

10th-13th May 2020

Supplementary Regulations

1 THE EVENT

The Shamrock Vintage Challenge (hereafter referred to as The Event) is being run as a Pre-War Reliability Trial with Manoeuvrability Tests along the route . The Event is being run under FIVA auspices, and application for a permit has been made. Application has also been made for route authorisations where necessary. These documents and any other permissions required will be displayed on the Official Notice Board at Signing-on.

2 ELIGIBILITY

2.1 Entries are by invitation only from the Organisers. All crew members who intend to drive must hold a valid driving licence, and be insured to cover driving on the event.

2.2 All vehicles entered must be of a model type in production prior to the 31st December 1945. However there may be some exceptions that meet with the approval of the Organisers.

3 CLASSES

3.1 Classes will be divided by engine capacity. To be advised.

3.2 Certain cars not conforming to the age categories above may be permitted at the discretion of the Organisers. Depending on the entries received categories may be subdivided into classes based on engine size and other criteria.

4 SCHEDULE

Sunday 10 th May	Scrutiny and documentation (Clonmel)	09:00-12:00
Day 1	Lunch and Competitors briefing	13:00
	Start (first car leaves) Clonmel	15:00
	First car IN Clonmel	18:00
	Dinner	20:00
Monday 11 th May	First car leaves Clonmel.	09:00
Day 2	First car lunch IN	12:30
	First car lunch OUT	13:30
	First car hotel IN Dunloe	17:00
	Dinner	20:00
Tuesday 12 th May	First car leaves Dunloe.	09:00
Day 3	First car lunch IN	12:30
	First car lunch OUT	13:30
	First car hotel IN Dunloe	17.30
	Dinner, Dine at your choice in Killarney	
Wednesday 13 th May	First car leaves Dunloe	9:00

Day 4	First car lunch IN	12:30
	First car lunch OUT	13:30
	First car IN Dunloe	15.30
	Reception	19.00
	Gala dinner and Prizegiving	20.00

5 ENTRIES

5.1 Applications for entries will be accepted by invitation from the Organisers, who reserve the right to refuse or withdraw any entry without explanation. An entry will be confirmed on receipt of the full entry fee and full compliance with the event regulations. If, prior to the Event, unforeseen circumstances force the cancellation of the Event the Organisers reserve the right to retain 20% of the entry fee, to cover administrative costs already incurred. If once the Event has started unforeseen circumstances force the cancellation of the Event there will be no refund of entry fees.

5.2 Details of each crew member must be submitted on a fully completed and signed entry form.

5.3 Completed entry forms and fees should be sent to: Shamrock Vintage Challenge, c/o 25 South Hill, Dartry, Dublin 6. Ireland D06 W9X2.

5.4 Team entries will be accepted prior to the start of the Event on completion of a Team entry form. A Team will comprise three cars of the same or different make with the winning Team being the one with the lowest aggregate score of all the Team members, all of whom must be classified as Finishers. The same three cars may not form more than one Team.

5.5 By submitting an application to enter the Event, all competitors agree to abide by these Regulations, not only to the letter but also in the spirit. A keen awareness of period must form the basis on which competitors prepare their cars and behave on the rally, reflecting always, consideration for others and the highest standards of sportsmanship. Any incorrect, fraudulent or unsporting action by a competitor will incur penalties up to exclusion from the Event.

6 INSURANCE

Entrants must have valid insurance in place that covers against liability for both personal injury to and damage to the property of third parties whilst taking part in the Event. Participants should also have valid health insurance and may wish to take out vehicle recovery insurance in case of breakdown during the Event.

7 REGULATIONS

7.1 The Organisers reserve the right to change at any time, by Official Bulletin or any other official instruction, the provisions of these Regulations in order to ensure the proper running of the Event. Each Official Bulletin will be numbered, dated and signed by the Clerk of the Course or his Deputy. These may be sent to competitors prior to the Event, or be posted on the Official Notice Board at Rally HQ. On the Event they may be directly communicated to competitors at any point that all competitors are required to visit, and competitors must sign to acknowledge receipt of the information.

7.2 The Clerk of the Course is charged with the application of the Regulations and their provisions during the running of the Event and has the power to decide on any matter not provided for in these Regulations or subsequent Official Bulletins

8 COMPETITORS' OBLIGATIONS

8.1 All crew members are invited to enter into the spirit of the event and dress in period attire, appropriate to the age of their vehicle, whilst competing. The Organisers may present prizes to the best dressed crews. Overtly modern items of clothing such as shorts, trainers, jeans, baseball caps, etc, are strongly discouraged

8.2 The first-named driver on the entry form will be deemed to be the Entrant and will be responsible for all

liabilities and obligations before and throughout the Event.

8.3 Competitors are responsible for payment of any costs they incur during the Event, for example at hotels and garages, and all bills must be paid in full before departure from the establishment concerned. Any non-payment of costs notified to the Organisers may incur a penalty at the discretion of the Clerk of the Course and will have to be paid in full. A second offence will incur penalties.

8.4 No refund of part, or all, of the entry fee, or any other compensation or reimbursement of costs, will be paid to participants who retire or are excluded from the Event, or who miss out part of the Event, or who for whatsoever reason use overnight accommodation other than that arranged by the organiser:

8.5 Non-competing vehicles (e.g, friends, family etc) associated with those taking part are not permitted to enter test venues or to follow the relevant competitor through the regularity sections. This is considered to be unsporting behaviour and may be penalised accordingly.

8.6 The Organisers decline liability in any accident caused by, or to, competitors and the competing cars during the Event. Competitors shall be held responsible for any accident or breach of law in which they may be involved and shall declare to the Organisers particulars of any such incident from which liability may arise and shall have no claim against the Organisers arising out of any act or omission of the Organisers, their servants or officials during the course of the Event. The Organisers accept no responsibility for assisting competitors in difficulties and will not accept any claim for expenses however incurred.

8.7 Competitors must always conduct themselves in a manner which does not bring the event into disrepute. A competitor driving at excessive speed, in a dangerous or negligent manner or being reported for any driving offence committed during the event will be penalised at the discretion of the Clerk of the Course.

8.8 Competitors are obliged to make themselves aware of any Official Bulletins or Notices posted on the Official Notice Boards at Rally HQ.

8.9 Crews must make every effort to ensure they do not delay other competitors and, if caught by other cars, they should pull over, or stop, to let the other cars pass. Crews persistently baulked by another competitor may complain to the Clerk of the Course on the query form provided. The Clerk of the Course may penalise a crew found to have baulked or delayed another competitor: However under no circumstances will any crew be granted a time allowance for delays beyond the Organisers' control, whether caused by baulking or any form of force majeure.

8.10 To ensure the safety and the smooth running of the Event it is vitally important that competitors inform the Organisers of any accident or incident during the course of the Event which involves any other person or property, or any incident attended by the police or other official. Any such incident must be reported immediately by telephone to the Organisers (using the phone numbers given in the Road Book) and confirmed in person to Rally HQ as soon as practicable. Failure to report such an incident will be reported to the Clerk of the Course and will incur penalties up to exclusion. A Damage Declaration Form must be completed and submitted at the final Main Control.

8.11 Crews who retire from the Event must ensure that Rally Officials at the subsequent Rally HQ know of their decision to withdraw, reporting to them either in person or by telephone using the numbers given in the Road Book.

8.12 All crews must carry with them, and use at every overnight, coffee and lunch stop, an impermeable groundsheet which will prevent oil or other fluids from contaminating the ground beneath the car.

8.13 All competitors undertake, as a condition of entry to be filmed or photographed by media agents appointed by the Organisers.

8.14 All competitors undertake, as a condition of entry, to abide by the requirements of these Regulations. A breach of the obligations listed in these paragraphs may result in a refused start or penalties up to exclusion.

9 OFFICERS

Clerk of the Course: Michael Jackson

Club Steward: TBA

Deputy Clerk of the Course: Shane Houlihan
Rally Secretary: Val McCulloch

Deputy Clerk of the Course: Mickey Gabbett
Competitor Liaison Officer: Ian McCulloch

10 SCRUTINEERING

10.1 All crew members must attend pre-event Scrutineering with their cars at the times and locations to be advised by Official Bulletin.

Any crew which fails to successfully complete Scrutineering and Signing-on will be deemed non-starters and will forfeit their entry and entry fee. Their place may be offered to a reserve Entrant.

10.2 The Scrutineers will check that all cars conform to the requirements of road traffic acts, in respect of noise, mechanical safety and eligibility.

10.3 Each car must carry a warning triangle, two reflective jackets, a tow rope, a first aid kit, a fire extinguisher (1.75-litre AFFF) and a groundsheet.

11 DOCUMENTATION AND SIGNING ON.

11.1 Following a successful completion of Scrutineering both crew members must present the required documentation at Signing-on.

11.2 Examples of all Official Signs and Boards will be displayed at Signing-on,

11.3 A Competitors' Briefing will take place on Sunday 12th May, at approximately 13.00 at the hotel in Castlemartyr. At least one member of each crew must attend this Briefing.

12 IDENTIFICATION

The Organisers will provide rally plates, which must be fixed to the front and rear of their car in a clearly visible position for the duration of the Event, These plates must not cover or obscure the vehicle licence plates. In addition, the Organisers will supply two self-adhesive panels, incorporating the competition number for fixing to the side of the vehicle, At Signing-on, competitors will each be provided with identity badges, incorporating emergency telephone numbers, which should be worn at all times during the Event.

13 STARTING ORDER

13.1 The cars will start the Event in number order as per the published entry list but during the event the starting order may be changed at the discretion of the organisers. In any case the competitors start times for the following day will be published and displayed each evening on the notice board at Rally HQ

13.2 The starting interval between the cars will be 1 minute unless a different interval is determined by the Clerk of the Course and notified in an Official Bulletin.

14 ASSISTANCE

14.1 Competitors should be self-sufficient and able, where possible, to repair their own cars. However, the Organisers will use their best endeavours to arrange for assistance in the event of emergency roadside repairs. The Organisers' Mechanical Assistance Teams will not be expected to provide a towing service nor to work late hours at the end of the day. All repairs carried out by them are entirely at the risk of the competitor, who is taken to agree that they and their agents will not make any claim regarding the quality of the repairs or for any consequences resulting directly or indirectly from any such repairs.

14.2 An impermeable groundsheet must be placed under the car before attempting any work in a designated Service Area and when parked overnight.

15 DAMAGE DECLARATION

15.1 A Damage Declaration Form will be included with the route information and competitors must complete, sign and submit this form at the finish of the event or on retirement. They must state whether they have been involved in any incident which might have caused damage to persons or property. If so, full details of the incident must be given.

15.2 Competitors who retire must, within 72 hours, send their completed Damage Declaration Form to the Entries Secretary giving the location and reason for retirement.

16 ROUTE DESCRIPTION AND INSTRUCTIONS

16.1 The Event will take place over four days and will cover approximately 800 kms (500 miles), on smooth roads.

16.2 There will be timed sections on the public road and at private test venues. Participants will be expected to arrive at controls within the scheduled opening and closing times. At intervals along the route there will be Route Checks, Secret Checks and manned and unmanned Passage Controls to check adherence to the correct route. Skill and judgement from both driver and navigator will be required to follow the correct route and to adhere to the rally schedule.

16.3 A "Tulip" Road Book issued at Documentation, will give details of the overall route, the location of Main Time Controls, Time Controls, Passage Checks, Route Checks, Regularity Start and Finish points and the details and instructions for any Special Tests. The Road book will show distances in miles and an accurate trip meter is recommended to make best use of the information in this format. Other straightforward formats e.g. Jogularity in descriptive form, large scale maps etc, may be used to define the route of Regularity Sections. The Organisers' times and distances are deemed to be correct and are not subject to appeal.

16.4 Apart from instructions for the Regularities, the entire route will be contained in the "Tulip" roadbook, so no other navigation skills are required. In the event that a competitor does get lost the location of coffee/lunch halts will be given in map form and GPS co-ordinates in order that the competitor can get back on route.

16.5 You will have noted in 16.4 above that GPS co-ordinates will be supplied for certain locations. "SatNav"s, smartphones, etc. may be deployed only to find these. The devices must not be used in the normal course of the Event. Penalties will be applied at the discretion of the Clerk of the Course if competitors are found to be using them inappropriately. The format of the Regularities is such that utilising these devices would be unlikely to confer an advantage anyway.

16.6 On each day the road book for that day, plus the instructions for regularities and tests for that day will be available 45 minutes before a competitor's due time at the MTC OUT.

17 CONTROLS

17.1 Control points will be set up to check that crews follow the correct route and comply with the time schedule. Except for Secret Checks and Regularity Timing Points the location of control points will be given in the Route Instructions or other Official Instructions. At Main Time Controls, Time Controls and Secret Checks timing will be to the previous whole minute. At Regularity Timing Points and Test Finishes timing will be to the previous whole second.

17.2 All Controls will be ready to function at least 15 minutes before the theoretical due time of arrival of the first car and will cease to operate 30 minutes after the due time of the last car. Controls may cease to operate earlier on the direction of the Clerk of the Course taking into account the due time of arrival of the last competing car.

17.3 Early arrival is permitted at some controls without penalty and this information will be communicated to the competitor in the Road Book or via an official Bulletin.

17.4 Competitors are responsible for presenting and collecting their Time Cards at the various controls at the appropriate times and for ensuring that cards are completed and signed correctly. The marshal's entry in the appropriate space on the competitor's Time Card will normally be the only acceptable proof of passage at a manned control. Failure to hand in a card at the correct control, or loss of a Time Card, is liable to result in maximum penalties at all controls and/or tests on that card, up to and including exclusion. The Time Card must be available for inspection on demand.

17.5 The following list gives the types of Control that may be encountered together with the Signage or

other indicator at each Official control boards or indicators will identify all controls. However, any alteration to the boards or indicators will not constitute a reason for the cancellation of the control,

MTC - Main Time Control - Generally located at the start (**MTC OUT**) and end (**MTC IN**) of each day (Advance warning board "clock face on a yellow background" and a board with a similar symbol on a red background at the control). Early departure or lateness will be penalised at a MTC OUT control. Early arrival is allowed without penalty at a MTC IN control and there is a 60 minute penalty-free lateness allowance (MPL) at a MTC IN control. Checking in after the penalty free period will be penalised.

TC - Time Control - located in the vicinity of coffee/lunch halts or at the roadside (Advanced warning board "clock face on a yellow background" and a board with a similar symbol on a red background at the control point). Will have 15 minutes penalty free lateness unless otherwise specified, Lateness (outside that which is penalty free), early arrival or failure to visit within MPL will be penalised. Lateness penalties will not exceed the penalty for failing to visit the TC.

PC - Passage Check - Located within cafes, bars, restaurants, filling stations or at the roadside. (Advance warning board "stamp symbol" on a yellow background and similar symbol on a red background at the control point). If any of the above controls are within a building the yellow advanced warning board will be positioned near the entrance and the red board at the official's table. If they are at the roadside the yellow board will indicate the beginning of the control area, approximately 25 metres before the actual control location where the identical symbol on a red background will be displayed. The area between the yellow and red boards is considered "Parc Fermé". At roadside controls competitors will be deemed to have entered the control when their car passes the yellow board. Failure to visit during the period that the Control is open, visiting out of sequence or approaching from or departing to the wrong direction will be penalised. Some Passage Checks may be unmanned and proof of passage will be by the competitor writing in ink the information from a "Code Board" on the appropriate box on their Time Card before reaching the next manned control or check

SC - Secret Check - Normally by the roadside at undisclosed locations. - ("stamp symbol" on a red background) at the control point. N.B. no advance warning board. May be used to ensure compliance with rally schedule or proof of adherence to the correct route. These will be set up at various undisclosed points on the route to check competitors driving behaviour and adherence to route instructions, All Secret Checks will be clearly marked with a control board showing a "stamp" symbol or where timing is being carried out a control board showing a "clock" symbol.

RC - Route Check –(Unmarked) - Untimed and unmanned –points at which competitors are required to record information in the appropriate box on their Time Card before reaching the next manned control or check to indicate they have adhered to the correct route.

RS - Regularity Start Control At the roadside may be manned or unmanned (Manned – Advance warning board a furled flag on a yellow background and a similar symbol on a red background at the control point. Unmanned-Crossed orange arrows at the control point N.B. no advance warning),

TP – Regularity Timing Point – at the roadside at an undisclosed location on the route. Location to be defined by a clockface on a red background at the side of the road (no warning in advance) at which your time will be noted. There will be a marshal positioned at a STOP control, within the next 100 m or so, to record this time on your time card.

Last Timing Point- a board at the roadside after the final TP on a regularity. This will mark the end of the competitive (timed) element of the regularity. Competitors must still follow the route given in the regularity instructions until the end of the regularity (EoR).

EoR-End of Regularity, zero trip- a board at the roadside marking the end of the regularity instructions and reminding competitors to reset their odometer and revert to instructions in the roadbook.

TS - Manoeuvrability Test Start Control - At the starting point of driving test - (Advance warning board "furled flag symbol" on a yellow background and similar symbol on a red background at the control (point).

TF – Manoeuvrability Test Finish Control. At the end point of driving test - (a “STOP” on a red background at the finish line).

REGULARITY SECTIONS

17.6 Sections may be run on public or on private roads and both may be open to ordinary traffic. On these, competitors are required to maintain a constant speed for a given distance. The speed may vary during the Section but will not exceed 30 mph.

17.7 There is no specific scheduled arrival time at a Regularity Section, where that Regularity section is manned, and competitors may start the section at any time that it is open. At Regularity Sections that are not manned (self-starts) competitors will be required to start at a time calculated from their time at the preceding Time Control (TC). This time will be written into the Time Card by the marshal at the preceding Time Control (TC). If a competitor is running late, the marshal will add thirty seconds to the calculated time (to avoid starting at the same time as another competitor) and this time will be the due time to start the Regularity.

17.8 There will be one or more Timing Points (TPs) on a Regularity Section at previously undisclosed locations. Having passed a TP, competitors must stop at the contiguous STOP control so as to record the time at which they passed the TP. If a car is already stopped at the control the second crew must stop behind the car at the control. Competitors will also be apprised of the “Ideal Time” for the preceding section at this control. No allowance will be made for the time taken to record competitors' time.

17.9 Competitors must not stop on a Regularity Section, except at a STOP control or if instructed to do so in the route instructions, or if obliged to do so by a Stop or Yield road traffic signs, or by other circumstances beyond their control (such as giving way to oncoming traffic on narrow roads, which is obligatory, or mechanical failure). Stopping or "slowing unduly" within sight of a Timing Point will be penalised. If a competitor overshoots a STOP control, either crew member should return on foot to complete the formalities.

17.10 Adherence to a time schedule in a Regularity Section will be assessed by comparing the time of arrival at any Intermediate Timing Point with the time of arrival at the preceding Timing Point (or Start Time in the case of a Regularity Section with only one timing point).

17.11 Regularity Controls must be visited using the direction of approach and departure implied in the route instructions, failing to visit a Regularity Start and or Regularity Timing Point Control will be penalised. Some Regularity Sections may contain Passage Checks. Where a Passage Check (PC) occurs between the Regularity Start (RS) and End of Regularity (EoR) failing to provide proof of passage, visiting in the wrong direction or visiting out of sequence will incur a penalty.

MANOEUVRABILITY TESTS

17.12 Manoeuvrability Tests will be run to test driver skill and judgement. Test information in the form of a diagram and written instructions will be in the Road Book or issued with an Official Bulletin. Markers such as cones, posts, pylons, kerbs, barriers or straw bales will define the course. Out-of-bounds areas will be clearly identified and/or described. Each test where timing is involved will have a minimum time (Test Bogey) and a maximum time. A competitor's deemed time for each Test will be calculated as follows:

(i) Taking less than the Bogey Time: given Bogey Time

(ii) Taking the Bogey Time or longer: given time taken up to the maximum time.

17.13 There is no specific scheduled arrival time at a Manoeuvrability Test and Competitors may be allowed to start at any time that it is open. In order to minimise any delays, Competitors must be ready to start the test when called forward by the start marshal.

17.14 Tests may include such features as:- "STOP" boxes indicated by four markers, forming a box, Competitors must STOP within the box, before proceeding, "STOP-ASTRIDE" line, a line between two markers where Competitors must stop with both front wheels over the line and both rear wheels behind the

line, Code Boards where Competitors must stop and write the code on their Time Card in ink before reaching the end of the test. An example of the Code Board will be on display at Signing On or at a previously notified location. Additional time will be added for failure to come to a complete stop within a "STOP" box, or to stop correctly at a "STOP-ASTRIDE" line, or to correctly record a Code.

17.15 Except for the penalties applied under Articles 17.16, 17.17 and 17.18, Manoeuverability Tests will be scored on a Class Basis, based on the time taken. A competitor completing a test in less than the Bogey time will be credited with the Bogey time. Equal times within each Class will receive the penalty of the time placing. e.g. If three competitors tie for second place they will each be penalised 3 seconds, the next crew in third place will be penalised 5 seconds and the fourth placed crew 6 seconds, i.e. All crews scoring an equal time will be considered to be "one place".

Best in class, 0 marks	3 rd on Test – 5 marks	5 th on Test – 7 marks	7 th on Test – 9 marks
2 nd on Test - 3marks	4 th on Test – 6 marks	6 th on Test – 8 marks	8th and over – 10 marks

17.16 In addition to the class based scoring, penalties will be added for the following offences.

Striking a course marker	10 marks
Starting before the word "GO" (jumped start)	30 marks
Failure to STOP ASTRIDE a line	10 marks
Failure to correctly record a code board	30 marks
Failure to stop correctly within a "STOP" box	10 marks

17.17 An absolute penalty of 60 marks will be applied for exceeding the test maximum time including added time penalties, reversing to the test finish stop line or, completing a Wrong Test. A Wrong Test will be given for passing the wrong side of a course marker, missing or making no attempt to stop at a "STOP-ASTRIDE" line or within a "STOP" box or otherwise taking the wrong route. If a crew corrects their mistakes and ultimately completes the test correctly it will not be considered to be a Wrong Test. If a crew overshoots the Test Finish stop line, they MUST NOT reverse.

17.18 An absolute penalty of 300 marks will be applied for failing to visit or attempt a test.

17.19 Should the normal running of a Test Section be stopped for any reason whatsoever after the passage of one or more competitors and it proves impossible for other competitors to drive the section under competitive conditions, the Clerk of the Course may give to each crew that has been affected a notional time based on the average penalty accrued, up to the moment of interruption. However, no crew that is totally or partially responsible for stopping the test may benefit from this measure. If they finish the test they will be given the penalty that they actually accrue even if this is greater than the penalty awarded to other crews.

18 PENALTIES

SUMMARY OF PENALTIES

18.1 Penalties will be expressed as marks (1 mark = 1 second) and the overall results will be determined by adding together all the marks accrued during the four days of the Event by those competitors classified as finishers. In the event of any discrepancy between the penalties within the previous articles and this summary the article penalty will be applied,

GENERAL PENALTIES

Competitor failing to abide by the spirit of the Regulations	60 marks up to exclusion
Non-compliance with vehicle safety requirements	60 marks up to exclusion
Non-compliance with a Rally Official's instructions	60 marks up to exclusion
Any incorrect, fraudulent or unsporting action by a competitor	600 marks up to exclusion
Non-compliance with competitors' obligations	600 marks up to exclusion
Discourtesy rudeness, threatening or intimidating behaviour	60 marks up to exclusion
Any act of physical violence by a competitor towards an official	Exclusion

SPECIFIC PENALTIES – CONTROLS

Failing to report to an MTC within maximum lateness.	600 marks
Reporting before "due time" at the MTC at the start of the day or any TC during the day (unless specifically permitted by instructions on the Time Card or by an Official Bulletin).	20 marks per min.
Reporting after "due time" at an MTC Out Control or after any penalty-free lateness at a TC.	10 marks per min.
Maximum penalty at a TC	150 marks
Failure to report to a PC or SC, visiting out of sequence, approaching/departing from/to the wrong direction or failing to record information correctly at an RC.	30 marks

REGULARITY SECTIONS

Failure to report to a RS, no or illegible entry on the Time Card	300 marks
Each second or part thereof above or below the Ideal Time at a Regularity TP	1 mark
Maximum penalty at a Regularity TP	60 marks
Failure to visit, visiting out of sequence, slowing down unduly or stopping within sight of a Regularity TP.	120 marks
Wrong approach or departure at a Regularity TP or PC	30 marks
Failure to visit a PC on a Regularity	30 marks

MANOEUVERABILITY TESTS

Failure to visit or attempt a Special Test.	300 marks		
Exceeding the test maximum time including added time penalties, reversing to the test finish stop line or, completing a wrong test	60 marks		
Striking a course marker	10 marks		
Starting before the word "GO" (jumped start)	30 marks		
Failure to STOP ASTRIDE a line	10 marks		
Failure to correctly record a code board	30 marks		
Failure to stop correctly within a "STOP/GO" box	10 marks		
Penalties for performing a Special Test Correctly will be "Class based" as follows:-			
Best in class - 0 marks	3 rd on Test -5 marks	5 th on Test - 7 marks	7 th on Test 9 marks
2 nd on Test - 3 marks	4 th on Test -6 marks	6 th on Test - 8 marks	8 th and over 10 marks

19 RESULTS

19.1 Results will be posted at Rally HQ as soon as possible after the end of each Leg.

19.2 Team awards will be based on the aggregated performance of the three nominated cars, all of which must be classified finishers.

20 AWARDS

1st Overall crew

2nd Overall crew

1st in class

2nd in class

3rd in class (if more than seven in the class)

Spirit of the Rally award

Against the odds award

Team award

Marque team award

Best Driver (best on tests)

Best Navigator (best on regularities)

Finishers' Awards will be given to all crews that report to the Main Time Controls each day

Overall winner will not be eligible for a class award.

21 QUERIES, PROTESTS AND APPEALS

20.1 Crews should check the interim results, published each day as soon as practical and submit any Queries on an official Query Form to the Competitor Liaison officer. A query relating to any day must be submitted by due time at MTC OUT the following day.

20.2 After publication of provisional results at the end of the event, one hour will be given for queries. Only queries relating to the final day, and submitted within this one hour period, will be considered. A further 30 minute period will be allowed for the Organisers to amend and republish the results and during this time no further queries will be considered. Once the amended results have been republished a further 30 minutes will be allowed for Protests. After this the results will be declared final.

20.3 Any Protest or Appeal must be submitted in writing to the Clerk of the Course before the Results are Finalised. If the CoC's decision is not accepted, the competitor may appeal to the Steward who will adjudicate as appropriate.

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