hold M.S.A. Competitor's Licences may carry advertising in accordance with M.S.A. Rules when competing in events in Ireland held under MI permit.

CHAPTER 16

RULES AND CODE OF PROCEDURE OF THE MI NATIONAL TRIBUNAL OF APPEAL AND THE MI TRIBUNAL OF INQUIRY

Article 1. Tribunal of Appeal.

The National Tribunal of Appeal will hear:

- Appeals against decisions of the Stewards of the Event.
- Appeals against decisions of the Championships Stewards.
- Appeals against decisions of the Tribunal of Inquiry.
- Appeals from MI under the authority of the President against decisions of the Stewards of the Event, the Championship Stewards or the Tribunal of Inquiry.
- Appeals by Affiliated Clubs, licence holders or officials against penalties, or sanctions imposed by the MSC under the Affiliation Agreement mentioned in Chapter 2 Rule 13.1.
- Appeals against rulings of the Social Media Complaints Panel.

Article 2. Tribunal of Inquiry.

The Tribunal of Inquiry will hear matters referred to it by MI in accordance with the rules and procedures in Article 9 herein.

Article 3. Clerk of the Tribunal.

MI will appoint a Clerk of the Tribunal who will be responsible for convening the tribunal, selecting the members of the tribunal and administering the preparation for the hearings.

Article 4. Presenters.

MI will appoint one or more Presenters, who will represent the interests of MI at all hearings.

Article 5. Tribunal Members.

5.1. For each hearing the Clerk of the Tribunal shall form a Tribunal of Appeal or a Tribunal of Inquiry of not less than three persons from a panel appointed by MI.

5.2. In the case of the National Tribunal of Appeal it shall constitute the final body empowered to settle definitively any dispute arising out of, or in connection with, the control of Motorsport within the Republic of Ireland, save as specifically provided for in Article 15 of these rules.

5.3. No member of the panel may sit on a Tribunal hearing if he has any connection, directly or indirectly, with the matter or competition in question, or have participated in any previous decision on such matter or competition, or if there are any circumstances likely to compromise their independence in respect of one or more of the parties.

Article 6. Assistance to Respondents.

6.1. Parties to a hearing who intend to be assisted by another person must give at least 7 days notice of the name of such person to the Clerk of the Tribunal. Such a person, whether a legal person or otherwise, shall not act as a legal representative. They may outline the case on behalf of the respondent.

6.2 Assistance to Tribunal

The Tribunal Members will be assisted by an Independent Legal Representative who may assist the Tribunal with Rule interpretation and understanding, and with any query in respect of Natural Justice and Fair Procedures throughout the Tribunal process. That Independent Legal Representative shall have no role in the final decision making process of the Tribunal but will assist with the drafting of the wording of the final decision as necessary to ensure clarity of the decision handed down by the Tribunal and to ensure the decision is in accordance with rules of Natural Justice and Fair Procedure.

Article 7. Notification of an Appeal.

7.1. An Appeal must be formally notified to MI by post, fax or e-mail before the expiration of the time limit (as laid down in Article 10).

7.2. For Appeals against decisions of the Stewards of the Event an "Intention to Appeal" form must have been submitted to the Stewards within one hour of the publication of their decision.

7.3. The Appeal Fee, as per the Schedule of Fees in Chapter 17, becomes payable on notification of the intention to appeal irrespective of whether or not the appeal is proceeded with. ***For the avoidance of doubt the appeal fee as noted is in respect of each penalty/decision which is being appealed. If more than one penalty/decision is being appealed then an appeal fee for each is payable.***



7.4. The Notification of an Appeal must include:

- The identity of an appellant.
- The grounds of the appeal setting out the separate pleas made.
- A copy of the contested decision and copies of any other documents on which the appellant intends to rely.
- The identity of any witnesses that the appellant intends to call, together with a list of any items that will be produced as evidence, including photographs, film, video recordings, or components of a vehicle.
- The signature of the appellant, or a duly qualified or authorised representative.

7.5. The giving of notice of appeal shall suspend the operation of any sentence or decision appealed against until the disposal of the appeal (save for those suspensions imposed in accordance with GCR 129.15). If an appellant abandons or fails to pursue his appeal the sentence or decision shall be operative from the date of such abandonment or failure to pursue. If a sentence of exclusion, suspension or disqualification was involved, he shall be excluded from the results of any competition in which he competed subsequent to such sentence. In addition the Tribunal to which such appeal was directed may take account of any advantage gained by the appellant and may make such order as it considers appropriate in the circumstances.

Article 8. Withdrawal of an Appeal.

If an appellant wishes to withdraw an appeal after it has been brought, the request must be made in writing and no part of the appeal fee shall be returned.

Article 9. Notification of a Tribunal of Inquiry.

9.1. The President in consultation with the CEO and the Chair of the relevant discipline, may refer the following matters for consideration by a Tribunal of Inquiry:

- If it appears to him from the Stewards Report or otherwise that the results of a competition have been improperly or incorrectly made out.
- If he considers that there has been any breach of rules, breach of conditions of permit, defect in organisation or any other irregularity in connection with a competition.
- If he considers there has been a breach of the GCR's or other Regulations or Definitions as approved by MI or the FIA for the control of motorsport.

9.2. In making a decision to order a Tribunal of Inquiry the President shall take into account the following:

- Whether the matter is of a serious nature suitable for a Tribunal of Inquiry.
- Whether the matter could more easily or appropriately be dealt with by other means.
- Whether "prima facie" sufficient grounds exist for holding a Tribunal of Inquiry. It may also call for and examine any reports or documents

deemed necessary and he may also take legal advice.

9.3. Having made the decision that a Tribunal of Inquiry shall be held the President shall instruct in writing the Clerk of the Tribunal to convene it.

9.4. Motorsport Ireland may make a submission in writing to the Tribunal in support of the decision and may nominate witnesses to appear on its behalf.

9.5. When the Clerk of the Tribunal has been instructed to convene a Tribunal of Inquiry he shall:

- Notify the Parties concerned, setting out the details of the alleged breaches of the rules, and that penalties may be imposed.
- Send the Parties copies of any relevant reports and documents, and the identity of any witnesses.

9.6. The Respondent shall have 14 days from the date of posting of the notification within which to submit his response, which must include:

- The main grounds of defence.
- The identity of any witnesses or experts he intends to call.
- Copies of any relevant documentation.
- A list of any items that he intends to produce.

Article 10. Time Limits for Appeals.

10.1. An appeal against a decision of the Stewards of the Event must be notified within 8 days after the written notification of such decision, provided that the notice of "Intention to Appeal" form has been given to the Stewards within one hour of the notification of their decision, or in exceptional circumstances, within such further time as the Stewards may have deemed justifiable in order to make the lodging of the "Intention to Appeal" form physically possible. ***The onus lies entirely with the appellant to adhere to the time limits.***

10.2. An Appeal against the decision of a Tribunal of Inquiry or the Championship Stewards or the MSC must be made within 8 days after the written notification of such decision.

10.3. An Appeal from MI under the authority of the President (See Article 1) must be made within 8 days of the written notification of such decision. In this instance no appeal fee is payable.

10.4. When an Appeal has been received, the Clerk of the Tribunal will transmit a copy of all documentation to the Respondent who will then have an opportunity to submit a written response in defence, which must also include the identity of any witnesses or experts that he intends to call. This submission must be made within 10 days of the posting of the notification to the Respondent by the Clerk and when received will then be communicated by the Clerk to all the parties concerned.



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10.5. Motorsport Ireland may make a submission in connection with an Appeal within 10 days of the posting of the notification by the Clerk. It may also nominate witnesses to appear on its behalf.

10.6. When the circumstances so require, the Clerk, after consultation with the parties, may increase or reduce the time limits for the receipt and exchange of the grounds of appeal and the response.

Article 11. Procedures and Conduct of Hearings.

11.1. The Chairman of the Tribunal shall be entitled to issue directions with respect to the hearing and the conduct of the case in general, including the use of audio conference facilities for the submission of evidence in exceptional circumstances (See Article 11.6. below).

11.2. Hearings may proceed in the absence of any party and judgment may be given in default.

11.3. At the commencement of the hearing the Chairman will announce the purpose of the hearing and the composition of the Tribunal. He will also ascertain the identity of all persons in the room. Observers are not permitted to attend with the exception of those journalists who have made a written application to Motorsport Ireland in advance. The number of journalists shall be at the discretion of Motorsport Ireland. The recording of sound or pictures is prohibited.

11.4. If the Chairman so decides the hearing shall commence in the absence of any witnesses or experts who shall remain outside the hearing room until called and having given evidence may not leave the hearing room and speak to any other witness who has yet to give evidence.

11.5. The Appellant, the Respondent and the Presenter may make statements and call witnesses. The parties involved, the Presenter and the members of the Tribunal shall have the right to question witnesses and experts.

At Tribunals of Inquiry the Presenter shall make the opening statement.

11.6. On the direction of the Tribunal, in exceptional circumstances, witnesses may be heard by means of telephonic link or other electronic means, provided that such evidence is audible to every person present at the hearing and that sufficient precautions are taken regarding the proof of identity of the witness.

11.7. If video evidence is to be used for the hearing whether to mute the audio element shall be at the discretion of the Tribunal.

11.8. In exceptional circumstances at the discretion of the Tribunal should the presence of a witness not be possible, written statements may be permitted as evidence, which should have been delivered with the parties' submission. The Tribunal may take

account of the fact that the author of a written statement is not available for questioning or cross-examination in weighing the value of any written statement. Without prejudice to the above, evidence from the staff of MI shall be accepted by the Tribunal in the form of written, signed and witnessed statements which shall be furnished to the parties in advance.

11.9. When all witnesses have been heard the Chairman will then invite the Respondent and then the Appellant and the Presenter to make closing statements.

11.10. At the close of the hearing the Chairman will announce the method and date or time of the publication of the decision. The Tribunal will then deliberate in closed session before reaching the decision.

11.11. In considering evidence the adjudicators should use the principal of the "Balance of Probabilities" to reach a decision.

Article 12. Judgement.

12.1. Judgement of all Tribunals shall be reasoned and in writing.

12.2. In the case of appeal, the Tribunal may admit or dismiss the appeal and may decide to confirm, waive, mitigate or increase the penalty inflicted, but shall not be empowered to order any competition to be re-run.

12.3. Judgement of Tribunals of Appeal shall be final except as stated in Article 15.

12.4. In case of an Inquiry, the Tribunal may admit or dismiss the charge brought and may impose penalties as listed in GCR 142.

12.5. The Tribunal may at its discretion reserve judgement, and reconvene to deliver same or may forward judgement by post, fax or e-mail to the parties concerned.

Article 13. Order as to Appeal Fees, Costs and Fines.

When giving judgement a National Tribunal of Appeal or Tribunal of Inquiry shall make an order as to the return or forfeiture of the Appeal Fee in accordance with this rule, and if they think fit, as to costs incurred in the preparation of the case and the event of the Tribunal as calculated by the Motorsport Department. The costs shall consist of these expenses alone, to the exclusion of the expenses or defence fees incurred by the parties.

If the Appeal is rejected or if it is withdrawn after being brought, no part of the Appeal fee shall be returned. Should the Tribunal make an order as to costs or a fine, then this order must be complied with within 21 days of the date of such order being made by the Tribunal and failure to do so by a competition or entrant licence holder or an



affiliated club or official's licence holder or other person, will result in automatic suspension of competition, entrant or official's licence, or permit suspension, and disqualification from eligibility for membership of, or participation in the Bodies or Groups of MI as defined in Appendix 101, until all such costs and/or fines are discharged in full.

Article 14. Publication of Judgement.

MI shall have the right to publish or cause to be published a judgement on an Appeal or an Inquiry, and to state the names of all the parties involved. Without prejudice to any right to appeal, the persons or bodies referred to in such a notice shall have no right of action against the FIA or the RIAC/MI or against any person printing or publishing the said notification.

Article 15. Appeals to the FIA.

15.1 The right of appeal against a decision of the MI National Tribunal of Appeal **is set out in the FIA Judicial and Disciplinary Rules which may be accessed on <https://www.fia.com/international-court-appeal>** and shall only arise if:

The appeal is brought before the FIA by another ASN and the decision appealed against relates to a licencee of such other ASN competing in an MI International event.

15.2. An MI licence holder wishing to appeal to the FIA against a decision of a National Tribunal of another ASN or a decision of the Stewards of an FIA Championship must request MI to bring the appeal on his behalf and the procedure shall be in accordance with Article 15 of the Code and the FIA Judicial and Disciplinary Rules.

15.3. The MI National Tribunal of Appeal shall be the ASN National Court of Appeal as defined in the Code.

CHAPTER 17

SCHEDULE OF FEES (Subject to review & amendment)

1. Registration of Affiliated Clubs (Rule No. 13).

1.1. **Initiation Fee.** €2,500

1.2. **Annual Affiliation Fee.** €200

1.3. **Approved Organisation.** €100

2. Organising Permits (Rule No. 57).

Refer to white pages for charges. Late Applications will be subject to the penalties set down in Chapter 4 Rule No. 57.

3. Competition Licences (Rule No. 107)

Refer to Appendix 1 for charges.

Licence fees may be subject to an insurance levy from time to time.

4. Venue Licence & Inspection Fees.

4.1. **Permanent Circuits.** €250 Plus Costs

4.2. **Road Circuits.** €300

4.3. **Training Venue.** €100

4.4. Inspection Fee

4.4.1. **Permanent Venue.** €2000

4.4.2. **Training Venue.** €500

5. Inscription Fee.

5.1. MI Calendar (Rule No. 19).

Category A Events: Stage Rallies, Car Races, Rallysprints & Hillclimbs = €100 per Event;
Category B Events: All other events not listed in Category A = €50 per Event.

There will normally be no refund for cancelled events. All applicants which require the date and/or type of an event to be altered from that which is inscribed in the Motor Sport Fixture List must be accompanied by an additional fee equal to twice the permit fee applicable to that event.

Such applications to be accompanied by a letter of support from Club/s organising events of a similar discipline on the same weekend.

5.1.1. Permit Fines.

Late Permit Application = Fine 1 extra permit fee

New Event Application = Fine 1 extra permit fee

Cancellation of event = Fine 2 extra permit fees

Alter Date of Event = Fee as per table shown in Appendix 130.

5.2. International Calendar (Rule No. 18)

All entries on the International Sporting Calendar are subject to a fee payable to the F.I.A. This fee will vary according to the category of the event. There will also be a supplementary fee for any event inscribed on the Calendar and subsequently cancelled. The scale of such fees are fixed each year by the F.I.A. Application for International status may only be applied for through the A.S.N. under whose jurisdiction the event takes place.

A change of date already published in the International Calendar will also be subject to a supplementary fee. International events which include any form of advertising such as the names of the sponsor, will be subject to double the normal inscription fee.

5.3. Any club which fails to run an event two years in a row may not automatically be granted that date/permit on the third year. Cancellation of an event may be subject to penalties as set out in GCR chapter 17 5.1.

6. Fines (Rule No. 144)

6.1. Clerk of the Course Maximum Fine - €250.



6.2. Stewards of an Event Maximum Fine - €1000
or the amount of the highest cash award for the
event whichever is the greater.

6.3. Safety Plans: (Late Submission)

€12 per day for the first week that the plan
is overdue.

€32 per day for the second week that the plan
is overdue.

€65 per day thereafter.

See Rule No.146 "Time Limit for Payment of Fines"

7. Protest and Appeal Fees

**7.1. Protests to Clerk of the Course
or Championship Stewards**

National - €200

**7.2. Protests and Appeals to Stewards (Rules No.
161 and 167)**

National Appeal - €300

International Protest - €500

7.3. National Tribunal of Appeal (Chapter 16)

Arising from National event - €1,000

Arising from International event - €2,000

8. Championship Permits.

For current rates of fees and fines refer to
Appendix 15.

9. Entrant Licences.

9.1. Commercial Entrant.

National - €350

International - €1,175

9.2. Competitor Entrant.

National - €30

International - €310

10. Technical Documents.

10.1. FIA Historic Technical Passport (HTP) - FIA
fee plus €100 administration fee plus expenses.

10.2. Historic Rally Vehicle Identity Forms (HRVIF)
- €100 plus expenses.

11. Team Principal Licence

National - €50



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