

# 2010 Quality Hotels West Cork Rally Regulations

## Foreword

On behalf of the Cork Motor Club and as Clerk of the Course I invite you to participate on one of the best two-day rally of the year, the Quality Hotels West Cork Rally 2010. We are pleased to welcome back The Quality Hotel Clonakilty as title sponsors of this prestigious event. David Henry, GM of the Quality Hotel and Leisure Centre, Clonakilty, Co Cork will once again act as our host at Rally H/Q where a special rate for competitors has been arranged for the Rally. Please contact the Hotel for details on 023/ 8835400 (00 353 23 8835400 from UK).

We are further delighted to welcome back our Associate Sponsors, the Traders of Clonakilty. The Quality Hotels West Cork Rally 2010 offers the best value in stage rallying on the calendar with the entry fee remaining unchanged at €630.

We look forward to meeting all our regular competitors and all those competing on the Southern 4 Championship of which the Quality Hotels West Cork Rally hosts the opening round. We are also pleased to host the rounds 1 and 2 of the Honda Cup Ireland, and the Irish Mitsubishi Evolution Challenge.

We assure you all of a great weekend in West Cork. The Rally will continue with two days of Special Stages over closed public roads with centralised servicing. Pace notes will be permitted and these will be available from Brian Patterson. The Maximum number of starters is restricted to 151, a Historic and Junior category will also be catered for. Please send fully completed entry forms. Regulations are available to be downloaded from both the event website [www.westcorkrally.com](http://www.westcorkrally.com) and the club website [www.corkmotorclub.com](http://www.corkmotorclub.com).

Motorsport Ireland licence holders MUST have an IRDS insurance letter and MSA licence holders MUST have either an NES or BRDS insurance letter to compete. NOTHING, absolutely nothing else will do. No Letter. No Start. No Exceptions. No Discussion. The entry fee includes IRDS insurance for two days (at the standard rate) and Competitors Personal Accident. Both of these are compulsory on Motorsport Ireland events.

Looking forward to meeting with you all in Clonakilty.

Darren McCarthy,  
Clerk of the Course,  
West Cork Rally 2010

## Supplementary Regulations

RALLY HEADQUARTERS: Quality Hotels & Leisure Centre, Clonakilty, Co. Cork.

### ORGANISATION

1. The Quality Hotels West Cork Rally is organised & promoted by Cork Motor Club Ltd., hereinafter called the promoters. Date March 20 & 21, 2010.
2. The Rally takes place near Clonakilty, Co. Cork over a route of approx. 450 kilometres, 265 kilometres of which will be Special Stages. It will be the opening round of the 2010 Southern 4 Rally Championship; Rounds 1 & 2 of the Honda Cup Ireland and the Irish Mitsubishi Evolution challenge; the 2010 Bones O'Connor Mk II/Modified Challenge; and the 2010 Cork Motor Club Championship. The competition for Class 16, Historic Rally cars, and Class 17, Juniors, will be over a reduced route.
3. These Regulations have been submitted for approval to MI, and the permit number **10/039** has been issued for holding of the Competition which will be held under the International Sporting Code of the FIA, the General Competition Rules of MI and these Supplementary Regulations including Appendix "25"(Rally Code) and Appendix "29"(Standard Regulations for all Stage Rallies) of the current Motorsport Ireland Yearbook. All Competitors who forward Entry Forms agree to be bound by the rules. (See [www.motorsportireland.com](http://www.motorsportireland.com) )
4. Official Notices may be displayed at Rally Headquarters or at some other place designated in final instructions and every competitor shall be deemed to have read all such notices, and if applicable shall have the force of these Regulations and shall be binding on Competitors.
5. The onus is on a Competitor to keep informed of any additional Instructions.

### OFFICIALS

Motorsport Ireland Stewards:	Alan G Verso ( 0089 ); Jim Casey ( 0478 )
Motorsport Ireland Safety Officer:	Ed Colton ( 0243 )
CMC Steward:	Brian O Connell ( 0289 )
CMC Safety Officer:	Micheal Coleman ( 0390 )
Clerk of the Course:	Darren McCarthy ( 0187 )
Deputy Clerk of the Course:	Martin Godfrey ( 0275 )
Assistant Clerks of the Course:	Greg McCarthy ( 0392 ) Claire O Mahoney, Laurence Hartigan, Nial Murphy, Pot Nolan.

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Stage Commanders	Finian Twomey (1227), Joe Shinnors Jnr (0974), Micheal O Sullivan (1332 ), Micheal O Riordan (0371).
Event Secretary:	Margaret Godfrey,
Entries Secretary:	Caroline Kearney,
Spectator Control:	Glynn McCarthy, Richard Percy.
Scrutineer:	Jim O'Brien and team
Press Officer:	Kevin O'Driscoll
Chief Marshal:	Edel Fahy,
Asst Chief Marshal	Ger Hayes,
Route Co-ordinator:	Greg McCarthy
Parc Ferme Co-ordinator:	John S Quill
Arrowing Crews:	Donal Godfrey and Team,
Taping Crews:	Billy Tobin and crew,
Radio controller:	Mary Fitzgerald
Results Officer:	Nial Murphy
Results:	Laurence Hartigan
Chief Rescue Officer	Martin Byrne
Programme:	Jerry Murphy, Ger Leahy, Kevin O Driscoll.
Communications:	B&M Communications
CLO:	Greg Shinnors
CLO Juniors:	Caroline Kearney
Medical Officer:	Dr. Yvonne Hayes
Road Closed:	Maurice Nagle
Car Accountability:	Vincent Fagan
Chief Timekeeper:	John Harrington, Denis Cardell,

### CLASSES

The event will include the following classes:

- Class 1. Group N up to 1400 cc.
- Class 2. Group N 1401cc to 1600 cc.
- Class 3. Group N 1601 cc to 2000 cc.
- Class 4. Group N over 2000 cc.
- Class 5. Group A up to 1400 cc.
- Class 6. Group A 1401 cc to 1600 cc.
- Class 7. Group A 1601 cc to 2000 cc.
- Class 8. Group A over 2000 cc.
- Class 9. Modified cars up to 1450cc - 2 wheel drive, normally aspirated.
- Class 10. Modified cars 1451cc to 1650cc not more than 2 valves per cylinder, 2 wheel drive, normally aspirated.
- Class 11. Modified cars 1451cc to 1650cc more than 2 valves per cylinder, 2 wheel drive, normally aspirated.
- Class 12. Modified cars 1651cc to 2050cc not more than 2 valves per cylinder, 2 wheel drive, normally aspirated.
- Class 13. Modified cars 1651cc to 2050cc more than 2 valves per cylinder, 2 wheel drive, normally aspirated.
- Class 14. Modified cars 2051cc to 3500cc 2 wheel drive, normally aspirated or turbo charged  
- **see note 2.**
- Class 15. Four-wheel drive cars whose homologation has expired and other specified cars.  
- **see notes 3,4,5,**
- Class 16 Historic Rally Cars (see additional Historic Regulations).
- Class 17 Junior Rally (see additional Junior Regulations).

### NOTES ON CLASSES:

1. It should be clearly understood that if the following text does not clearly specify that you can do it, you should work on the principle that you cannot. The interpretation of any matters concerning the above classes or these notes on classes is a matter for MI. Queries should be submitted in writing to MI.
2. Cars in Class 14 may only be fitted with a turbo charger if the car was originally homologated with one fitted in two-wheel drive format.
3. Cars in Class 15 must comply with their last published homologation papers, FIA appendix J, including the following:  
**3.1** Metro 6R4s as per Group B-2777 homologation papers and the following: Maximum 2800cc, with 65mm plenum restrictor or 2500cc with trumpeted induction and must run with MSA certified engine only. The engine certificate must be presented to each event Scrutineer.  
**3.2.** Ford Escort RS Cosworth, homologation No. A5466 and Ford Sierra Cosworth 4x4 homologation number A5414 may enter class 15 if fitted with nonhomologated gearbox. No other modifications are permitted and the car must comply with the homologation papers.

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**3.3.** Subaru Legacy Homologation Nos. A5399 and N5399 may enter for Class 15 if fitted with a Turbo charger fitted normally to Subaru Impreza and complying with Homologation No. A5480 or N5480.

**4.** Additional cars authorised at the discretion of MI in advance may also be allowed to enter the class but must not exceed 3500cc

**5.** Homologation papers will be required for all cars in Groups N and A and relevant cars in class 15. If these papers are not produced at scrutiny the car shall be refused a start. Unless there is an indication to the contrary on the homologation form excluding certain evolutions, Group A and Group N cars are permitted during a further period of four years following the expiry of their homologation to participate in international rallies other than those of the World Rally Championship on the following conditions.

These cars may take the start and be classified on an equal footing with the currently homologated cars.

Such non-homologated cars are as defined above may only be accepted for participation if the duly completed though expired homologation papers are produced at documentation and at scrutineering and the cars remain in total conformity with the original technical specifications and are in a sound condition to participate at the discretion of the Scrutineers. The size of turbo restrictors used on these cars and the minimum weight must be those currently valid. **This also applies to National Permit Events.**

**6.** Cars in classes 9-14 may be modified to an extent not permitted for cars homologated in groups N and A with the following exceptions. Motorcycle / motorcycle derived engines are not permitted. Bodyshell must be of a monocoque construction i.e. no space frame types allowed. Furthermore cars in these classes with logbooks issued from 1.1.04 must comply with the following in addition to complying with notes 2, 7, 8, 9.

### Engine

Engine to remain in original location.

Engine cc may not exceed that of the vehicle model as supplied by the manufacturer as original equipment (or homologated by FIA for the vehicle) by more than 25%, to an absolute maximum of 3500 cc.

Engine block must be of a type fitted by any manufacturer as original equipment in a passenger car, or an engine block derived there from. Motor cycle/motor cycle derived engines are not permitted.

### Drivetrain

Driving wheels to remain as manufacturer, e.g. front wheel drive to remain front wheel drive, rear wheel drive to remain rear wheel drive. It is permitted to cut out a part of the bulkhead situated in the engine compartment for the fitting of engine and transmission parts including the position and hole for the passage of the gearbox control in the bulkhead and transmission tunnel. However, such cut-outs must be strictly limited to those parts necessary for this installation (see drawing Appendix J 279-1 and 279-2). Chain drive not permitted.

Cars which are "professionally" converted from front wheel drive to rear wheel drive, or vice versa, from 1.1.04, may be submitted for inspection to MI scrutineers, but, if approved, may only compete in Class 15.

### Bodyshell

The bodyshell must be of a monocoque construction as per the manufacturers original specification (or homologated by FIA for the vehicle) i.e. no space frames allowed. For the purposes of these regulations bodyshell comprises rolling shell / car frame complete, including front and rear wings / rear quarter panels\*, together with outer door panels and door frames.

Bonnet and boot lid may be fibreglass/composite but must have internals/bracing similar to original bonnet/boot lid and must be fastened by way of four bonnet pins (two front and two rear), or by original type hinges and two bonnet pins.

If door trims are removed they must be replaced with sheeting made from metal at least 0.5 mm thick, or from carbon fibre at least 1 mm thick or from another solid and non-combustible material at least 2 mm thick.

\*(Front wings and rear wings / rear quarter panels may be modified solely for the purposes of fitting wheel arches.)

Bonnet vents/scoops are permitted provided they are homologated by any manufacturer or were/are fitted as standard by any volume motor vehicle manufacturer on type approved vehicles.

The requirements shown above for bonnets and boot lids will also apply to cars which have logbooks already issued before 31.12.03, but to allow time for conversion, the effective date for existing cars will be 1.1.05.

**7.** To determine the cubic capacity of turbo charged cars a multiplication factor of 1.7 will be used.

**8.** To determine the cubic capacity of a rotary engine a multiplication factor of 1.5 will be used and the car will run in either Class 11 or 13 (more than 2 valves per cylinder)

**9. All turbo charged** cars must be fitted with an FIA specification turbo intake restrictor as Appendix "2" Art.28.10

**10.** A car may only be entered for one class.

**11.** The responsibility rests with the competitor to ensure that the car is entered in the correct class.

**12.** WRC Cars: In the context of the location of the steering, cars manufactured after 1 January 2005 must comply with FIA Appendix J, Article 7.3 in all MI permitted events.

**13.** National rallies run in conjunction with International events may include one class for homologated cars whose drivers do not hold an International competition licence. These drivers must hold a National A or National B licence, as appropriate to the engine size of the car. WRC cars are not eligible for this class.

**14.** A list of cars homologated by the FIA and cars with permission to run, granted by the FIA are available on the MI website.

# 2010 Quality Hotels West Cork Rally Regulations

## SCHEDULE

Time	Entries open on publication of these Regulations	
18.00	Wed 3.3.2010	Entries close.
10.00	Fri 5.3.2010	Final instructions posted
9.00-17.30	Sat/Sun 13/14.3.2010	*Pace Note making allowed
9.00-17.30	Thurs/Fri 18/19.3.2010	*Pace Note making allowed
* Competitors may make pace notes on ONLY TWO of the DAYS stated and may only make three runs in total over each special stage under penalty of exclusion.		
14.00	Fri 19.3.2010	Rally Office and Scrutiny opens in Clonakilty
08.30	Sat 20.3.2010	Issuing of Road Books to reserves
09.45	Sat 20.3.2010	Car 0 due to leave first control
18.15	Sat 20.3.2010	First car finishes Saturday competition
22.30	Sat 20.3.2010	Sunday start times issued.
09.30	Sun 21.3.2010	Car 0 leaves first control, Sunday
10.30	Sun 21.3.2010	Drivers Briefing For Juniors.
17.16	Sun 21.3.2010	First car finishes Sunday competition
19.30	Sun 21.3.2010	Provisional results published
21.30 (not before)	Sun 21.3.2010	Prize-giving at Quality Hotel & Leisure Centre

## SUNDAY RUN

Competitors who fail to finish the event on Saturday, may apply to compete in the Sunday Run, but must inform the Promoters in writing before 22.00 hours on Saturday, March 20, 2010 and present their car for mechanical scrutiny at a place and time to be advised. Competitors in Round 2 (Sunday) of the Honda Cup Ireland and the Irish Mitsubishi Evolution Challenge are not eligible for the Sunday Run.

## ROUND 2 of: Honda Cup Ireland: Irish Mitsubishi Challenge

Competitors in the Honda Cup Ireland or Irish Mitsubishi challenge who fail to finish the event on Saturday, may apply to compete on round 2 on Sunday but must inform the Promoters in writing before 21.45 hours on Saturday, March 20, 2010 and present their car for mechanical scrutiny at a place and time to be advised.

## AWARDS

1st Crew Overall, West Cork Trophy & 2 Replicas & free entry to 2011 WCR  
West Cork Trophy presented by Thos. P. Houlihan & Sons Ltd.

2nd Crew Overall, 2 Trophies.                      3rd Crew Overall, 2 Trophies

### Class Awards

1st, 2nd, and 3rd, for Classes 1 to 15 and Junior Class. (for Class 16 see Historic Section)  
Overseas & Other Awards (2 trophies to each).

Best Welsh Crew; Best Northern Ireland Crew; Best English Crew; Best Scottish Crew.  
Best Cork Motor Club Crew; Best Ladies Crew;

1st West Cork Crew	1st Sunday Crew
2nd West Cork Crew	2nd Sunday Crew
3rd West Cork Crew	3rd Sunday Crew

Paddy Keohane Memorial Trophy: Best West Cork driver  
J. P. Tohig Memorial Trophy: Spirit of the Rally Award  
Denis Buckley Memorial Trophy: Best Class 12 driver  
Peter O'Shea Memorial Award: Best Ford Escort MkII  
Don Hurley Memorial Trophy: Best Cork Motor Club Driver  
Derek Skinner Memorial Trophy: to be awarded at the discretion of the club.

## HANS device

The use of the HANS device is compulsory for all stage rallies in Ireland in 2010. A number of helmet suppliers have announced that they will hire out these devices at all rallies. The following website addresses may be of use to you. [www.ears.ie](http://www.ears.ie)  
[www.ruthmotorsport.com](http://www.ruthmotorsport.com) [www.murraymotorsport.ie](http://www.murraymotorsport.ie) [www.ccsracenrally.com](http://www.ccsracenrally.com)  
This information is offered without any recommendation or endorsement. There may also be others who can supply the HANS device. If you have any technical questions, please ring Motorsport Ireland on 00 353 1 6775628 or email [info@motorsportireland.com](mailto:info@motorsportireland.com) and they will help out.

# 2010 Quality Hotels West Cork Rally Regulations

## Quality Hotels West Cork Rally 2010 Historic Section Class 16

1. These regulations are additional to the supplementary regulations issued for the Quality Hotels West Cork Rally 2010,, and where appropriate, supersede them.
2. A separate prize to be given for first placed crew in cars from the following groups:
  - Class 16 (a) Historic Rally Cars Pre 1967 up to 1350cc
  - Class 16 (b) Historic Rally Cars Pre 1967 Between 1351cc and 1650cc
  - Class 16 (c) Historic Rally Cars Pre 1967 Between 1651cc and 2050cc
  - Class 16 (d) Post Historic Rally Cars 1968 – 1974 up to 1350cc
  - Class 16 (e) Post Historic Rally Cars 1968 – 1974 Between 1351cc and 1650cc
  - Class 16 (f) Post Historic Rally Cars 1968 – 1974 Between 1651cc and 2050cc
  - Class 16 (g) Post Historic Rally Cars 1968 – 1974 Over 2050cc and cars with more than 2 Valves Per Cylinder
  - Class 16 (h) Classic Rally Cars 1975 – 1979 up to 1350cc
  - Class 16 (i) Classic Rally Cars 1975 – 1979 Between 1351cc and 1650cc
  - Class 16 (j) Classic Rally Cars 1975 – 1979 Between 1651cc and 2050cc
  - Class 16 (k) Classic Rally Cars 1975 – 1979 Over 2050cc and cars with more than 2 valves per cylinder

To enter in the above classes the following amendments have been made to rule R49 to R49.10.3: Period engines and gearboxes as per period; 6 inch rims and 70 profile tyres; electronic ignition allowed only when using original distributor; hydraulic handbrakes, steering racks and pedal boxes are allowed and brakes are free, all for safety.

3. Entrants will attempt a shorter route than those in the other classes.
4. The stages will be attempted after the other classes have passed. In addition, crews will be permitted to 'skip' stages should they wish, but will incur a penalty of 300 seconds for so doing. Also, they will be credited with the slowest time recorded in the class for that stage. (i.e. if you miss a stage you will get the slowest time PLUS 5 minutes).
5. Parc Ferme restrictions will not apply. (IRDS/BRDS insurance cover does not apply between Parc Ferme Control In Saturday evening and Parc Ferme Control Out Sunday morning). However, cars can be left in Parc Ferme for security purposes on Saturday night if desired.
6. Estimated start time is 13.30 hours on Saturday.
7. While you will be permitted to make pace notes, we trust that entrants will abide by the spirit of Historic events and merely make caution/danger notes.
8. A separate time schedule will be issued and road penalties etc will be as per regulations.
9. With the exception of class structure, and these supplementary regulations, any dispute regarding vehicle eligibility to be settled by reference to article R49 to R49.10.3 of the current MSA Yearbook.

**ENTRIES:** See attached entry form

## Quality Hotels West Cork Rally 2010 Junior Rally Class 17

1. The West Cork Junior Rally will take place on Sunday March 21, 2010. The regulations of the West Cork Rally apply to the West Cork Junior Rally as varied below. These regulations have been submitted to and approved by Motorsport Ireland.
2. The length of the West Cork Junior Rally is 110 kilometers (approx), 70 (approx) of which are stage kilometers over 4 stages (2 locations). **Recce:** Any **one** of the days specified for the West Cork Rally.
3. The following vehicles are eligible to take part: Class 17 J1: Cars up to 1400cc; Class 17 J2: Cars 1401cc to 1650cc.
4. **Eligible Competitors.** Any person holding a MI/MSA National B or higher graded Licence valid for 2010 provided that the Driver is under 26 years of age on 1st January 2010. T
5. The Entry Fee is €330, which includes Competitors Personal Accident Insurance and Standard Rate IRDS.  
**A €100 reduction in entry fee will be allowed for Juniors if both driver and navigator marshal on Saturday**

**ENTRIES:** See attached entry form

### Useful addresses:

Entries Secretary: Caroline Kearney, 2 St. Patrick's Terrace, Blarney, Co. Cork.  
Tel 087 9301184 (00 353 87 9301184 from UK) (**6PM to 9PM only please**). Email: [Caroline@westcorkrally.com](mailto:Caroline@westcorkrally.com)  
Rally HQ: Quality Hotel & Leisure Centre, Clonakilty, Co. Cork. Tel 023 8835400 (00 353 23 8835400 from UK).  
Press Officer: Kevin O'Driscoll. Tel: 086 2866256 (00 353 86 2866256). Email: [Kevin@westcorkrally.com](mailto:Kevin@westcorkrally.com)  
Competitor's Accommodation Secretary: Joan White. Tel: 086 377 6451 (00 353 86 377 6451 from UK) (**7PM to 9PM only please**). Email: [Joan@westcorkrally.com](mailto:Joan@westcorkrally.com).  
Clerk of the Course: Darren McCarthy, 97 Kenley, Grange Heights, Douglas, Cork.  
Tel. 087 2738387 (00 353 87 2738387 from UK). Email: [Darren@corkmotorclub.com](mailto:Darren@corkmotorclub.com)

### Useful Websites:

[www.westcorkrally.com](http://www.westcorkrally.com) [www.corkmotorclub.com](http://www.corkmotorclub.com), [www.qualityhotelclon.com](http://www.qualityhotelclon.com) , [www.clonakilty.ie](http://www.clonakilty.ie)