

7th October 2008

DUNLOP HAWTHORN TROPHY

The final rounds of the Dunlop Hawthorn Trophy have resulted in a very close outcome. After the Leinster Trophy on the Mondello International Circuit and the end of season Kirkistown, only 8 points separate the top two and 20 points cover the next four runners.

The 2008 winner is Jackie Cochrane (Historic) just ahead of Trevor Duffy

(Sheane) with the podium completed by Keith Dawson (Global). The top dozen has representatives from 6 classes, with the top five places being from different classes.

Results: Jackie Cochrane (Historic) 297, Trevor Duffy (Sheane) 289, Keith Dawson (Global) 277, Joao Blattmann (Stryker) 270, Bob Cameron (Porsche) 265, Lee

Newsome (Sheane) 263, Damian Roddy (Stryker) 261, Stephen Doyle (Historic) 261, Andrew D'Alton (Stryker) 260, Robert Casey (Vee) 248, Valter Fernandes (Stryker) 246, Brian Kelly (Vee) 245.

The highest scorers in the other classes are: Clive Pratt (Abarth) 239, Patrick McKenna (FF1600) 236, Rod McGovern (Supercar) 230, Alan Quinn (Uno) 210, Gary Cunningham (Punto) 205, Ken Fildes (Libre) 189.

OCTOBER FIXTURES

4	Co Monaghan	Drumlin Navigation Trial (NT)
4	Leinster	GVB Cup Sporting Trial
5	Laois	Sprint - Tynagh
5	Wexford	Autotest
5	Birr	Forestry Rally (FR)
10/11/12	UAC	Circuit of Ireland Retrospective Trial
11	Donegal	Harvest Stages Rally (SR)
12	Co Kildare	Rallycross (RX)
12	Mayo	Rallysprint
12	Tipperary	4x4 Production Vehicle Trial
12	Imokilly	Hillclimb
18	MEC	Noonan Cup Sporting Trial
18/19	Co Cavan	Navigation Trial (NT)
19	Carrick-on-Suir	Classic Tour
19	GSMC	Mini Stages Rally
19	Killarney	Autocross (LS)
25	Galway	Autotest (H)
26	Connacht	Autotest (H)
26	Skibbereen	Fastnet Stages Rally
26	Birr	Autocross (LS)

NOVEMBER FIXTURES

1	TDC	Autotest
1	GSMC	Hand Cup Sporting Trial
1/2	Cork	Startrek Navigation Trial (NT)
2	Galway	Sprint
2	Limerick	4x4 Production Vehicle Trial
2	Carlow	Rallycross - Mondello (RX)
2	Carrick-on-Suir	Sprint
2	Castle	Autocross (LS)
2	Donegal	Autocross (LS)
2	Imokilly	Autocross (LS)
8/9	Donegal	Navigation Trial
9	MEC	Rallysprint - Mondello
9	Northeast	Autocross (LS)
9	Kerry	Mini Stages Rally
15	Leinster	Cahill Cup Sporting Trial
15	IKC	John Brennan Memorial Kart Race Meeting
15/16	Co Monaghan	Navigation Trial
16	Co Kildare	Rallycross (RX)
22	Dunlop Vard Championship	Prizegiving Night
22/23	Skibbereen	Carbery Navigation Trial
23	TDC	Howard Wilde Memorial Autotest (H)
23	Cork	4x4 Production Vehicle Trial
23	Co Cavan	Autocross (LS)
29/30	Carlow	Autotest (H)
29/30	Midland	Navigation Trial (NT)

INTRODUCTION TO RALLYING COURSES ADDITIONAL VENUE

We are delighted to announce that we now have an additional venue on board for our Introduction to Rallying Courses. Congratulations are due to the venue owner, Tom Kenneally and his team, who have completed all the necessary requirements and training and are now up and running as a Licensed Motorsport Ireland Competitor Coaching Venue.

Operating as RallyConnection, the school is located in Millstreet, Cappagh, Dungarvan, Co Waterford - Phone/Fax: 058-47000, website www.rallyconnection.com

The sport has been extremely well served by Rally School Ireland in Scotstown, Co Monaghan since the inception of the courses in 2005 and the training process can only be enhanced by the addition of a second venue in the south.

The aim of our "Introduction to Motorsport Courses" is to give each newcomer a safe and enjoyable introduction to the sport and prepare them for their first event.



A member of:



DUNLOP MOTORSPORT IRELAND YOUNG RACING DRIVER OF THE MONTH - AUGUST 2008

Peter Dempsey, winner of the 2005 Dunlop Young Racing Driver of the Year Award, is once again in line to challenge for the title this year.

A hat trick of North American victories for the 22 year old Ashbourne driver, on three successive weekends, at Road America (Wisconsin), Trois Rivieres and Mosport (Canada) have shot him into contention for the Star Mazda Championship.

Peter, who is supported by Quayside.ie, Andersen Racing, LotusWorks and Allied Building Products, now leads the Mazda series following another win and a second place during September.

Peter is the fifth of six contenders to be short-listed for the Dunlop Young Racing Driver of the Year Award,



which has a total prize fund of €50,000. This award is presented annually and is sponsored by Irish Dunlop Ltd. with additional support

from the Irish Sports Council and Motorsport Ireland.

REMINDER TO RALLY COMPETITORS

Appendix 2, article 23.1 states "failure to wear gloves, a crash helmet, flame retardant overalls, underwear, socks, boots, balaclava and seat belts, properly fastened on the arrival to

start a stage or during a stage will carry the penalty of exclusion. It is mandatory that FIA approved clothing be used at all times."

Scrutineers will be actively checking

for compliance with this rule and competitors found with non-compliant clothing will be excluded from the event.

DATE CHANGES

Killarney Autocross (LS) from 24.8.08 to 19.10.08, ALMC Hillclimb 26.10.08 (previously

changed from Rallysprint) cancelled, IKC John Brennan Memorial Kart Race Meeting from

12.10.08 to 15.11.08, Midland Kart Race Meeting 12.10.08 cancelled.

UNAUTHORISED COMPETITIONS

We wish to take this opportunity to remind competitors that they are free to compete in events run without a permit issued by Motorsport Ireland should they NOT

hold a current Motorsport Ireland competition licence.

However, any person who enters for, drives in, officiates at, or in any manner whatsoever, takes part in a

prohibited, or unauthorised competition while the holder of a current Motorsport Ireland licence will be suspended (GCR 140).

LICENCE STATISTICS

The following figures relate to the number of competition licences issued up to and including 30 September:

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Renewals	1778	1902	1942	2130	2373	2639	2791	2560	3168	3251	3406	3572	3767	3913	3964
First Time	466	478	555	611	716	717	878	660	815	795	759	673	678	741	730
Total	2244	2380	2497	2741	3089	3356	3669	3220	3983	4046	4165	4245	4445	4654	4694

RULE CHANGES/YEARBOOK AMENDMENTS

(amended wording shown as **bold and underlined** type)

Appendix 33 – Standard Regulations for Navigation Trials

3.6 The use of National Primary and National Secondary roads is discouraged. Where a National Primary or National Secondary road is used, the entry must be by left turn only. The exit from a National Primary or National Secondary road must be clearly marked and manned by a marshal / Time Point. **These requirements shall not apply in the case of sections not involving competitive navigation or as part of a SRS.**

3.8 All map references will be given to six figures (**plus fractions if necessary**) 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.

3.12 The start and finish of unmarked roads, which are part of the Trial route, and mapped non-goers falling within the Trial route, must be listed on the initial Route card. **The only exception to this is where unmarked roads are used as part of a tulip diagram.** The direction of travel at any junction on an unmarked road must be indicated to competitors (eg. by Tulip diagram, arrows, etc.). Where an arrow is used, it must be placed on the approach to the junction, and immediately before the junction. The intended route across open ground must be clearly arrowed.

3.16 An official Course car must visit all Controls, Time Points, Vias and ITCs 15 minutes before the due time of car number 1 for the purpose of checking that marshals are in position and their watches are set to the correct time. The course car crew **must** have a timecard completed by each marshal for practice and this time card **must** be displayed with competitor time cards on the clothes line system.

3.21 Organisers should use a 'NO' board to prevent competitors becoming unnecessarily bogged down on a non-goer. The 'NO' board should be placed such that the competitor can turn in safety.

8.3 Time can only be taken back, on the competitive route, at specified Time Recovery Sections (TRS) **and the**

midpoint halt. Organisers must include at least two TRSs per half on long events (those with a mid-point halt) and a total of at least two TRSs on shorter events (those without a mid-point halt). These must be spaced so as to ensure maximum benefit to competitors. Time Recovery Sections are to be c 0.4 km (0.25 miles) in length **with a minimum time allowance of 7 minutes, maximum 12 minutes** and defined by Time Points. **Competitors may take back 75% of the time allowed (fractions rounded down). "Take back" time must be specified to competitors on the initial route card before the start.** A TRS must immediately precede the start of each Speed Regulation Section (SRS) except where a SRS commences at the first Time Point of the event or immediately after a "mid-point halt" where Article **8.8** applies.

8.7 Where competitors are deemed not to have followed the intended route, **e.g.** not visiting consecutive timed points or taking a wrong approach and/or departure, they can subsequently rejoin the intended route without penalty under App. 33, Article 21.13.

8.8 On events with a "mid point halt", competitors can leave on their original scheduled departure time without incurring any penalty under App. 33, Article 21.13. The COC should confirm this with competitors before the start of the event. **Where the Mid-point halt is scheduled to last for 40 minutes or longer, the organisers may require that competitors leave on their original scheduled time. This must be included in final instructions.**

18.1 Speed Regulation Sections (SRS) will be set at 30mph (0.5 miles/minute) unless otherwise specifically stated. They will be no more than 32 km (20 miles) and no less than **5km (3 miles)** in length. The Clerk of the Course is required to include at least two Speed Regulation Sections in the route. SRSs will be located on tarmac roads and will include the most PR sensitive sections of the route.

18.4.2 Intermediate Time Checks. These are secret checks established by the organisers to check the competitors' average speed. The ITC is established at a precisely measured distance and timing is on sight. **The distance from the start of the SRS to the ITC marshal will be a minimum of 5 km (3**

miles) and a maximum 32km (20 miles) in length. The exact point at which vehicles are timed must be clearly defined as demonstrated at drivers briefing.

18.5 Each SRS will contain **only** one ITC. **This ITC** will denote the end of the SRS. The minimum distance between this ITC and the next time point is 3.2 km (2 miles).

18.7 **Previously carried** lateness may not be made up during a Speed Regulation Section (up to and including the finish Time Point of that section) but may be made up outside Speed Regulation Sections **at TRS's and "midpoint" halts** as per normal rules. If lateness is made up during a Speed Regulation Section (up to and including the finish Time Point of that section) penalties will be incurred.

21.1 per minute **late** at a Control/Time Point 1 mark.

21.2 early arrival at a Control/Time Point (excluding Intermediate Time Checks, **the Time Point at the end of any Speed Regulation Section and the time point at the end of a TRS**) each offence 50 marks. **Per minute early at the Time Point at the end of any SRS and the time point at the end of a TRS each offence 2 marks**

26.5 "NO" Boards are to be used by the organisers in sensitive areas. Competitors must not enter an area protected by a "NO" Board. **Organisers must place the 'NO' board such that competitors can turn in safety.**

29.20 deleted

Appendix 34 – MI Navigation Trial Championship 2008/09

2.2 The events which qualify for the Championship are as follows:

4/5 October Co Monaghan MC, Drumlin 18/19 October Co Cavan MC

1/2 November Cork MC, Startrek 22/23 November Skibbereen and D CC, Carbery (RESERVE EVENT)

29/30 November Midland MC 17/18 January Cork MC, 1000 Shakes

7/8 February Skibbereen and D CC, 100 Isles.

14/15 February Midland MC (RESERVE EVENT)

7/8 March Co Cavan MC

21/22 March Co Monaghan MC

2.6 In the event of an over-subscribed entry on any counting round, the top four drivers and navigators in each class at the time will be entitled to priority. For the opening round, priority will be based on the final positions in the previous championship. This is subject to receipt of valid entries by the organising club within the closing date.

3.3 The National Registrar is: Stephen O'Neill, Rathnally, Trim, Co. Meath
Phone: 046 - 9437247 e-mail: stephenoneill6@gmail.com

4.4 A competitor starting all counting rounds of the championship will be awarded an additional five bonus points, **both in class and overall.** Bonus points will not be forfeited where a crew can verify that they did not start an

event due to an oversubscribed entry list.

Proof of entry must be provided by the crew in such cases.

6.4 The guiding criteria used shall be as follows: NOVICE - Any competitor who has not navigated before **1.9.2005** plus any competitor who has not been promoted.

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 (ref Art. 4.4) will also be awarded provided that the competitor starts all other counting rounds.** A "prominent role" has been defined as that of Clerk of the Course or Assistant Clerk of the Course.

Appendix 90 – Hewison Autotest Championship

Article 6: A Novice is defined as a driver who has not won more than **eight** awards in OPEN autotests before the date of the first championship round in each season, except that 2nd or 3rd place awards in a novice class **or any Beginners' awards** will not count towards this total of **eight**. 1st place awards in a novice class or any awards in a "car class" or overall placing in any test trial or autotest (whether championship or not) other than a closed event will be counted towards a driver's total. Before the start of each season, and based on the results of the previous season, the Autotest Committee will decide who is to be promoted from the Novice class.

Add new Article 12: **All forms of electronic traction control are forbidden.**

MOTORSPORT IRELAND NATIONAL COURT OF APPEAL JUDGEMENT

This Appeal was brought by Brendan Murphy against the decision, dated 29 May 2008, of the Court of Inquiry which was convened following receipt of reports from the Motorsport Ireland Steward and the Chief Scrutineer of the Limerick Motor Club Forestry Stages Rally on 22/23 March 2008.

HEARING: The hearing took place on Tuesday 26 August 2008 at 8.00 pm.

The Court Members were: Ronnie Trouton (Chairman), Martin McCarthy, Robin McCullagh.

In attendance were: Dermott Quigley, Presenter, Motorsport Ireland; Paul Phelan, Motorsport Ireland; Brendan Murphy; Conor Breen, Solicitor, representing Brendan Murphy.

No evidence was heard.

On behalf of his client, Mr Breen made a submission accepting the findings of the Court of Inquiry that there had been abuse of officials of the event. His client wished to

apologise unreservedly for his actions and those of his team and requested lenience. Mr Murphy repeated this apology in person.

In attendance for part of the hearing were: Gerry Keyes, Chief Scrutineer; Pat Sheil, Scrutineer; Ger Cusack, Marshal in charge of Scrutiny Area; Gerard Healy, Marshal.

In the presence of these four officials of the event, who had given evidence to the Court of Inquiry, Mr Breen and Mr Murphy repeated the unreserved apology given to the Court earlier.

FACTS OF THE CASE: The Court of Inquiry had found that an assault took place on officials during the scrutineering of Mr Murphy's car at the Limerick Motor Club Forestry Stages Rally on 22/23 March 2008. The assault involved both Mr Murphy and another person in his company. Under GCR 114, an entrant is responsible for both his own actions and those of his team.

DECISION: Having carefully considered all the information

presented, the Court directs as follows:

The Court regard this as a very serious offence. Because of the unreserved apology by Mr Murphy, the Court decided:

1. That the International suspension of the Competition Licence of Brendan Murphy, imposed by the Court of Inquiry, be reduced from five years to three years, effective from 26 August 2008, subject to written apologies being received by the four named officials and by Motorsport Ireland within one calendar month of this date.
2. That the fine of €5000, imposed by the Court of Inquiry, remains.
3. In addition, Mr Murphy is responsible for the full costs incurred, to be calculated in accordance with GCR 177.

This decision was laid down at 9.20 pm on 26 August 2008.

Ronnie Trouton (Chairman); Robin McCullagh; Martin McCarthy