

Appendix 33, Article 3.8

All map references will be given to six figures on the National Grid system (eastings followed by northings). The Edition and Year of the Ordnance Survey maps and the make of Romer used will be declared by the organisers. Grid references given to competitors must be derived using the official Romer for the event. GPS coordinates may not be used to calculate such references. Grid References should be given to 6 figures, with increments of no less than 0.5 if deemed necessary. Where greater accuracy is required, a clear diagram must be provided. **"1/4" or "3/4" References are not to be used. Required Approach & Departure directions will also be indicated**

Appendix 33, Article 3.8.1 (new)

In addition to map references, Approved alternative methods of route instruction are Tulip Diagrams, reference to spot heights, gridlines, clock face approach/depart directions, straight or curved herringbones and map traces. However, great care must be taken to ensure the clarity and accuracy of such alternative methods, particularly if issued other than with the main route card. Methods not listed herein shall not be used.

Where Tulip or herringbone diagrams are used, distances between all node points must be given, either by intermediate figures or cumulative from the start.

Where a route instruction incorporates unmapped roads, the end point of the route instruction must be given as a grid reference.

Appendix 33, Article 3.9

There will be Controls, Time Points, ITC's and Vias, through which the competitor must pass in the order **and manner** in which they appear on the route card. A control, Time Point, ITC or Via shall be deemed to extend for a radius of 50m around the actual point specified in the route instructions. A competitor is deemed to be at the point if within this radius. Alternative routes within this radius are not valid for the purpose of determining correct approaches and/or departures. Where direction changes occur within this 50m radius, which might cause confusion, either a clear diagram must be provided, or alternatively the approach /departure direction may be quoted as, for example "N>NW", meaning North approach initially (I.E. @50m), and then NW nearer the point, or, in case of departure, meaning North Departure initially, then NW at 50m. Where there is a requirement to pass at an earlier or later stage of an event through a different junction less than 50m away, then a clear diagram must be provided. This diagram shall provide clarity as regards limits within the 50 m radius in relation to boundaries for double visits. The official must be sited on the approach or departure road to or from each point. If officials are not present at a scheduled manned point during the whole period when competitors may report, all performances at such point will be ignored in compiling the results. Performances at a point not sited at the location specified will also be ignored.

Appendix 33, Article 3.10

Deleted - see 3.18 & 3.8.1

Appendix 33, Article 3.11

Except as allowed by 3.12, all AH Out of Bounds, Non-goers etc. must be given with the initial route instructions. ~~, and may not be given with "Plot and Bash" references.~~ The issuing of grid references not relevant to the route is forbidden.

Appendix 33, Article 3.12

The start and finish of unmarked roads, which are part of the Trial route, and roads shown on the map which indicate the shortest route but which are in fact non-goers must be listed on the preliminary Route Card. The only exception to this is where unmarked roads are used as part of a tulip **or Herringbone** diagram. The direction of travel at any change of direction / junction where the intended route is unclear

on an unmarked road must be indicated to competitors by ball and arrow tulip diagram(s) **with distance(s) from start of unmarked road given for each such locations**. Arrows may also be used, but not instead of the tulip diagram. Where an arrow is used, it must be placed on the approach to the change of direction / junction, and immediately before the change of direction / junction. The intended route across open ground must be clearly arrowed.

Appendix 33, Article 3.17

Each competitor will be issued with a routecard, which will contain details of the entire route (except as provided for at 3.10 above), at least 90 minutes before the due start time (105 minutes where the number of plots on the route card exceeds 50, 120 minutes where the number exceeds 60). Both the distance and the time allowed between the points and controls must be indicated on this route card. Any plots which do not define the route e.g. cautions, gates, rough road, NG's etc., must be given to competitors on a preliminary Route Card 60 minutes before any other route instructions are issued, **but if the number of individual map references contained on the preliminary Route card exceeds 30, an additional time allowance of 1½ minutes for every additional plot shall be given. Details of Gates on the route which are not at or within 50m of a junction need not be given on any route card.**

Appendix 33, Article 3.18

Organisers may withhold some of the route information from the Main Route Card, and issue that information at one or more Controls, Vias or Time Points during the event. However, organisers must ensure that the same be accurate and avoid ambiguity. The Maximum number of Time Points or Vias which may be omitted from the main route card is 4 per half on long events (those with amid-point halt) and 6 on shorter events (those without a mid-point halt). All Controls must be identified on the Main Route Card

All route instructions issued during an event should be legible, accurate, and immediately apparent and visible once received. They must come complete with instructions as to how they are to be deciphered.

Irrelevant information is not permitted. Route instructions must be on paper minimum size 210 x 95 (1/3 A4), if printed, text to be a minimum height of 3mm (e.g. Arial 14) or, if handwritten, large and clearly legible and must not be contained in envelopes. Cryptic or unexplained instructions are forbidden.

In the case of Instructions using Map References, Plots must not be chosen at locations where there are other junctions within 100 metre radius. Also, where more than 1 six-figure reference or spot height is required to define a point to be visited, the 4 or 6 point maxima above shall be taken to refer to the numbers of map references and/or Spot heights involved.

Plotting using standard grid references can be issued at time points located at junctions, where the correct departure has to be determined. Note that this departure direction does not count as one of the permitted 4 or 6 references mentioned above. An experienced senior club official should ensure that any information handed out after the start of the event is compliant.

In the case of Instructions not using Map References, the departure Road from the point of issue must be indicated either by a compass direction given with the trace or the main route card or a physical arrow

Appendix 33, Article 14.2

Competitors must stop, ie. all forward motion must cease, at the point of entry to any road protected by a Stop, Yield, Stad or Geill Sli sign or Road Marking. The point of entry is defined as a line, real or imaginary, which defines the border of the road which the competitor is about to join. The precise location at which this cessation of motion is required shall be at, or no more than 1m in advance of (i.e. before) the stop line, where one is provided, or shall otherwise be at, or no more than 1m in advance of, a clearly identifiable marker (such as traffic cone or a suitable sign mounted on a stake), which marker must be consistent throughout an event, and an example of which must be shown at drivers briefing. The Stop Sign Marshal must be

positioned such that he can observe the point of entry therefore he must be positioned at or near the point of entry onto the departure road.

However, at the discretion of the organisers, a "stop" marshal may, for safety reasons, be located at a point in advance of a potentially dangerous junction. In that case, the "stop" location must be identified by a sign as described at 14.10 below, and failure to stop will be penalised as per 21.16 below

Appendix 33, Article 21.24

Breach of any **Regulation not otherwise the subject of a penalty herein, including breach of any requirement issued in writing by the organisers and with approval of the Stewards,**— **10 marks**

Appendix 33, Article 23.1

All vehicles must be examined for compliance with regulations before the start. The minimum basic standard is complete compliance with Road Traffic Act requirements including those for tyres. Seat belts, **fitted tightly**, must be worn at all times.

Appendix 33, Article 23.2

All vehicles must carry a luminous red warning triangle **and a torch. Cars must carry, at scrutiny and throughout an event, two hi-vis jackets or waistcoats with reflective bands. These must be worn by competitors while they are out of the car at any unscheduled stop during an event**

Appendix 33, Article 23.4

Standard headlights may only be supplemented by two additional lights. All such lights must extinguish on dipped beam. If additional lights are fitted, any supplementary manufacturer's lights must be removed. The wattage of all bulbs in forward facing lamps must comply with the RTA. Any additional lights must be fitted so that their horizontal centre-line is not above the top of the original manufacturer's headlights. **The use of Forward-facing "Gas Discharge" or LED lights are prohibited either as additional lights or as standard headlights unless they are part of the original vehicle manufacturers specifications.**

Appendix 33, Article 23.7

Where fitted, roll cages must blend in with the appearance of the vehicle and be sufficiently padded to protect the crew. **Padding is required over front doors and over windscreen and for minimum 400mm down Front pillar using purpose-made proprietary (but non-FIA-approved) non-flammable cage padding. Padding elsewhere optional, but all padding must be flame-retardant. Ordinary "Plumbers" pipe insulation not allowed in any location. Any diagonal bracing over level of bottom of glazing to be in one plane only, i.e. 1 main diagonal or 1 "X" brace only allowed.** 3 or 4 point safety harness and rally seats must be used if roll cages are fitted.

Appendix 33, Article 23.8

Safety harnesses **and rally seats** are permitted, **but, all manufacturers interior trim forward of the back of the rear seat, including rear seats/seat backs, door cards, dash assembly and carpet must be retained substantially unaltered.**

Appendix 33, Article 23.13.2

Induction. Carburettors must have filters fitted. **Air supply to engine to be via an airbox fitted as original equipment to an engine of equal capacity by the manufacturer of the engine.**
It is the responsibility of the COC to ensure that: a) the necessary equipment is available b) the required noise tests are carried out c) the appropriate penalties are applied. See also Articles 19.2 – 19.4

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Appendix 34, Article 2.2

The events which qualify for the Championship in each Season are as follows (for exact dates, refer to MI Website):

7/8 November - Monaghan MC Drumlin

21/22 November - Cork MC Startrek

28/29 November - Skibbereen & DCC Carbery (Reserve Event)

12/13 December -Midland MC

16/17 January - Cork MC 1000 Shakes

30/31 January - Skibbereen & DCC 100 Isles

13/14 February - Midland MC

20/21 or 27/28 February - Cavan MC

12/13 March - Monaghan MC

Note: dates from January onwards not yet finalised

Appendix 34, Article 10.7

If a registered competitor takes a prominent role in the running of a Championship event, he/she will receive 18 points (overall) and 10 points (class) as his/her score for this event, subject to a maximum of one event per Championship. Bonus points (Art. 4.4.) will also be awarded provided that the competitor starts a minimum of five other counting rounds. A "prominent role" has been defined as that of Clerk of the Course or Assistant Clerk of the Course. **Only those whose names appear as CoC or Asst CoC on the documents submitted with the Permit Application for the event will be eligible to score points under this Article.** ~~CoCs and ACoCs who are registered competitors must be agreed for the last 4 events prior to 31.12.2012 at the latest.~~ **Also, in the case of the last 4 events of the Championship, "organisers" points will only be available to those who notify the Championship Registrar of their intention to so act prior to the end of the calendar year preceding those events**