

2015 ANICC Junior 1000 Rally Challenge Ireland- REGULATIONS

Welcome to the 2015 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 7 events, 6 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: 45/2015

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: £80.00 GBP STG
Challenge Registration for Co-Driver: £40.00 GBP STG
- 1.3 The Organiser has the right to refuse registration or exclude any Registered Driver or Co-driver from the Championship.

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 Junior 1000 Rally Challenge Ireland Co-ordinator.
- 2.5 Drivers must be registered for the Junior 1000 Rally Challenge Ireland

3. Specific co-driver requirements

- 3.1. Co-drivers must meet the qualifications of a Stage Rally National A drivers or higher grade licence (Per MSA Yearbook R.45.2.5).
- 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 Co-ordinator.

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 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 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 Co-ordinator, 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 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 2015 calendar

<u>Date</u>	<u>Venue</u>	<u>Organising Club</u>
17 th January	Kirkistown	500 MRCI
14 th February	Kirkistown	North Armagh MC
14 th March	Bishopscourt	Ballynahinch MC
21 st March	Kirkistown	500 MRCI (Reserve)
04 th May	St. Angelo	Enniskillen MC
11 th July	Bishopscourt	Ballynahinch MC
1st August	Shackleton	Maiden City MC
9 th August	Solway (Scotland)	Solway Car Club
29 th December	Shackleton	Maiden City MC (Reserve)

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.

10.4 There may be a couple of promotional, non-challenge demonstration events for 2015 to further promote and enhance the series. One of these which took place in 2014 was a display at the Lurgan Park Rally, with the co-ordinator also organising RPM TV coverage for the series.

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

12.2 Drivers and co-drivers will count their best five 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 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 driver and co-driver
- 2nd overall driver and co-driver
- 3rd overall driver and co-driver
- 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) will result in loss of points for that event. The decision regarding the application of point's loss for incorrectly displaying challenge decals lies solely with the series co-ordinator or their appointed representative.

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 Ireland.

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 if applicable. 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 Co-ordinator: Andrew Bushe
10 Scaddy Road, Downpatrick, Co.Down, BT30 9BW
Tel: +44 (0)7966 484201
Email: andrewbushe@btinternet.com

14.2 Challenge Press Officer: Andrew Bushe- www.andrewbushe.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 Officer: Ursula Mullan.

14.6 Other Challenge Officials will be notified via official bulletins.

Technical Regulations for Junior 1000 Rally Challenge Ireland 2015

INTRODUCTION

The following Technical Regulations are set out in accordance with the MSA specified format and 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 YOUR RESPONSIBILITY TO ENSURE THAT YOUR CAR IS LEGAL IN ALL RESPECTS AT ALL TIMES.

Failure to accept these rules will invalidate your Junior 1000 championship status.

GENERAL DESCRIPTION.

The championship aims to encourage competition for cars of less than 1000cc engine capacity, that handle and stop well, are reliable, cheap to run and 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.

A prime objective of these regulations is to facilitate equality of performance between different types of cars. The organisers reserve the right to adjust the regulations to equalize power to weight ratios should any one type of car become dominant.

CLASSES.

There will be no class's within the junior championship, all cars will be factory standard

TECHNICAL REGULATIONS IN DETAIL.

The following text is in addition to sections (J)5 – 5.20.13 and (R)46 – 48.10.10 of the current MSA Competition Yearbook (BLUE BOOK)

The committee may require any 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 cost of any stripping will be borne by the competitor.

ENGINES.

1.1 Engines must remain standard to the manufacturer's original specification and be a maximum of 1000cc capacity. There is no re-bore allowance. If your engine is worn then a replacement engine of the same type, of the correct capacity 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 motor cannot be fitted to a K10 model. If such a replacement is not available, then re-boring for the purposes of re-lining the engine to the correct capacity is allowed. Re-boring an engine and then short-stroking by swapping or modifying the crank in any way so as to achieve the correct engine capacity is not allowed.

It is your responsibility to make sure the engine complies with the Championship rules. Motor cycle engines are specifically not allowed, even if the manufacturer supplied such an engine as standard.

1.2 It may be permitted to transplant a sub-1000cc engine into an originally higher specification car.

E.g. Nova GTE with 993 cc Vauxhall engine.

1.3 Diesel engines are not allowed

1.4 Rotary (Wankel) engines are not allowed

1.5 Forced induction is not allowed

1.6 Air filters must be fitted, open “ram pipes” are not allowed.

1.7 4 Wheel Drive transmission is permitted if fitted as standard e.g. Fiat Panda 4x4

1.8 For the purpose of these regulations models of any car differing in specification, including alternate manufacturer names will be considered to be the same vehicle. K11 Micras of any age are considered the same as each other. Toyota Aygo, Citroen C1, Peugeot 107 are considered the same as each other. Nissan Pixo and new Suzuki Alto are considered the same as each other.

ENGINES PART 2 (DETAIL)

- 2.1 Carburettor or fuel injection is only permitted as originally fitted to the sub-1000cc engine.
- 2.2 Air filters and trunking are free, but must be fitted. These may be modified but all incoming air must go through the filter, i.e. no by-pass systems.
- 2.3 Cold air boxes may be fitted.
- 2.4 Carburettors may be set up to optimise jettings.
- 2.5 Fuel pumps are free
- 2.6 Adjustable fuel pressure regulators may be fitted.
- 2.7. Inlet manifolds must be original and unmodified in any way. The exhaust manifold must remain standard up to the entry of the cat or other junction whichever is sooner.
- 2.8 Exhaust pipes, silencers and their routing are free from the exit of the exhaust manifold, with reference to (J)5.16. 1-7 Exhaust by-pass systems are not allowed.
- 2.9 It is permitted to fit a sub-1000cc engine into a car of the same model, but all other performance related engine parts must be from that sub-1000cc engine. E.g. When fitting a 993cc Vauxhall engine into a 1300cc Opel Corsa it is not permitted to use the 1300cc carburettor/fuel injection.
- 2.10 Modifications of any kind to engine blocks, any internal engine parts or rotating masses are not allowed except as detailed in rule 2.11. Non original Steel cranks or bottom ends are not allowed. Modifications involving balancing and/or lightening are not allowed.
- 2.11 Cylinder head skimming up to 25 thousandths of an inch is permitted. Correction of valve timing may then be carried out.
- 2.12 Oil coolers may be fitted.
- 2.13 Radiators may be modified and increased, in either size or number. Location may be altered from the standard position.
- 2.14 ECU's must be standard and unmodified in any way from original for that particular engine other than detailed here. You may be asked to provide proof of this and sealing may be carried out. ECU's may be removed and sent away to confirm they are standard to the manufacturers specification a nominated test company. Removal of certain functions such as anti-yaw, traction control etc may only be carried out by the series approved company.
- 2.15 Rev limiters (where fitted as standard) are to remain unchanged from standard spec, both fuel and electric limiters are to operate as they did fitted new.
- 2.16 Drilling of any parts of the engine or its ancillaries, other than to facilitate the application of a seal is expressly forbidden. This is deemed as lightening.

BODYSHELLS

- 3.1 The body shell of the car may be freely strengthened including rollcage and suspension areas.
- 3.2 Gusset/ Triangulation panels (or similar), plating, seam welding and "weld on" braces are all permitted.
- 3.3 Bolt on strut braces across the suspension turrets are permitted.
- 3.4 Any trim can be removed or replaced e.g. carpets, headlining, sound deadening.
- 3.5 Bonnet, doors and tailgate must be of original material i.e. you cannot exchange steel to plastic/ GRP
- 3.6 Additional or alternative instruments are permitted as are interior accessories e.g. intercom, trip meter etc.
- 3.7 Underbody guards are permitted
- 3.8 Strengthening, adding or replacement of Gearbox and Engine mount fittings are permitted.

- 3.9 Brake and fuel pipe lines are free and their positioning can be changed.
- 3.10 Bonnet, boot and door fastenings are free.
- 3.11 All Glass areas MUST remain as glass areas i.e. replacement by any other material than glass is NOT permitted. Glass must remain original factory thickness.
- 3.12 Door/ Wing and interior mirrors are free however a minimum of three must be fitted in total, door mirror glass must be a minimum of 75 mm high and 100 mm wide or equal in area to standard fitment. The mirrors must be fully extended so that both driver and navigator can use the mirrors to ensure backward view. If a mirror is broken/damaged during an event then as a minimum an internal mirror is to be installed to allow rear view for the navigator.
- 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, doors must not be lightened and any strengthening bars MUST not be removed. Trim removal and drilling to affix handles or fittings are not considered lightening. Fixings may be removed, shortened or replaced with items made from any material.
- 3.14 The dashboard (dashtop), instrument panel and original heater box must remain in their original positions and must not be removed. The heater must be of full manufacturer working order including all components such as heater matrix, fan, filter etc to ensure full working order of the demist function for the windscreen.
Altering the heater box or ducting pipes to enable the fitting of a roll cage is allowed. (i.e. WRC Style Cage) It is allowed to customise or alter the dash instrument panel to suit your personal preferences. The glove box may be removed. The heater may be changed but must be able to blow warm onto the windscreen via the manufacturer's original vent points to ensure the windscreen is kept clear. The installation of other demisting devices i.e. heated windscreen can be installed but NOT as a substitute to a blown air system. Ducting pipes can be modified but the warm air must be blown onto the screen via the original manufacturer's vent points. The installation must be approved by the Championship Eligibility Scrutineer.
- 3.15 The edges of the dashboard may be cut to enable the fitting of a roll cage
- 3.16 The removal of the roof anti-flex bar is allowed
- 3.17 The battery must remain in the original factory position and must be fitted to the original battery tray mounted in its original position. The method of strapping is free. The battery size is free.
- 3.18. Minimum weight of the complete car inclusive of crew members is 950Kg.
Competitors may be subjected to weight checking throughout any event at any time from the start of the first stage to completion of post event scrutineering.
Any car inclusive of crew below 950kg at anytime during an event will score a 0 for that round. It will also count as one of their counting scores for the championship (one of the five), and cannot be used as a dropped score.
The results of the scales used will be deemed to be final. It is your responsibility to ensure your vehicle/ crew is over the minimum weight limits at all times.
On events where weights are to be checked crews may check the weight of their cars pre event as scales will be made available.
- 3.19 Bumpers are not classed as trim and are not allowed to be lightened, this includes drilling holes in the plastic, as well as removing or drilling holes in the steel back plate.
- 3.20 Only standard factory fitted 'wings' or 'aerofoils' are permitted. No aftermarket or altered versions are allowed, these must be a dealer part.
- 3.21 Roof mounted vent pod is allowed
- 3.22 Door cards must be fitted to doors, original manufacturer's door cards can be removed and replaced.
- 3.23 Tinted Windows are allowed, the tinting must allow clear visibility, through all windows, of the SOS/OK board if held up within the car by either driver or co-driver.
- 3.24 The radiator grill or the bumper air intake may be altered, replaced or customised but must be fitted.
- 3.25 The removal of or replacement using a lighter material of the petrol filler flap is not permitted.

BRAKES

Fluids, pads and linings are free.

4.1 ABS systems may be disabled or removed

4.2 All major mechanical components must be standard for the model entered, or

a direct bolt on replacement from another model in the range. You may fit brakes of a higher specification model, eg GTI, but they must not be aftermarket products.

4.3 HYDRAULIC HANDBRAKES are not allowed

4.4 A brake bias valve can be installed. It is to be positioned where the driver or navigator are unable to adjust the bias valve while competing.

TRANSMISSIONS + DIFFERENTIAL

5.1 NO modifications or machining permitted

5.2 All internal parts MUST be to standard showroom sub 1000cc vehicle specification. The transmission unit must be complete 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 thus creating a specialist box.

5.3 Up rated gear linkages are permitted

5.4 Replacing Automatic Gearboxes with Manuals are permitted

5.5 Limited slip or torque biasing differentials ARE NOT PERMITTED.

5.6 Clutch linings, covers and release bearings are free.

5.7 Drilling on any external parts of the transmission, gearbox casing or its ancillaries, other than to facilitate the application of a seal is expressly forbidden

5.8 The gearbox from a Aygo, C1 or 108 (with a final drive that is not 3.550 to 1) introduced from May 27th 2014 must not be fitted to any Aygo, C1 or 107 manufactured before this date.

STEERING

6.1 After market Steering racks of higher ratio than standard are not permitted

6.2 Power steering may be added or removed

6.3 Conversion from right hand drive to left or left to right is permitted.

6.4 The steering rack must be as per the original fitted to the model. A steering rack from another manufacturer must not be fitted to the car i.e. fit a Vauxhall steering rack to a Nissan

6.5 Electric power steering units apart from the steering rack are free but must be approved by the Championship Eligibility

Scrutineer.

SUSPENSION

7.1 Bushes may be changed for similar polymer material.

7.2 No all metal spherical joints or similar except as in rule 7.6

7.3 All mounting points MUST be kept in the same position as standard showroom specification but may be strengthened.

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

7.5 Springs and Dampers are free, Remote reservoir are NOT PERMITTED

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

7.7 Heavy duty/ fabricated strut top mounts or similar are permitted, including spherical joints. These MUST fit the standard body-shell location.

SAFETY EQUIPMENT

ALL CARS MUST comply with MSA safety and noise requirements.

8.1 Five or six point harnesses are mandatory.

8.2 Mud flaps must be fitted to all 4 wheels as per section 48.1.12

8.3 A spill kit of 2.5 kg must be carried.

WHEELS

9.0 FREE. Competitors are reminded however that wheel/tyre assemblies must not exceed 7 inches in width as per MSA technical regulations.

TYRES

10.0 Only tyres listed by the championship organisers are permitted. For 2015 these will be Yokohama A048R in Medium compound only.

FUEL

ONLY commercially available pump fuel (petrol) will be permitted.

11.1 Bio ethanol fuel is not permitted.

11.2 Only factory fitted fuel tanks are allowed

LIGHTS

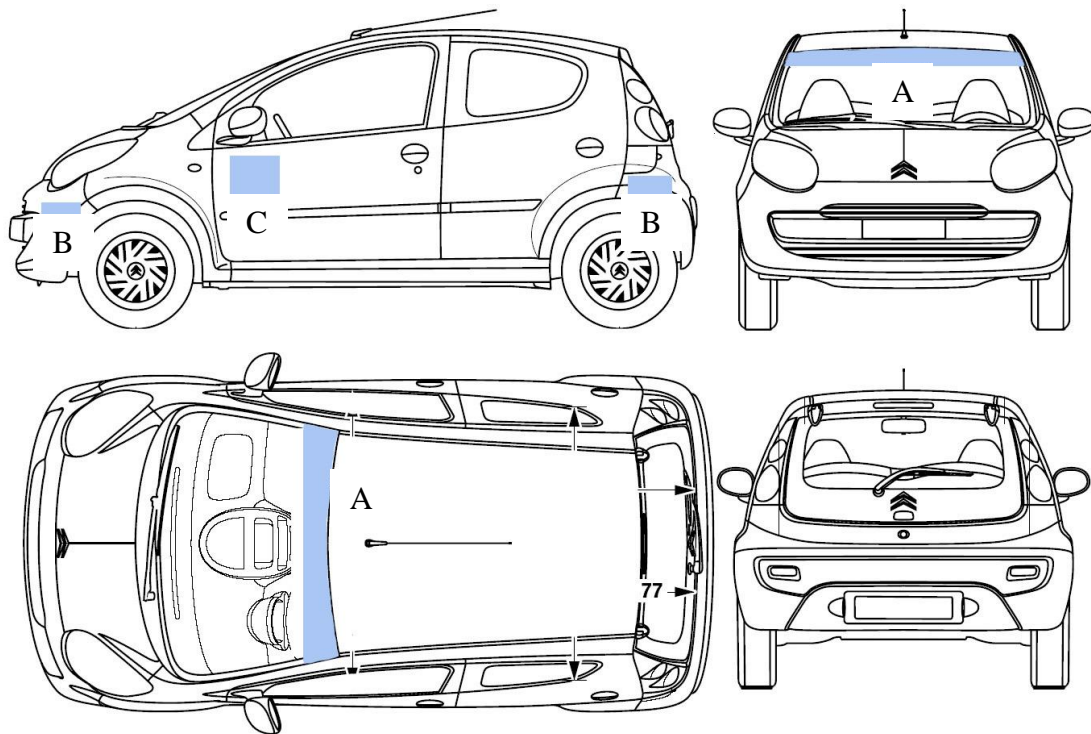
12.0 Free within MSA regulations

In all technical matters the opinion of the Technical Officer is binding.

IF THE REGULATIONS DON'T SAY YOU CAN DO IT, THEN YOU CANT!!!

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: TBC Windscreen Strip, to be positioned at top of front windscreen

DECAL B: www.rallysales.eu- supports Junior 1000 Decals to be positioned on both corners of front other two decals on rear bumpers

DECAL C: TBC Decals, position free but must be visible on each side of car

Junior 1000 Rally Challenge Ireland

DECLARATION OF INDEMNITY

2015

Driver or Co-driver

I declare that I have been given an opportunity to read the regulations of the Junior 1000 Rally Challenge Ireland (*the Championship*) and the General Regulations of the Motor Sports Association and agree to be bound by them. I also agree to be bound by any subsequent Bulletins issued by the Organising Committee of the *Championship* and by the Supplementary Regulations issued for any event included in the Championship.

I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the *Championship* are insured against loss or injury caused through their negligence.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of the *Championship* as shall take place on roads as defined by the law.

I understand that should I at any time during the *Championship* be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to my ASN, who have, following such declaration, issued a licence which permits me to do so.

Signature:

Name (in block capitals):

Age (if under 18):

Date:

Any indemnity which is signed by a person who has not reached his/her 18th birthday shall be countersigned by that person's parent or guardian, whose full name and address shall be given.

Signature of parent or guardian:

Name (in block capitals):

Address:

Date:

Junior 1000 Rally Challenge Ireland

2015

Registration Form

Category – DRIVER /CO-DRIVER (delete as appropriate)

Name: Sex:

Date of Birth:

Address:

..... Post Code:

Phone Numbers: Day: Night:

Mobile: Fax:

E-mail address :

Next of Kin: Name:

Address:

.....

Phone Number:

Dvr Nationality:

Dvr Licence No if known:

Member of which Car Club?.....

Registration Fee Enclosed: £80 (Driver)
£40 (Co-driver)

(Please delete as relevant)
(All cheques payable to: ANICC)

Please send this form to:

Andrew Bushe,
10 Scaddy Road,
Downpatrick, Co.Down,
BT30 9BW

DATA PROTECTION ACT: You are advised that information from this form will be stored on a data retrieval system and may be used for publicity purposes.

Please Tick here if you do not wish your details disclosed out with the Championship

HAVE YOU COMPLETED AND RETURNED A COMPLETED DECLARATION OF INDEMNITY?