

**2018 National Construction Skills Academy (NCSA) ANICC Junior 1000 Rally
Challenge Ireland-REGULATIONS**

Welcome to the 2018 National Construction Skills Academy (NCSA) 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: 40 /2018

1. Eligible Competitors

1.1. All competitors must be a member of a Motor 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. Non-registered competitors are not eligible to start Challenge events. Registration must be paid on or before the sign on for the first round contested.

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 fully 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, and must be registered for the Junior 1000 Rally Challenge Ireland.
- 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. Event in question also will be deemed one of the competitors counting rounds.

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

8.4 Competitors are expected to affect 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.

8.8 Any competitor who is excluded from an event cannot use that as a dropped score. It will be a counting zero score.

8.9 The use of any tyre warming aids is banned- including the use of electric or gas heaters and vehicle heaters to heat wheels and tyres. Competitors wheels and tyres may be marked by the organisers. At any time during an event the organisers may ask to see the wheels that came off or belong with the car. These must be made available to view immediately. Failure to do so will be deemed to be a breach of the regulations and may result in exclusion.

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 2018 Calendar

	<u>Date</u>	<u>Organising Club</u>	<u>Venue</u>
1	29th December 2017	Maiden City MC	Shackelton, Ballykelly
2	27 January	500 MRCI	Kirkistown
3	10 February	North Armagh	Kirkistown
4	10 March	Ballynahinch MC	Bishopscourt
5	07 May	Enniskillen MC	St. Angelo Airfield
6	04 August	Maiden City MC	Shackelton, Ballykelly
7	05 August	Solway Car Club	Dundrennan Military Range
	06 October	500 MRCI (reserve)	Kirkistown

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

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

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

14.3 Licenced Eligibility Scrutineer: Stephen McKeegan

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.

Child Safeguarding Statement

***The Junior 1000 Rally Challenge Ireland* is fully committed to safeguarding the welfare of all children in its care. It recognises the responsibility to promote safe practice and to protect children from harm, abuse and exploitation. For the purposes of this policy and associated procedures a child is recognised as someone under the age of 18 years.**

Staff and volunteers will work together to embrace difference and diversity and respect the rights of children and young people.

This document outlines *The Junior 1000 Rally Challenge Ireland* commitment to protecting children.

These guidelines are based on the following principles:

- The welfare of children is the primary concern.
- All children, whatever their age, culture, disability, gender, language, racial origin, socio-economic status, religious belief and/or sexual identity have the right to protection from all forms of harm and abuse.
- Child protection is everyone's responsibility.
- Children have the right to express views on all matters which affect them, should they wish to do so.
- Organisations shall work in partnership together with children and parents/carers to promote the welfare, health and development of children.

***The Junior 1000 Rally Challenge Ireland* will:**

- Promote the health and welfare of children by providing opportunities for them to take part in Junior rallying safely.
- Respect and promote the rights, wishes and feelings of children.
- Promote and implement appropriate procedures to safeguard the well-being of children and protect them from abuse.
- Recruit, train, support and supervise its staff, members and volunteers to adopt best practice to safeguard and protect children from abuse and to reduce risk to themselves.
- Require staff, members and volunteers to adopt and abide by this Child Protection Policy and these procedures.
- Respond to any allegations of misconduct or abuse of children in line with this Policy and these procedures as well as implementing, where appropriate, the relevant disciplinary and appeals procedures.
- Observe guidelines issued by local Child Protection Committees for the protection of children.
- Regularly monitor and evaluate the implementation of this Policy and these procedures.

Review

This Policy and these Procedures will be regularly reviewed:

- In accordance with changes in legislation and guidance on the protection of children or following any changes within ***The Junior 1000 Rally Challenge Ireland***
- Following any issues or concerns raised about the protection of children within ***The Junior 1000 Rally Challenge Ireland***

In all other circumstances, at least every three years

2018 JUNIOR 1000 RALLY CHALLENGE IRELAND TECHNICAL REGULATIONS

7th December 2017

The following regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following text does not say that “you can do it”, then you should work on the principal that you cannot.

These regulations differ greatly to any previous technical regulations for the Junior 1000 Championship and we suggest that you read them carefully and thoroughly in their entirety. You will be asked to sign that you have read and fully understand the regulations before you start your first event of the 2017 season. By registering for the Junior 1000 Rally Challenge Ireland you agree to be bound by these regulations in their entirety

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 Status.

The “Committee” referred to in these regulations refers to the co-ordinator for 2017/2018 or The Technical Team thereof.

GENERAL DESCRIPTION

The aim of the championship is to encourage competition cars of less than 1000cc engine capacity, that handle and stop well, are reliable and cheap to run and can be used on other events with minimal changes. These regulations are for stage rally cars and require an MSA Competition Log Book.

The 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 car or type of car become dominant. i.e. additional ballast may have to be carried, even if the car complies with the weight limit for the championship.

Exceptionally the committee reserve the right to change any of these rules, at any time in order to facilitate safe and fair competition. Changes will be publicised by e mail to all registered competitors

CLASSES

There will be no classes within the junior championship

AGE OF VEHICLE

Eligible vehicles must be of a model year of at least three years old. Therefore, the newest model year that will be allowed for 2018 is a 2014 model year car. The car may be registered in the first two months of the following year but must be proved to be manufactured in 2014. In the event of a car being registered in the first two months of the following year the competitor must be able to prove beyond all doubt that the car left the factory no later than 31st December 2014

Furthermore, no parts are allowed to be fitted from donor vehicles that are newer than the 2014 model year and specifically the latest Aygo/C1/108 gearbox. This includes casings, mountings, gears and any internal parts of the gearbox and or differential including bearings, pins, selectors or linkages.

The following pages give the specific details regarding all aspects of the Technical Regulations please take time to read them. A lot of time and effort has gone into these to ensure that we have a fair and friendly championship. These regulations will be enforced rigidly throughout 2018.

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 such components 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.

All cars must comply with the MSA Technical and safety regulations for the type of event being entered.

ENGINES

- 1.1 Engines must be a maximum capacity of no more than 1000cc. There is no re-bore allowance. If your engine is worn or suffers a failure, then a replacement engine of the same type and 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, e.g. a Micra K11 engine cannot be fitted to a K10. If such replacement is not available, then re-boring for the purposes of re-lining the engine to the correct capacity and stroke is allowed. Re-boring an engine and short stroking by swapping or modifying the crank in any way so as to achieve the correct engine capacity is strictly forbidden.
- 1.2 It may be permitted to transplant a sub 1000 engine into an originally higher specification car. E.g. Nova GTE with a sub 1000cc Vauxhall engine.
- 1.3 Diesel engines are not allowed
- 1.4 Rotary (Wankel) engines are not allowed
- 1.5 Hybrid cars are not allowed
- 1.6 Forced induction in any form is not allowed, whether engine, exhaust, electric, wind or motion driven.
- 1.7 Air filters must be fitted; open ram pipes are not allowed.
- 1.8 For the purpose of these regulations models of any differing in specification including alternate manufacturers names will be considered 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. Nissan Pixo and New Suzuki Alto are considered the same the same. New model Toyota Aygo, Citroen C1 and Peugeot 108 are not considered the same vehicle.

ENGINES PART 2 (DETAIL)

2.1 Carburettor or fuel injection is only permitted as originally fitted to the sub 1000cc engine. This includes fuel injectors which must remain the standard injectors fitted to that specification of engine by the manufacturers, larger injectors or injectors from another model or engine are forbidden. Throttle bodies must also remain as standard and contain all the components as the car left the factory. The machining, enlarging or any other type of modification is not allowed. The diameter of the throttle body and any butterflies or bridges must remain within the manufacturer's tolerances for that model and year of car. The throttle body may not be replaced with any such item from another model of that car or any other car in the manufacturers range.

2.2 Air filter and trunking are free but must be fitted. These may be modified to aid air flow but all incoming air must pass through the air filter, i.e no bypass systems. Filters must not be outside the body area of the car or protrude through any part of the body, grille or bumper area of the car.

2.3 Cold air boxes may be fitted

2.4 Carburettor/s may be set up to optimise jetting.

2.5 Fuel pumps are free.

2.6 Adjustable fuel pressure regulators may be fitted.

2.7 The inlet manifold must be original and unmodified in any way. The exhaust manifold must remain standard up to the entry of the catalytic converter or other junction whichever is sooner. Vehicle must comply with MSA Blue Book J5.16.7 in relation to fitting of catalytic converters.

2.8 The routing of exhaust pipes and silencers is free from the exit if 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 parts must be from that sub 1000cc engine. E.g. when fitting a 993cc engine into a 1300cc Corsa it is not permitted to use the fuel injection from the 1300cc engine.

2.10 Modifications of any kind to the engine block, any internal engine parts or rotating masses are not allowed except as detailed in the cylinder head section of these regulations. Non-original steel cranks or bottom ends are not allowed. Modifications such as balancing and or lightening are not allowed. The lightening or balancing of con rods and or crankshafts is forbidden. The use of non-standard pistons and or gudgeon pins is forbidden. The machining and or lightening of flywheels is forbidden. If an engine block is no longer available for the car e.g. classic Mini, it is permitted to machine the top of the block of a larger cc engine of the same make to bring the engine to the correct displacement as long as the bore and stroke of that engine are not changed.

2.11 Oil coolers may be fitted. These must be contained within the profiles of the body, grille and bumper area.

2.12 Radiators may be modified and increased in either size or number. Location may be altered from the standard position.

2.13 Rev limiters whether electronic, fuel or mechanical are to remain unchanged from standard specification for that make and model of car. The rev limiter must operate within the range and limits as specified for that make and model of car. NO tolerance will be given for cars that do not comply and the penalty for this will be exclusion.

2.14 The drilling and or machining of any parts of the engine and any of its ancillaries other than to facilitate the application of a seal is expressly forbidden. This is deemed as lightening and includes any grinding or machining of lips ridges or any other webs or excess metal on any engine parts.

2.15 Engines may be fitted with a championship seal at the beginning of the season or at the cars first event. Registered drivers must present their car to the technical team before their first qualifying round to have an engine seal attached. To facilitate this seal, it is required that at least two head/cam cover bolts be cross drilled to allow a wire seal of 1/16th inch to be fitted. The registered driver will be required to sign a declaration supplied by the championship stating that the engine fitted to their car is standard, and unmodified in any way other than specified in item 3.1. If an engine seal is required to be removed for repair or maintenance purpose such as head gasket failure, then a new seal must be fitted before the next qualifying round. The driver must give the specific reasons why the seal/seals have been removed and sign a new declaration stating the legality of their engine. If at any time during the season an engine is found to not comply fully with these regulations, then it shall be deemed to have been non-compliant since the fitting of the seal and all championship points from the fitting of the seal up to and including that event that the engine is found non-compliant on shall be forfeited.

CYLINDER HEADS

3.1 It is permitted to skim the cylinder head of up to a maximum of 25 thousand of an inch. A cylinder head may only be skimmed once. Should a cylinder head fail after it has been skimmed then a replacement must be obtained, this may then also be skimmed within the same tolerances.

3.2 The cylinder head must be the correct cylinder head for the make and model of the car entered. It is not permissible to replace the cylinder head with one from a larger engine car and or a different model of the car.

3.3 Any machining or polishing of any part of the cylinder head other than that detailed in 3.1 is also forbidden. In particular, any part of the inlet and or exhaust ports or chambers, the valve seats and or chambers.

3.4 Inlet and exhaust valves must be the standard size type and fitment for the make and model of car entered. Any machining lightening of the valves or any part of the valve is forbidden. After market valves are forbidden. Valve from any other specification of engine are also forbidden.

3.5 Valve springs, rockers and any part of the valve operating mechanisms must be as standard fitment for the make and model of car and any aftermarket items are forbidden.

3.6 Camshafts must be the original standard equipment camshaft/s for the make, model and engine capacity of the car entered. No re-profiling of cam lobes and or bearings and or carriers is allowed. The use of aftermarket and or uprated cam shafts is strictly forbidden.

3.7 It is permissible to adjust camshaft/s to bring valve timing back to standard after the head has been skimmed as per 3.1

E.C.U's

4.1 Engine control units (ECU's) must be standard and unmodified in any way from the original ECU for the make and model of car entered other than detailed here.

4.2 The modification of any engine and or ancillary control unit for the engine is forbidden. Especially to raise the rev limiter of the car, and or fuel mapping, and or ignition timing.

4.3 The fitting of any auxiliary and or piggy back ECU is not allowed.

4.4 The fitting of any electronic device to attempt to increase the performance of a car is not allowed. i.e. aftermarket plug in chips. All sensors that effect engine performance must remain in their original position and operate to standard manufacturers tolerances. No inline resistors or similar to attempt to disrupt signals to any engine sensors or ECU's are permitted

4.5 Removal of certain functions such as anti-yaw, traction control etc. may only be carried out by the Junior 1000 Rally Challenges nominated company.

4.6 The engine control unit (ECU) must be securely fitted to the body or frame of the competing car. The unit must be bolted or screwed securely with a minimum of two fixings. No temporary fixings such as Velcro, tie wraps or double sided tape will be permitted.

4.7 Engine Control Units (ECU's) may carry a Junior 1000 Rally Challenge official seal. If there is a need to change your ECU the reason must be given and it must have a seal re fitted by the technical team before you start the next event. All ECU's must carry an official seal always.

4.8 Engine Control Units (ECU's) may be removed at any time and sent away to confirm they are standard to the manufacturers specification to the Junior 1000 Rally Challenge Ireland's nominated test company.

4.9 If an engine control unit (ECU) is tested and found to not comply with these regulations in any form no matter how small and whether it provides any performance advantage or not, then the competitor will be deemed to have run that engine control unit (ECU) since the date the Junior 1000 Rally Challenge Ireland seal was applied and will forfeit all points scored from that date, up to and including the time the unit was tested.

4.10 The technical team reserve the right to ask any competitor to run an engine control unit (ECU) provided by the club at any time during the season or at any time during an event.

4.11 If an ECU is suspected to infringe these regulations and is removed as per 4.8, and is found to not comply with regulations in any way other than modifications that are allowed in these regulations, and have been carried out by the Junior 1000 Rally Challenge nominated company then the cost of the ECU being checked will be borne by the competitor. The charge for this is approx. £160.

4.12 The Junior 1000 Rally Challenge Ireland reserve the right to attach any type of data logging equipment to a car. The data collected will be shared with the competitor. The

championship and or any outside expert will interpret the data and decide whether any further tests are required.

4.13 All cars must have the manufacturers OBD/OBD II or diagnostic socket mounted in such a way that easy access is available to attach diagnostic or ECU reading equipment by the technical team and or any person nominated by the Junior 1000 Rally Challenge Ireland to perform such an action.

4.14 The wiring loom is free and may be modified and redundant wires removed. However the engine loom wiring and connections to both ECU and ODB and or diagnostic port must remain. Removal of wires to either of these items that results in the technical team and or their representative not being able to communicate fully with the ECU will be taken as the ECU having been modified and penalties applied as per 4.9.

BODYSHELLS

5.1 The body shell of the car may be freely strengthened including roll cage and suspension areas

5.2 Gusset/Triangulations panels (or similar, seam weld and weld on braces are all permitted

5.3 Bolt on strut braces across suspension turrets are permitted.

5.4 Carpets, headlining's and sound deadening may be removed.

5.5 All body shell panels shall be of the original material as specified by the manufacturer for the age and model of your car. These panels should be of steel unless a composite material was used in the cars original manufacture. The replacement of standard steel items by composite or GRP is not allowed.

5.6 Additional or alternative instruments are permitted as are interior accessories e.g. intercom, trip meter etc.

5.7 Under body guards are permitted.

5.8 Strengthening, adding or replacement of engine and/or gearbox mounts is permitted.

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

5.10 Bonnet and boot fastenings are free, all doors (except tailgate) must retain the original manufacturers fastening and all doors must be able to be opened from the outside the car.

5.11 All glass areas MUST remain glass. The replacement by any other material than glass is NOT permitted. Glass must remain original factory thickness. All side glass must be covered with protective film as per MSA Blue Book.

5.12 A minimum of three rear view mirrors must be fitted to all cars. They will consist of one interior rear view mirror and two door mirrors. The interior rear view mirror location may be moved to allow free vision after the fitting of a roll cage, it must however be in such a position that it can be used by either the driver or navigator as required. The door mirrors must be fitted in the original manufacturers position and must be fully extended outwards at times during an event. The door mirrors must be a single pane and should be the original equipment for the car or an equivalent aftermarket part with a surface area of not less than 100mm high and 150mm wide. It is permissible to substitute electrically operated door mirrors for manual versions on a cost basis but they must be the correct mirrors for the car and of the correct dimensions. A minimum of one replacement glass for each door mirror must be carried in the service vehicle to allow for replacement in the event of a breakage. If both door mirrors and replacements should be broken during an event then as a minimum an internal mirror must be installed to allow rear view for the navigator. In the event of a vehicle being registered prior to 1st August 1978 where only one mirror was required by law, then these cars must be retro fit with door mirrors of the correct dimensions.

5.13 Lightening of the body shell is not permitted, however in the interest of safety and for the purpose of fitting equipment, removal or alteration of internal trim, mountings and brackets is not considered as lightening. Bonnets, boots/tailgates and 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.

5.14 The dashboard and instrument panel must remain in their original positions and must not be removed. The edges of the dashboard may be cut to allow the fitting of a roll cage. The dashboard (dash top) must be the original for the car, this item cannot be substituted for an aftermarket item.

5.15 Indicator and wiper/washer's switches must remain in the original positions on the steering column and operate in such a position. It is permitted to fit secondary switches for wipers/washers/ horn that can be operated by the navigator.

5.16 Heaters must be fitted in all cars and where possible should be the original item for the car. The heater specifically **MUST** be able to blow warm air onto the screen of the car through the manufacturers original dash top outlets or vents. The fan **MUST** be able to blow with a similar force as the standard manufacturers fan when on full speed. This system must be capable of keeping at least 80% of the cars windscreen clear at all times. This applies even if a heated screen is fitted and must meet this criteria even with the screen turned off. For cars that will be registered after 1st January 2014 the original manufacturers heater box must be retained in full.

5.17 Air conditioning systems including pumps, condensers and or radiators may be removed.

5.18 The removal of the roof anti flex bar is allowed. The removal of the glove box is permitted.

5.19 The battery must remain fitted in the original position. The method of strapping the battery is free and the size of battery fitted is free.

5.20 Bumpers are not classed as trim and are not allowed to be lightened. The original steel back plates, or crash bars must be fitted. The drilling of holes in the bumpers themselves and or the steel backing or crash bars will be classed as lightening and is not allowed.

5.21 Only factory wings or aerofoils are permitted. No aftermarket or altered versions are allowed.

5.22 Bonnet vents, scoops or any other modification to the bonnet area is not allowed. A bonnet vent will only be allowed if it was fitted as standard to the make and model of car entered.

5.23 A roof mounted vent pod is allowed.

5.24 Door cards must be fitted to doors; original door cards can be replaced with carbon fibre or such other parts. The original interior release handle must be retained and operational

5.25 Tinted windows are allowed within the limits as laid down for a car to pass an MOT. The tinting must allow clear visibility, through all windows if the SOS/OK board is held up within the car by either driver or navigator.

5.26 The radiator grille or bumper air intakes must be fitted. It is permissible to replace these with another material to increase air flow but they must be fitted.

5.27 The removal of or replacement using a lighter material of the petrol filler cap or flap is not permitted.

5.28 The profile of the body-shell must remain as standard, no modification to wings or wheel arches (i.e. widening) is allowed.

5.29 The minimum weight of the complete car inclusive of crew and crash helmets is 950kg. Any car which has had its weight adjusted must comply with the new weight limit at all times.

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 any time during an event will score 0 for that round. It will also count as one of their scoring rounds for the championship, (one of the six) and cannot be used as a dropped score. The results of the scales will be deemed as final. IT IS YOUR RESPONSIBILITY TO ENSURE YOUR VEHICLE/CREW IS OVER THE MINIMUM WEIGHT AT ALL TIMES.

BRAKES.

6.1 Pads, Linings and fluids are free.

6.2 ABS systems may be disabled or removed. If this is required to be done by any electronic control unit then this must be done by the Junior 1000 Rally Challenge Ireland's nominated company.

6.3 All major mechanical components of the braking system must remain as standard for the make and model entered, or a direct bolt on replacement from another model in the range. You may fit brakes of a higher specification model, but they must not be aftermarket products.

6.4 Extending the parking brake lever is allowed. The extension must be no more than 200mm in length and must follow the line of the existing lever (NO BENDS). The parking brake must continue to work as per MOT requirements.

6.5 Hydraulic Handbrakes are not permitted

6.6 A brake bias valve may be installed however it must be positioned in such a way that neither the driver nor navigator can operate said valve whilst seated in the car.

TRANSMISSIONS AND DIFFERENTIAL

7.1 No modifications or machining to the standard gearbox are permitted.

7.2 All internal parts including gears MUST be standard showroom specification for the make and model entered. The transmission unit must complete as originally supplied by the manufacturer for the make and model of the competing car. It is not permitted to replace any transmission parts with aftermarket parts or parts from another model. This will be deemed as a specialist box and is not permitted.

7.3 Up rated gear linkages are permitted

7.4 Replacing automatic gearboxes are permitted.

7.5 Limited slip or torque biasing differentials are not permitted.

7.6 Clutch linings, covers and release bearings are free.

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

7.8 The gearbox from a Toyota Aygo, Citroen C1 or Peugeot 108 (with 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.

7.9 The fitting of a Toyota Yaris final drive to any Aygo, C1 or 107 is forbidden.

7.10 Volkswagen Up. Skoda Citigo and Seat Mii models may only use the standard gearbox with 4.17 final drive. No other gearbox is acceptable for these models.

7.11 Final drive and gearbox ratio checks will be carried out at random throughout the year. If any car fails, these checks then they will score no points for that event and the event will be counted as one of the six scores for the season and will not be allowed to be counted as a dropped score.

7.12 Up-rated drive shafts and or CV joints are permitted providing there is no modification to the gearbox output to allow this.

STEERING

8.1 Aftermarket steering racks of higher ratio than standard are not permitted

8.2 Power Steering may be added or removed.

8.3 Conversion from left to right or right to left hand drive is permitted

SUSPENSION

9.1 Suspension bushes may be changed for polymer material.

9.2 No all metal spherical, or composite or similar joints are allowed except as defined in rule 9.7

9.3 Strut top mounting hole movement is permitted to optimise caster, camber or tracking angles.

9.4 All suspension mounting points MUST be kept in the same position as standard showroom specification, other than item 9.3 but may be strengthened.

9.5 Springs and dampers are free however remote reservoir dampers are not permitted.

9.6 Struts, springs and dampers may be changed for an up-rated version, but MUST be attached to the original fixing points on the car and suspension components.

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

9.8 Rear coil-overs are permitted as long as the top and bottom mounting of such item mount the car body and other suspension components in the original way.

SAFETY EQUIPMENT

All cars must comply with MSA safety regulations.

10.1 Five or six-point safety harnesses are mandatory.

10.2 Mud flaps must be fitted to all four wheels as per blue book section 48.1.12

10.3 A spill kit of 2.5 kg must be carried.

WHEELS

11.0 Wheels are free. However, the maximum total width of any wheel is to be 7" (Seven Inches). This measurement will be taken from the external extremities of the wheel and NOT the internal dimensions of the wheel well.

11.1 Permissible wheel sizes are as follows.

Nissan Micra, Citroen C1, Peugeot 107, Toyota Aygo, Vw Up, Skoda Citigo, Seat Mi or any derivatives of these cars registered prior to 1st January 2014-13 inch wheels with 165/70 x 13 tyres.

Ford Fiesta 14 inch wheels with- 180/560 x 14 Tyres

These tyre sizes are the only tyre sizes permissible for the 2017 Championship. Should have a car that is not on the list please take advice from the technical team before buying your wheels and tyres.

TYRES

12.0 Only tyres listed by the championship organisers are permitted. For 2018 these will be Yokohama A048R in Medium compound only.

FUEL

13.0 Only commercially available pump fuel (petrol) will be permitted.

13.1 Bio ethanol fuel is not permitted

13.2 Only factory fitted fuel tanks are allowed.

GENERAL

14.1 Each competing car will be issued with a championship passport at the beginning of the season. This document will contain details of the competing car and details of measurements. Seals and any modifications approved by the technical team. This document must be kept with the cars MSA Logbook and made available to any of the technical team or MSA eligibility scrutineer upon request.

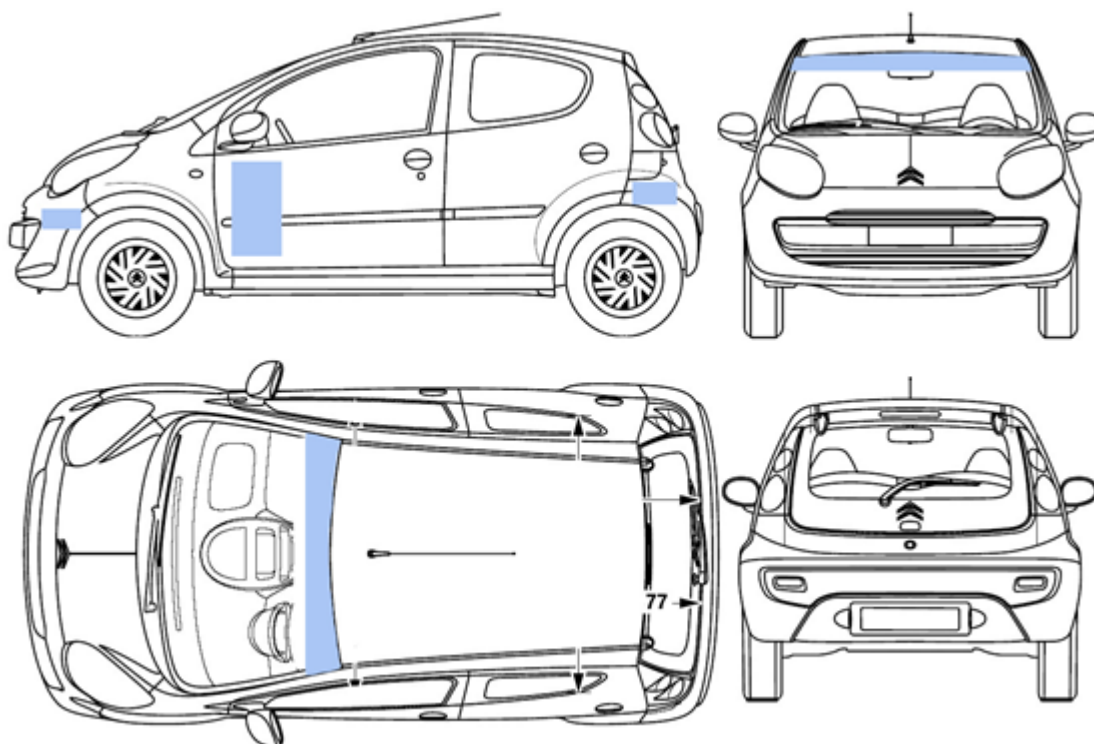
14.2 Competitors are required to make provision for a wire seal to be applied to the engine. They should have available pre-drilled 1/16 inch holes in two or more adjacent bolt or screws on the Head/Cam cover screws, bolts or studs.

14.3 Social Media. In the event that in the view of the co-ordinator of the Junior 1000 Rally Challenge Ireland, any member, competitor, crew, service crew or any member of the families and or friends of those mentioned records adverse and or malicious comments regarding the club any of its members or officials any form of social media, then the competitor with which they are associated shall immediately have their club membership withdrawn and will forfeit any points they have earned up to and including that date.

14.4 The whole aim of this championship is to inspire and promote young talent. We do not want to find anyone in contravention of these regulations. You are given fair warning that in 2018 the checks on cars will be much more stringent and much more regular. If you have any queries regarding anything written here please get in touch. We have said many times, if these pages don't say you can do it then assume you can't. If your engine has had anything done to it at all other than the head skimmed and the cam timing adjusted, then it is illegal. If your ECU has been touched in any way by anybody other than the Junior 1000 Rally Challenges nominated company then it is illegal. In 2018 we want the talent to shine not the budget. Furthermore the organisers reserve the right to instruct a competitor to take their car to a championship approved rolling road for a power check at any time. This will be at the registered competitor's expense.

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: NCSA 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: NCSA Decals, front area of doors.

Junior 1000 Rally Challenge Ireland- DECLARATION OF INDEMNITY- 2018

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 2018 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 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 completed 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?