



**McGRADY INSURANCE
MOTORSPORT UK
NORTHERN IRELAND
RALLY CHAMPIONSHIP 2019
REGULATIONS**



**motor
sport
UK**

**Regional
Association**

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ARTICLE 1- CHAMPIONSHIP EVENTS

1.	23rd February	North Armagh	Kirkistown Stages
2.	9th March	Rathfriland	Bishopscourt Stages
3.	6th April	Maiden City	Maiden City Stages
4.	20th July	Ballynahinch	Down Rally
5.	7th September	Enniskillen	Lakeland Stages
6.	21st September	Omagh	Bushwhacker
7.	19th October	Cookstown	Tyrone Stages
8.	9th November	Mid Antrim	Glens of Antrim

Events:

1.1 If any of the above events fail to run on the date(s) listed above it shall cease to be a round of this Championship. (ANICC Rule 14 applies).

1.2 The official title of the championship is:
The McGrady Insurance Motorsport UK Northern Ireland Rally Championship

ARTICLE 2 - ANNOUNCEMENTS

2.1 The McGrady Insurance Motorsport UK Northern Ireland Rally Championship is promoted and organised by the Association of Northern Ireland Car Clubs. This Championship and these regulations have been registered with **Motorsport UK**, the Championship Permit Number is: **2019/009**

2.2 Organisers of qualifying events retain the sole right to select and accept entries for the event. The Championship organisers cannot be held responsible for any competitor not getting an entry, for any reason. It is a competitor's responsibility to obtain Event Regulations and make his/her entries.

2.3 For event award purposes the organisers of each qualifying event must provide classes for each Championship class. Organisers may sub-divide classes if they wish, or include additional classes.

2.4 In the case of any dispute relating to the Championship it will be referred to a panel of three Championship Stewards appointed by the ANICC **drawn from John Richardson, John McLernon, Bryce Sands, Alan Elliott or any other appointed by the Association.**

2.5 From time to time the Championship Co-ordinator may, via the ANICC web site, www.anicc.org.uk and the Championship website, www.nirallychampionship.com issue a Competitors' Bulletin to all competitors. This will have the same force as these regulations.

2.6 The Championship will be run in compliance with the International Sporting Code (and its appendices), the General Prescriptions Applicable to all FIA Championship Rallies, the provisions of the National Sporting Regulations, which comply with the FIA Regulations and these Championship Regulations.

2.7 Deleted.

2.8 Only tyres from the Stage Rally Tyre List 6 (R 48.5.14) will be permitted for use on unsealed surface stage rallies.

Please see Tyre List 6 in Appendix 1 of these Regulations.

Full Stage Rally Tyre List 6 complete with photographs of each tyre is at:

<https://www.motorsportuk.org/assets/stagerallytyrelist6registeredtyrespatterns.pdf>

ARTICLE 3 - ELIGIBILITY

3.1 The Championship is open to those who hold a suitable Competition Licence issued by **Motorsport UK** or Motorsport Ireland and who are fully elected members of Motor Clubs which are affiliated to the following:

1. Association of Northern Ireland Car Clubs
2. Scottish Association of Car Clubs
3. Association of North East & Cumbria Car Clubs
4. The Motorsport Commission of Motorsport Ireland

ARTICLE 4 - REGISTRATION

4.1 In order to score points in the Championship, competitors MUST register. Registration for the Championship is FREE upon completion of an application via www.rallyscore.net no later than 09:00hrs on the date of the first event they wish to count as a scoring round.

When registering Competitors must claim eligibility for the categories listed by ticking the relevant box:

- Junior Driver
- Ladies awards
- Motor Club Team

Please note that points will not be awarded retrospectively under any circumstances.

Note also Article 9.1, Drivers wishing to take part in the NI Junior Championship must claim eligibility by contacting the Championship Coordinator before the first event on which they wish to compete for points.

4.2 Competitors (Drivers and Co-Drivers) names, addresses **and email addresses** will be forwarded to organising Clubs for the purpose of sending Event Regulations. Championship updates will be featured on the ANICC web site, www.anicc.org.uk and the Championship website, www.nirallychampionship.com.

4.3 Competitors must display Championship decals clearly on the car in the locations specified by the Championship Co-ordinator and shown in Appendix 1, i.e. Championship Door Squares and any subsidiary Championship sponsor decals issued by the Championship Co-ordinator. The location of display of the latter is shown at Appendix 1 to these regulations. Failure to display Championship decals as directed may result in Championship points being withheld. This will be a decision by the ANICC SRSC, based on circumstances.

ARTICLE 5 - VEHICLE CATEGORIES AND CLASSES

5.1 The Championship will be divided into Vehicle Categories as follows: -

5.2 (a) Overall (b) Group N (c) Two Wheel Drive (d) Historic

5.3 The championship will be divided into **eleven** Classes: -

NOTE: Classes Formula 1000, 1, 2, 8 and 9 have significant changes since 2018 [See Art. 5.13].

Formula1000	Cars complying with the Junior 1000 technical specification (NB: Drivers must hold a valid full car driving licence!). See Appendix 3 for Technical Specifications.
Class 1	Group N cars up to and including 2000cc (see Article 5.13 for definition).
Class 2	Group N cars over 2000cc (see Article 5.13 for definition).
Class 3	Cars up to and including 1450cc and cars from 1451cc up to and including 1650cc; having not more than 2 valves per cylinder – Two-wheel drive only.
Class 4	Cars from 1451cc up to and including 1650cc, having more than 2 valves per cylinder. – Two-wheel drive cars only, including R2 cars (VR2C)
Class 5	Cars from 1651cc up to and including 2100cc, having not more than 2 valves per cylinder. – Two-wheel drive cars only.
Class 6	Cars from 1651cc up to and including 2100cc, having more than 2 valves per cylinder – Two-wheel drive cars only, including R3 cars (VR3C)
Class 7	Cars over 2100cc – Two-Wheel drive only.
Class 8	Group R5 (VR5), S2000-Rally: 1.6T engine with a 30mm restrictor, S2000 – Rally 2.0 Atmospheric, [cars in this class must run to their homologated specification]

Class 9 **Open Class including any 4wd car not classified in Class 2, 8 or 10; Group R4 (VR4); R5+ (being Group R5 cars modified beyond their homologated specification); all current and previously homologated WRC and Motorsport UK GT cars.**

Class 10 Historic rally cars registered before 31/12/90 (Motorsport UK Cat 1, 2, 3, 4a and 4b. Ref: R49 - **2019** Motorsport UK Blue book.) and historic rally cars complying with FIA Appendix K. (Ref: R49.2 of **2019** Motorsport T UK Blue book.) (See Article 5.14)

5.4 The Overall Category is open to competitors in classes 1 to 10.

5.5 The Group N category is open to competitors in classes 1 and 2.

5.6 The Two Wheel Drive category is open to classes **F1000**, 1, 3, 4, 5, 6, 7 and 10 (2WD only).

5.7 The Historic Category is open to competitors in class 10.

5.8 All cars must comply with the current **Motorsport UK** vehicle regulations (including the requirement for all vehicles to produce a logbook) appropriate to the individual event entered.

5.9 Competitors are reminded of requirements under **2019 Motorsport UK** Yearbook - Competitors: Vehicles; Regulation J5.13.7 where all cars must be equipped with the facility to enable a fuel sample to be taken. Except as provided for in J5.13.7 cars issued with a current CCLB prior to 1 January 2009 are not required to have a self-seal connector.

5.10 All cars must have Mud Flaps fitted behind each wheel. See **2019 Motorsport UK** UK Yearbook R 48.1.12

5.11 See **2019 Motorsport UK** UK Yearbook R 18.6.5/R 19.8.1/R 46.1.5: All competitors must carry within their vehicle a self-contained Spill Kit complying with J 5.20.13 capable of effectively absorbing minor spillages of up to 1.25 litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used Spill Kits are to be disposed of in accordance with local or National guidelines.

5.12 Turbo engined cars, class determined by capacity x1.7; Rotary engined cars, class determined by capacity x1.7.

5.13 Vehicle Regulations for Classes 1 & 2. (Note: ALL competitors take note of Art. 5.16). **[NB Classes 1 & 2 no longer cater for “standard production cars”. The relevant FIA Group N Homologation Papers must be produced at each event and cars must comply fully with Group N Regulations.]**

5.13.1 Cars eligible for Classes 1 & 2 are those, which are, or have at any time been, homologated in Group N as defined in FIA Appendix J.

5.13.2 The standard specification of any model shall be determined by FIA Homologation papers in the case of current and former Group N cars.

5.13.3 In all cases the degree of modification from standard shall be as provided for under FIA regulations for Group N.

5.13.4 The onus of proving eligibility for Classes 1 & 2 rests solely with the competitor **who should ensure that homologation papers are available at events.**

5.13.5 Regulation 5.12 applies.

5.14 Vehicle Regulations for Class 10 (Appendix K) (Note: ALL competitors take note of Article 5.16). In order to run under Appendix K, Historic Rally Cars must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times. Vehicles are exempt from R 46.1.3.

5.15 The onus is on every competitor to ensure that they are entered each championship event in the correct class.

5.16 The ANICC Stage Rallies Specialist Committee have appointed the following **Motorsport UK** Licensed Scrutineer to act as Eligibility Scrutineer for the **2019** McGrady Insurance **Motorsport UK** Northern Ireland Stage Rally Championship: Steven McKeegan.

5.17 Competitors by registering for this championship accept that their competing vehicle(s) may be checked throughout the course of this championship for compliance with the regulations for the class in which it is entered.

ARTICLE 6 - PENALTIES

6.1 Should any car be found to be ineligible for the class entered on any Championship event, or if any competitor is excluded from the Championship or a Championship event for fraudulent or un-sportsmanlike behaviour, or bringing the sport into disrepute, all points scored by both crew members to date may be forfeited. Additionally, any registered competitor who brings the sport into disrepute through the un-authorized use of private and/or Forest Service lands will result in the forfeiture of any points awarded (to-date) and the annulment of their registration for this championship.

ARTICLE 7 - SCORING

The marking system shall be as follows: -

7.1 Overall Classification and Overall Categories

Points will be allocated as follows:

- **1 point to each registered Driver that starts an event.**
- **1 additional point to each registered Driver that finishes an event.**
- **To registered Drivers according to their position relative to other registered drivers in the final overall classification and overall categories of each event the following additional points: 28, 26, 25, 24, 23, etc. down to 3, 2 and 1.**

Points will be allocated to registered Co-Drivers in the same way.

Class Awards

Each class will be marked separately with the leading registered Drivers in the final classification of each class being allocated **points as detailed above**. Points will be allocated to registered Co-Drivers in the same way.

For the final round of the Championship, the above points x 1.5 will be awarded.

7.2 In the event of the penalty in Article 6.1 being applied, there will be no adjustment to the scores of other competitors.

7.3 Points awarded in one class cannot be transferred to any other class. Likewise, points gained as a driver or co-driver are not transferable if the competitor changes 'discipline' during this championship.

7.4 Overall ties will be decided in favour of the Competitor with the greatest number of maximum point scores considering all scoring events; failing this, the greatest number of second points finishes, and so on down until the tie is resolved. If any further ties remain they will ultimately be decided on the basis of performance in the sequential order of events.

7.5 Class ties shall be decided in a similar fashion, by considering points scored down to final registered Competitor in class.

7.6 Competitors will be notified of the Final Championship results by way of a Competitors Bulletin via e-mail or the ANICC web site, www.anicc.org.uk and the Championship website www.nirallychampionship.com .

7.7 For the purposes of Overall, Class and Categories championship points, the following shall apply:

8 events run, 6 to count

7 or 6 events run - 5 to count

5 events run - 4 to count

If less than 5 rounds run, there shall not be a Championship

ARTICLE 8 - AWARDS

8.1 To be Eligible for an award, competitors must start in at least 3 rounds of the Championship **in the Class, Category or Overall Championship**.

Categories.

	Driver	Co Driver
1 st Overall	Perpetual Trophy and Replica	Perpetual Trophy and Replica
2 nd Overall	Trophy	Trophy
3 rd Overall	Trophy	Trophy

GpN 1st Driver, Perpetual Trophy (Article 8.2 does not apply to this award.)

2WD 1st Driver, Perpetual Trophy (Article 8.2 does not apply to this award.)

Historic 1st Driver (Article 8.2 does not apply to this award.)

Classes.	Driver	Co Driver
1 st in each Class	Trophy	Trophy
2 nd in each Class	Trophy	Trophy
3 rd in each Class	Trophy	Trophy

8.2 The Overall Champions (1st Driver and 1st Co-driver) will not be eligible for class awards. Second and third place Overall award recipients will be eligible for their respective class awards.

8.3 Additional awards may be presented at the discretion of the Championship organising Committee (ANICC Stage Rallies Specialist Committee).

ARTICLE 9 – NI JUNIOR CHAMPIONSHIP

9.1 Eligibility - Any Driver registered for the Northern Ireland Stage Rally Championship who was born on or after 1st January 1996. (the onus of proof rests with the Competitor). Any driver wishing to take part in the NI Junior Championship must claim eligibility by contacting the Championship Coordinator before the first event on which they wish to compete for points.

9.2 Points – Points will be allocated according to Article 7 for relevant competitors in the NI Junior Championship

9.3 Awards - 1st Junior Trophy - 1st driver in the NI Junior Championship results. Article 8.2 does not apply to this award.

ARTICLE 10 - NI LADIES CHAMPIONSHIP

10.1 Eligibility – Any female Driver and female Co-driver registered for the Northern Ireland Stage Rally Championship.

10.2 Points – Points will be allocated according to Article 7 for relevant Driver and Co-Drivers in the NI Ladies Championship

10.3 Awards – 1st driver in the NI Ladies Championship; 1st co-driver in the NI Ladies Championship. Article 8.2 does not apply to these awards.

ARTICLE 11 - NI MOTOR CLUB TEAM CHAMPIONSHIP

10.1 Eligibility: When registering for the Championship, Competitors may nominate a Motor Club affiliated to the ANICC for the purposes of the NI Motor Club Team Rally Championship. The Club (or no club) must be nominated at the same time as Competitor registration. Once registered no change to the registered Motor Club is permitted.

10.2 Eligibility: Both crew members (Driver and Co-driver) must be members of the same Motor Club, and although Driver and Co-driver pairings may change from event to event points will only be awarded when both crew members on an event are registered for the Championship as members of the same Motor Club.

10.3 Eligibility: Points may be awarded when (i) the Motor Club is registered with the ANICC and is in good standing according to the ANICC Secretary and Treasurer and (ii) the competitors are both members in good standing of the nominated Motor Club (Valid current Membership cards must be available for inspection by the Championship Coordinator at events)

10.4 Points: Motor Club Team points will be awarded to eligible crews according to the Class points scored (see Article 7.1) and the top three scoring crews for each Motor Club on each event will count towards the Club Team Championship.

10.5 There is no limit to the number of crews any Motor Club may enter on any event.

10.6 All events will count equally (no dropped scores and no bonus multiplier for the final round).

10.7 Awards: A Trophy will be presented to the winning Motor Club.

ARTICLE 12 – ADDRESSES

ANICC website: www.anicc.org
Championship website: www.nirallychampionship.com
Stage Rallies Specialist Committee email address: anicc.rally@gmail.com

Championship Co-ordinator:

Bob McKeown

Address: 22 Annaghone Road, Stewartstown, BT71 5PH

Telephone: 07866253696

E-mail; bobmckeown@gmail.com

Competitors Representative:

Rodney White

6A Carmavy Road

Crumlin

Co.Antrim

BT29 4TF

Tel: 07798 827998 (before 9.30pm)

Email: rodney_white@talk21.com

Forest Liaison Officer:

Ian Hull

ANICC Stage Rallies Specialist Committee (2019):

Championship Coordinator, Competitors Representative, Forest Liaison Officer and the following elected Members: **Gavin Campbell (Chair), Raymond Linton (Secretary), Gerry Cavanagh, Brian Crawford, Gerry O'Doherty, Andy Gilmore, Richard Swanston.**

Appendix 1: Tyre List 6.(2019 Motorsport UK Yearbook p207-208. Any amendments will be advised on www.motorsportuk.org)

LIST 6

Tyres for unsealed surface Stage Rallies:

(L) 11. Other than as specified below only the tyres listed here are permitted for stage rallies subject to R.1.1.9.

Cars using wheels of 12in diameter or less are exempt but the tyres may not be hand cut in any form.

Cross Country vehicles with a valid CCLB and for which a suitable fitting is not available may use tyres from Lists 5(a) or 5(b).

Where conditions dictate the Clerk of the Course, with the agreement of the Stewards of the Meeting, may declare the event to be of "Winter Conditions" and suspend the requirement to comply with Tyre List 6.

It is prohibited to re-groove tyres in this list.

AVON

- SFR • M&S • M&S Evo

DMACK

- DMG+ • DMG+2 • DMG1 • DMG2 • DMG3 • Surface Saver • DMG+22

DUNLOP

- DZ86 R/RW • DZ87R • SP61/82 • SP85

FEDERAL

- G10

HANKOOK

- R201 • R202 • R203 NEW • R203 • R204 • R213

HOOSIER

- GTS • GTM • GTH

KUMHO

- R800 • R900

MAXXIS

- Victra R19

MICHELIN

- FB • LATCROSS HR/HL • TL40 • TL • TZ • TZS • LTX Force T • LTX Force T XL

PIRELLI

- GM • K • KM • XR • Scorpion XR • WRC Scorpion K** • T

MRF

- ZDM3 • ZG1 • ZG2 • ZGM • ZVH1 • ZG3

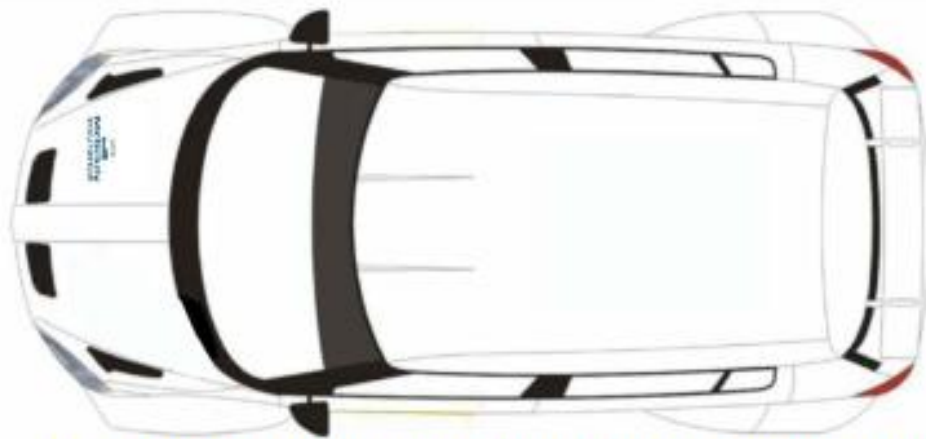
YOKOHAMA

- A035 • A035E • A036 • A053

MAXSPORT

- RB3 Narrow • RB3 Ultra • RB3

**Appendix 2 :
Championship logo and Bonnet Decal**



Positioning of Championship logo / Bonnet Decal on bonnet

Sidewinder Decals : Championship door plates



Appendix 3:

FORMULA 1000 TECHNICAL REGULATIONS 2019

The following regulations are set out in accordance with the Motorsport UK 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 principle that you cannot.

GENERAL DESCRIPTION

The aim of the Class 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 a Motorsport UK 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.

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 2019 is a 2015 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 2015. 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 2015

Furthermore, no parts are allowed to be fitted from donor vehicles that are newer than the 2013 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.

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 Motorsport UK 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 Motorsport UK 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 Motorsport UK 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 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 Motorsport UK 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 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 Motorsport

UK 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 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 Championship reserves 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 Championship 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 Motorsport UK 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 manufacturer's 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 fitted 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 a nominated company agreed with the Championship Scrutineer.

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. Should you have a car that is not on the list please take advice from the eligibility Scrutineer (Steven McKeegan) before buying wheels and tyres.

TYRES

12.0 Only tyres listed in the Northern Ireland Rally Championship regulations are permitted.

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 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.