

2013 McGrady Insurance ANICC Junior 1000 Rally Challenge Ireland

Welcome to the 2013 McGrady Insurance ANICC Junior 1000 Rally Challenge Ireland, a series for 14 to 17 year-old drivers competing in 1000cc cars in Ireland.

The series is organised by the Association of Northern Ireland Car Clubs (ANICC) in accordance with Motor Sport Association (MSA) regulations, these series regulations and the supplementary regulations issued by the eight qualifying events.

The Challenge consists of 8 events, 7 of which will take place in Northern Ireland and 1 of which will take place in Scotland. Competitors from Northern Ireland and the Republic of Ireland eligible, with licences obtainable from the MSA and Motorsport Ireland.

Sporting Regulations

MSA Permit Number: 60/2013

1. Eligible Competitors

- 1.1. All competitors must be a member of a Club affiliated to the ANICC.
- 1.2. The following fees apply: Challenge Registration for Driver: £40.00 GBP STG
Challenge Registration for Co-Driver: £40.00 GBP STG

2. Specific driver requirements

- 2.1. Drivers must be a minimum of 14-years old. Drivers may compete until the 31st December in the year of their 17th birthday.
- 2.2. Drivers must be of a minimum of 1.40m tall.
- 2.3. Drivers must have completed a minimum of three Production Car Autotests, with at least one an F1000 organised or observed event.
- 2.4. Drivers will not hold their own licence, instead licences will be held by the Formula 1000 Junior Rally Challenge Coordinator.

3. Specific co-driver requirements

- 3.1. Co-drivers must hold a valid 2013 Stage Rally Drivers National A or higher grade licence.
- 3.2. Co-drivers must be at least 21-years old.
- 3.3. Co-drivers must have parental consent and must be in possession of a signed consent form.
- 3.4. Parents and guardians cannot co-drive for their own son or daughter.
- 3.5. Brothers and sisters are eligible to co-drive for junior drivers, provided points 3.1, 3.2 and 3.3 are observed.

4. Protests, queries and disputes

- 4.1. As per MSA regulations, with particular reference to time limits and fees required for protests, queries & disputes.
- 4.2. Queries regarding championship points must be addressed to the Challenge Coordinator.

4.3 In the event of a protest or dispute, these must be submitted in writing to the Challenge Coordinator, and be accompanied by the relevant fees at the time of submittal.

5 Appeals

5.1 As per MSA regulations, with particular reference to time limits and fees associated with Appeals.

6 Judicial procedures

6.1 Refer to the MSA regulations

7 Jurisdiction

7.1 For jurisdiction regarding events, championship sporting and technical issues, please refer to the MSA regulations and the Challenge Sporting & Technical Regulations.

7.2 The series officials will have the power to invoke any of these regulations as appropriate to their area of jurisdiction.

7.3 The series organisers may make amendments to these regulations. These changes will be notified to registered contenders in the form of an official bulletin. They will have the same force as these regulations.

7.4 Judges of Fact may be appointed to check compliance to these regulations. The names of these officials will be announced in official bulletins. They will have the jurisdiction to report infringements to the officials of the series and the events. Their word will be deemed as correct in all cases.

7.5 Competitors must cooperate fully with the wishes of the series officials. Failure to do so will result in a penalty being applied.

7.6. A Junior 1000 appointed technical official will be present at each round. Their word will be final regarding vehicle eligibility. The appointed technical official will be named at each round.

8 Penalties

8.1 Infringement of Technical Regulations arising from pre and post-event scrutineering or judicial action: Please refer to the MSA regulations.

Additional specific series penalties:

8.2 The organisers will have the right to impose further penalties on competitors who have been found to have transgressed any of these regulations, including the compliance of cars to the technical regulations, up to the following levels:

First offence: An official forfeiture of points and prizes for the event in question.

Second offence: An official forfeiture of points and prizes up to the equivalent of two event wins. This may result in a minus points score being allocated.

Third offence: The total exclusion of the driver and co-driver from the series and the forfeiture of all related awards.

8.3 Cars which do not comply with the Challenge Technical Regulations or which fail event scrutiny will not be permitted to start the event and, in the case of technical discrepancies being discovered during or immediately after the event, championship points may be forfeited.

Competition Car Log Books must be presented with each competing car at each event scrutiny.

8.4 Competitors are expected to effect repairs from previous accident damage prior to presenting their car for Scrutineering at the following event. In some cases an instruction to carry out repairs will be issued by the series organisers.

8.5 Any competitor subject to disciplinary measures by the Clerk of the Course or the Stewards in relation to the driving of a car at an event may also be subject to additional penalties imposed by series officials, which may include: Forfeiture of event positions, withholding of awards, event bans or exclusion from the series.

8.6 A competitor, parent or guardian who, in the opinion of the event or Junior Challenge organisers is deemed to behave in an inappropriate manner whilst competing or otherwise, will be referred to MSA regulations (R8.3, R8.4 and R24.10).

8.7 Exclusion from the Challenge will result in the withdrawal of junior licences.

9. Driver licences

9.1. Junior drivers will not hold their own competition licence.

9.2. Junior drivers must complete a British Association of Rally Schools examination at a licensed BARS centre. Examiners will be required to fill out the relevant section of the current MSA Licence Application form showing successful completion of the BARS course.

9.3. Junior drivers will be required to complete three Production Car Autotests (PCAs). One of the three PCAs must be an F1000 Rally Club organised or observed event. If the Clerk of Course is satisfied that the junior driver has completed the PCA in a Competent and safe manner they will sign the PCA signature card. This holds a record of PCAs entered and therefore must contain three signatures, one of which must be from an F1000 official, before a licence will be granted.

9.4. Once parts 9.2, 9.3 and 9.4 have been completed, junior drivers are required to send all necessary forms to the challenge organisers. This includes MSA / M.I. application form, PCA Signature Card and any challenge and licence fees. Juniors who have previously completed sections 9.2 and 9.3 will not be required to complete them again but must still send their Junior Licence application to the challenge organisers. Once the forms have been received by the Challenge Coordinator, they will apply to the MSA or Motorsport Ireland for the junior licence. All forms must be completed correctly. Incomplete forms will not be processed.

9.5. The Junior drivers' licence (and MSI junior licences) will be kept by the Challenge Coordinator (or other appointed official), who will be on hand at signing-on to make sure all documentation is completed correctly. The F1000 Challenge Coordinator reserves the right to send another person in their place if they are unable to be present.

9.6. The MSA and ANICC reserve the right to refuse or withdraw any junior licence.

10. Events

10.1. The Junior 1000 Rally Challenge Ireland will consist of the following events, all of which are multi-use, single-venue stage rallies on sealed surfaces.

10.2 2013 calendar

<u>Date</u>	<u>Venue</u>	<u>Organising Club</u>
19 th January	Kirkistown	500 MRCI
16 th February	Kirkistown	North Armagh MC

09 th March	Bishopscourt	Ballynahinch MC
06 th May	St. Angelo	Enniskillen MC
13 th July	Bishopscourt	Ballynahinch MC
03 rd August	Shackelton	Maiden City MC
11 th August	Solway (Scotland)	Solway Car Club
05 th October	St. Angelo	Enniskillen MC

10.3 Series organisers have arranged for Junior 1000 entries to be accepted for each event. However, it is the responsibility of the competitor to send in correct and complete entry forms and fees prior to the event entry closing dates.

11. Classes

11.1 There are no classes.

12. Points

12.1. Points will be awarded to drivers and co-drivers as follows for each Challenge event on which they are classified as a finisher on the official results:

1 st	12	6 th	5
2 nd	10	7 th	4
3 rd	8	8 th	3
4 th	7	9 th	2
5 th	6	10 th	1

1 point will also be awarded to each driver and co-driver for starting an event.

12.2 Drivers and co-drivers will count their best six scores towards the end of season points total. If a crew is excluded or disqualified from an event for any reason they cannot count this round as a dropped score.

12.3 Points can only be scored on designated challenge rounds and will be based on the event results.

12.4 Ties will be decided by applying the following criteria:

- Step 1. The contender with the highest number of event wins during the season.
- Step 2: The highest placed finisher in the first round.

13. Results

13.1. Results will be based on the final event results and will be published as soon as possible on the series' website and www.anicc.org.uk

14. Awards

14.1 Organisers reserve the right to increase, modify or cancel championship features, prize funds and awards. Details of these changes will be notified in official bulletins.

14.2 End of season awards will be presented to drivers and co-drivers as follows.

- 1st overall
- 2nd overall
- 3rd overall
- Spirit award: To be decided by the series organisers
- Most improved driver
- Best prepared and presented car.

All drivers will receive a commemorative award to acknowledge their participation.

14.3 Awards will be presented on each round. These will be provided by the rally organisers.

Please refer to the event regulations.

15. Advertising, sponsorship and publicity

- 15.1 In order to score challenge points, competitors are required to display decals promoting both the challenge its supporters. These decals will be supplied by the Challenge Organisers, but it is the responsibility of each competitor to obtain the decals from the Challenge Coordinator. Each competitor must fix the decals in specific locations as detailed in Appendix A. Failure to display correctly positioned decals at any time during a challenge round (including at vehicle scrutiny) may result in loss of points for that event. The decision regarding the application of points loss for incorrectly displaying challenge decals lies solely with the F1000 Technical Official.
- 15.2 Unless agreed by the Challenge Coordinator in writing, no competitor may carry the identity of a sponsor or manufacturer which clashes with, or is in competition with, the product/service provided by a sponsor of the Junior 1000 Rally Challenge.
- 15.3 To avoid conflict of display with team's sponsors and livery, organisers may consider applications for the re-positioning of challenge decals. Permission to move these must be obtained in writing from the Challenge Organisers (ANICC).
- 15.4 Other championship sponsors decals may be specified from time to time and must be carried by all competing cars.
- 15.5 Competitors may be asked to attend official publicity events as organised by the Challenge Organisers.
- 15.6 The image of the Junior 1000 Rally Challenge and its sponsors must be upheld at all times by entrants, drivers, co-drivers and their teams, at or away from the events. Bringing any disrepute to the series and its sponsors will be regarded with disfavour by the series organisers and may result in forfeiture of series points and the withdrawal of awards. This will include driving standards.

13 Servicing

- 13.1 Registered competitors must service in the area designated for the Junior 1000 Rally Challenge. Failure to comply will result in a penalty being applied to the offending team and possible loss of series points.
- 13.2 All cars must be attended to in the team's own area, which must be kept in a safe, tidy and environmentally responsible condition.

14 Officials

- 14.1 Challenge Coordinator: Jim Crozier
Address: 213 Ballynahinch Road, Hillsborough, BT26 6BH
Tel: +44 (0)2892 683459, Mob: +44 (0)7778 288108
Email: jimcrozier213@gmail.com
- 14.2 Challenge Press Officer: Andrew Bushe
Address: 10 Ballynacoy Road, Stoneyford, Lisburn, BT28 3XW
Tel: Mob: +44 (0)7966 484201
Email: andrewbushe@btinternet.com
- 14.3 Licenced Eligibility Scrutineers: Gavin McLean & George Kennedy
- 14.4 Challenge Stewards: John Richardson, John McLarnon, Alan Elliott
- 14.5 Challenge Judges of Fact: TBA

14.6 Challenge Child Safeguarding Officers: Ursula Mullan & Jim Crozier.

14.6 Other Challenge Officials will be notified via official bulletins.

Technical Regulations

Introduction

The following technical regulations are set out in accordance with the MSA specified format and are in addition to sections (J)5 – 5.20.13 and (R)46 – 48.10.10 of the current MSA Competition Yearbook (Blue Book). 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.

It is a competitor's responsibility to ensure that their vehicle complies to these and the event regulations at all times. Failure to do so will invalidate Junior 1000 Challenge entry

The "committee" referred to in these regulations are the elected members of the committee of the ANICC Stage Rallies Specialist Committee for 2013.

General description

The challenge is for cars of less than 1000cc engine capacity that can be used on other events with minimal changes. It should be noted that these regulations are for stage rally cars and require an MSA competition car logbook. Adherence to these regulations may invalidate your car for other motorsport disciplines. For instance, the removal of trim, such as headlining and door panels, although accepted in these regulations, is not acceptable for road rallies.

A prime objective of these regulations is to equalise performance between different types of cars. The organisers reserve the right to adjust the regulations to equalise power to weight ratios should any one type of car clearly out-perform the others.

Exceptionally the committee reserve the right to review these technical regulations in order to ensure safe and fair competition. Changes will be made via an official bulletin. A time of 14 days will be allowed from initial notification to implementation. There will be no lenience in this time interval. Any changes will only be made in accordance with A29.

The committee may require an engine or transmission part or parts to be stripped for inspection. Sealing may be carried out with a view to stripping at a later date. Refusal to allow this will result in all championship points, up to and including the date of the request, being forfeited.

The Eligibility Scrutineer shall have the power to carry out detailed inspection of vehicles within seven days after an event, at a mutually convenient location. The cost of any mechanical work will be borne by the competitor.

From time-to-time, challenge officials will carry out a variety of tests to ensure compliance to these technical regulations. This will include: the fitting of a data-logging system to record power and performance; fuel sampling; weight and safety checks. Competitors will be notified of these checks. Refusal to allow this activity to take place will result in a penalty being applied and the possible loss of series points.

T.1 Engine

T.1.1 Engines must be less than 1000cc capacity. There is no rebore allowance. If an engine is

worn then a replacement engine of the same type and of the same related model may be fitted, The fitting of a later engine from a newer model is not allowed, eg: a Micra K11 engine cannot be fitted to a K10 model car. If such a replacement is not available, then

reboring for the purposes of re-lining the engine to the correct capacity is allowed. Reboring an engine and then short-stroking by swapping or modifying the crank in any way to achieve the correct engine capacity is not allowed.

T.1.2 It is permitted to transplant a sub-1000cc engine into an originally higher specification car, but all other performance related engine parts must be from the sub-1000cc engine, e.g: If fitting a 993cc Vauxhall engine into a Nova GTE it is not permitted to use the GTE carburettor/fuel injection system.

T.1.3 Diesel engines are not allowed.

T.1.4 Rotary (Wankel) engines are not allowed.

T.1.5 Motorcycle engines are not allowed, even if the car was fitted with such an engine as standard.

T.1.6 Modifications of any kind to engine blocks, internal engine parts or rotating masses are not allowed, except as detailed in rule 2.11. Non-original steel crankshafts or other parts are not allowed. Modifications involving balancing and/or lightening are not allowed.

T.1.7 Cylinder head skimming up to 25 thousandths of an inch is permitted.

T.1.8 Oil coolers may be fitted.

T.1.9 Radiators may be modified and increased, in either size or number.

T.1.10 ECU's must be in standard "tune" for the appropriate engine. Competitors may be asked to provide proof of this and sealing may be carried out.

T.1.11 Rev limiters (where fitted as standard) are to remain unchanged from standard specification. Therefore, fuel and electric limiters must operate as they did when new.

T.2 Air and fuel systems

T.2.1 Carburettor or fuel injection is only permitted as originally fitted to the sub-1000cc engine.

T.2.2 Forced induction is not allowed.

T.2.3 Air filters must be fitted. Open 'ram pipes' are not allowed. Air filters and trunking are free.

These may be modified but all incoming air must go through the filter, i.e: no by-pass systems.

T.2.4 Cold air boxes may be fitted.

T.2.5 Fuel pumps are free.

T.2.6 Fuel pressure regulators may be fitted to carburettor-fuelled engines. Only factory fitted, standard fuel pressure regulators are allowed on fuel injection model cars. Note: Fuel pressure may be checked to ensure it complies with manufacturers specification.

T.2.7 Inlet and exhaust manifolds must be original and unmodified in any way. However, they may be sourced from other sub-1000cc models by the same or related manufacturer.

T.2.8 Exhaust pipes, silencers and their routing are free, with reference to (J)5.16. 1-7 Exhaust by-pass systems are not allowed.

T.2.9 Cars must retain the factory fitted fuel tanks.

T.2.10 Only commercially available pump fuel (petrol) to a maximum 97 octane is permitted.

T.2.11 Bio ethanol fuel is not permitted.

T.2.12 Fuel additives are not permitted.

T.3 Bodyshell

T.3.1 The bodyshell of the car may be strengthened, including the roll cage points and suspension mounting areas.

T.3.2 Gusset/triangulation panels (or similar), plating, seam welding and "weld on" braces are permitted.

T.3.3 Bolt on strut braces across the suspension turrets are permitted.

T.3.4 Interior trim can be removed or replaced, e.g: carpets, headlining, sound deadening material etc.

T.3.5 Bonnet, doors and tailgate must be of original material and cannot be replaced by non-standard plastic, carbon-fibre or GRP components.

T.3.6 Additional instruments are permitted, as are interior accessories, e.g: intercom, trip meter etc.

T.3.7 Underbody guards are permitted.

T.3.8 Strengthening of gearbox and engine mount fittings are permitted.

T.3.9 Brake and fuel lines are free and their positioning can be changed.

T.3.10 Bonnet, boot and door fastenings are free.

T.3.11 All glass must remain as standard and cannot be replaced by perspex or any other lighter or thinner material. Safety film compliant with MSA regulations must be fitted.

T.3.12 Standard rear-view mirrors (two-doors and interior) must be retained.

T.3.13 Lightening of the bodyshell is not permitted. However, in the interests of safety and for the purposes of fitting equipment, removal or alteration of internal trim, mountings and brackets is not considered lightening. Bonnets, boots, tailgates and doors cannot be lightened and any strengthening bars must not be removed.

T.3.14 The dashboard, instrument panel and heater box must remain in their original positions and must not be removed. Altering the heater box ducting pipes or dashboard to enable the fitting of a roll cage is allowed.

T.3.16 The removal of the roof anti-flex bar is allowed to enable the fitting of the roll cage.

T.3.17 The battery must remain in the original factory position.

T.3.18 Minimum weight of the complete car, exclusive of crew members, is 720Kg.

T.3.19 Bumpers are not classed as trim and are not allowed to be lightened or removed. This includes drilling holes in the plastic, as well as removing or drilling holes in the steel back

plate.

T.3.20 Only standard factory fitted aerodynamic aids (spoilers) are permitted. No aftermarket or modified versions are allowed.

T.3.21 Roof mounted vent pods are permitted.

T.3.22 Door cards must be fitted to doors. However, original manufacturers door cards can be replaced.

T.3.23 Tinted Windows are allowed but must allow ample visibility through all windows and so that the SOS/OK board can be clearly seen if displayed inside the car.

T.4 Brakes

T.4.1 Fluids, pads and linings are free.

T.4.2 ABS systems may be disabled or removed.

T.4.3 All brake system components must be standard, However, a direct bolt-on replacement from another model in the range may be fitted. For example: brakes of a higher specification model – such as a GTI variant may be used if no modifications have to be made. Aftermarket versions are not permitted.

T.4.3 Hydraulic handbrakes are not allowed.

T.4.4 A brake bias valve can be installed. It must be positioned where the driver or navigator cannot adjust it while competing.

T.5 Transmission

T.5.1 No modifications or machining is permitted.

T.5.2 The transmission unit and internal parts must comply with the standard showroom sub-1000cc vehicle specification and as originally supplied by the manufacturer for the model of the competing car, i.e: a competitor cannot transfer any part or parts from one transmission to another to create a 'special' gearbox.

T.5.3 Straight-cut or dog-tooth gears are not permitted.

T.5.4 Standard ratios must be retained.

T.5.5 Up-rated gear linkages are permitted.

T.5.6 Replacing automatic gearboxes with a manual gearbox is permitted.

T.5.7 Limited slip or torque biasing differentials are not permitted.

T.5.8 Clutch linings are free.

T.5.9 Four-wheel-drive transmission is permitted if fitted as standard, e.g: Fiat Panda 4x4.

T.6 Steering

T.6.0 Aftermarket or modified steering racks of higher ratio than that of standard are not permitted.

T.6.1 Power steering may be added or removed.

T.6.2 Conversion from right-hand-drive to left-hand-drive and vice-versa is permitted.

T.7 Suspension

T.7.1 Bushes may be replaced by polyurethane versions of the same size.

T.7.2 No metal spherical joints or similar are permitted, except as specified in rule 7.6.

T.7.3 All standard mounting and pick-up points must be retained, but may be strengthened.

T.7.4 Top mounting hole movement is permitted to optimise caster, camber, tracking angles.

T.7.5 Springs and dampers are free. Remote reservoir systems are not permitted.

Struts may be changed for an up-rated version, but must be attached to the original fittings.

T.7.6 Heavy duty/fabricated strut top mounts or similar are permitted, including spherical joints.

However, these must fit into the standard bodyshell location.

T.8 Safety and environmental

T.8.1 Cars comply with MSA safety and noise requirements.

T.8.2 Five or six point harnesses are mandatory.

T.8.3 Mud flaps must be fitted to all four-wheels as per section 48.1.12 in the MSA yearbook.

T.8.4 A spill kit of 2.5kg must be carried.

T.9 Wheels

T.9.1 Wheels are free. However, competitors are reminded that wheel/tyre assemblies must not exceed seven-inches in width as per MSA technical regulations.

T.10 Tyres

T.10.1 These will be controlled Yokohama products and must only be purchased from sources approved by Junior 1000 Rally Challenge Ireland organisers.

T.10.2 The control Yokohama tyre to be used is: 175x60x13 AO48R Medium compound

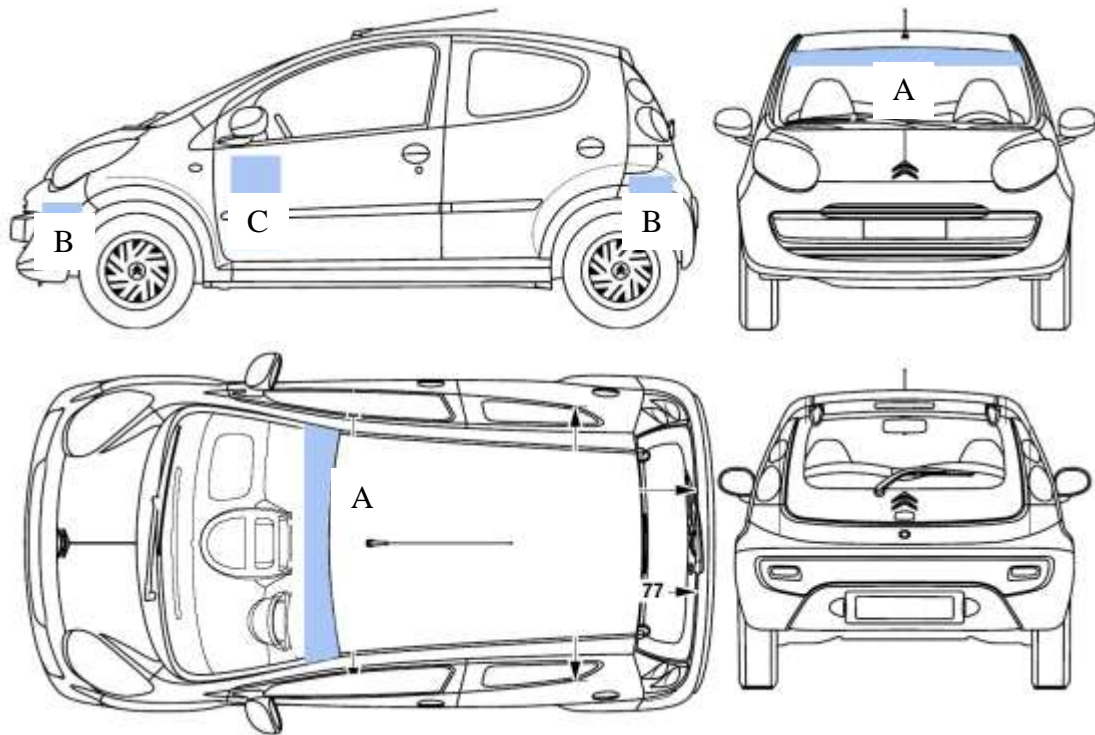
T.10.3 Tyre warmers and anti-puncture additives (mousse) are not permitted.

T.11 Lights

T.12.1 Lights are free, but must comply with MSA regulations.

Appendix A: Decal positions

The shaded areas should be retained for Junior 1000 Rally Challenge decals, which will be provided by the organisers.



DECAL A: McGrady Insurance Windscreen Strip, to be positioned at top of front windscreen

DECAL B: Yokohama Tyre Decals to be positioned on both corners of front and rear bumpers

DECAL C: www.rallysales.eu Decals, position free but must be visible on each side of car