



November 21st, 2014

IMPORTANT CHANGES FOR 2015

COMPETITION LICENCE FEES

Once again, there will NOT be any increase in licence fees for 2015. The last increase in the cost of a competition licence was in 2009, and, in fact, since that year, licence fees have been reduced by 10%. A 2015 competition licence will cost less than the same grade of licence did in 2007.

LICENCE UPGRADES

A driver who finishes a stage rally of more than one day's duration will be entitled to count that rally as two event finishes for the purpose of upgrading.

CHANGES TO THE REQUIREMENTS FOR DOCTORS' CERTIFICATES

From 2015, applicants for competition licences (other than International licences), aged 8-44 years inclusive, will only require a doctor's certificate AT THE TIME OF FIRST APPLICATION. This will enable applicants within this age group to submit renewal forms by post, e-mail or fax without the necessity or expense of attending their GP prior to making the application.

NB – applicants are reminded that they must still complete the annual medical self-declaration (section 3 of the form) AND THAT THEY ARE RESPONSIBLE FOR DECLARING ANY MEDICAL CONDITION WHICH MAY BE AFFECTING THEM.

In order to comply with a new FIA regulation, doctor's certificates for MI licence holders must be issued by a doctor of medicine authorised to practise in the Republic of Ireland or the UK. This is particularly relevant to International licence holders, who must continue to provide a doctor's certificate on an annual basis.

DOPING CONTROL TEST RESULTS

Tests for the detection of prohibited substances were carried out on four drivers by the Irish Sports Council at the Co Kildare MC Rallycross on 19.10.14. No prohibited substances or prohibited methods were identified.

RALLIES COMMITTEE – REGULATION CHANGES EFFECTIVE 1.1.15

APPENDIX 25 – REQUIREMENTS FOR ALL STAGE RALLIES

ARTICLE 2.4 – STAGES

To reduce the level of risk, it has been decided to introduce limits on the total stage distance permitted in rallies from 2015 onwards. From analysis of each club's events in 2014, very few events will be affected by this change.

The maximum stage distance permitted for any day of a rally is as follows:

Mini Stage 2x2 format: 60km
Mini Stage 3x2 format: 90km
Multi Stage (each day) format: 120km
International (each day) format: 120km

APPENDIX 29 – REGULATIONS FOR ALL STAGE RALLIES

ARTICLE 13 - RALLY 2 (RESTART AFTER RETIREMENT)

The introduction of Rally 2 during 2014 has proved to be very successful and a number of adjustments to the regulations are being introduced in the light of experience gained during the year. These will be published before 31.12.14.

The most important of these is that competitors who restart a rally under Rally 2 regulations and qualify as finishers will be entitled to score championship points, provided that the championship organisers have provided for this in the regulations for that championship.

APPENDIX 29.1 – CLASSES FOR ALL STAGE RALLIES

- Class 1 Group N up to 1600 cc (Previously N1 & N2); R1 (up to 1390 cc - VR1A); R1 (1390 to 1600 cc - VR1B)
- Class 2 Group A up to 1600 cc (Previously A5 & A6); R2 (1390 to 1600 cc - VR2B); Kit cars up to 1600 cc; Group N 1601 to 2000 cc (Previously N3)
- Class 3 Group A 1601 to 2000 cc (Previously A7); R2 (1600 to 2000 cc - VR2C); R3 (atmospheric 1600 to 2000 cc – VR3C); R3 (Turbo up to 1620 cc nominal - VR3T); R3 (Diesel up to 2000 cc nominal – VR3D); Super 1600 cars.
- Class 4 Group N over 2000 cc (N4 FIA Appendix J254)
- Class 5 Group R4 (Appendix J260); Group R5; S2000 Rally (2.0 Atmospheric)
- Class 6 All cars homologated in FIA R-GT
- Class 7 Group A over 2000 cc (Previously A8); WRC(1.6T); WRC(2.0T); S2000 Rally 1.6T 30 mm Restrictor (also known as Regional Rally Car - RRC)
- Class 8 TBN
- Class 9 Modified cars up to 1450 cc, 2 wheel drive
- Class 10 Modified cars 1451 to 1650 cc, not more than 2 valves per cylinder, 2 wheel drive
- Class 11F Modified FWD cars 1451 to 1650 cc, more than 2 valves per cylinder
- Class 11R Modified RWD cars 1451 to 1650 cc, more than 2 valves per cylinder
- Class 12 Modified cars 1651 to 2100 cc, not more than 2 valves per cylinder, 2 wheel drive
- Class 13 Modified cars 1651 to 2100 cc, more than 2 valves per cylinder, 2 wheel drive
- Class 14 Modified cars 2101 to 3500 cc, 2 wheel drive. (Max 2 valves per cylinder over 3000 cc)
- Class 15 Four-wheel drive cars whose homologation has expired. See notes 3 & 5
- Class 16 Juniors (see Article 21)
- Class 17 TBN
- Class 18 Historics - See Articles 17-19, Appendix 29.1
- Class 19 Historics - Appendix K
- Class 20 Modified 4 Wheel Drive Cars (4WD) See note 16 on classes

For further details on requirements for cars in classes 1 – 7 refer to www.fia.com Appendix J articles 252 – 261 (Article 260 refers to cars in Group R)