

**3rd March 2009**

## **GUIDELINES FOR FRONT TO REAR WHEEL DRIVE CONVERSIONS FOR RALLY CARS**

Following feedback received, the Motor Sport Commission has approved the proposed guidelines published in the November 2008 Motor Sport Bulletin with one alteration – sequential gearboxes will be permitted.

Objective:- To improve the choice of rally

cars for competitors who wish to update and want to have a rear wheel drive car in a modern shell. By having a set of guidelines for a “clubman spec” conversion, we would hopefully encourage competitors to build modern cars at a reasonable cost and get a good variety of engine sizes to help diversity

among the classes. As things stand at the moment people who are building RWD cars feel that they have to fit the largest allowable engine to the car, as they can only be approved to run in class 15 anyway. With a change of rules and a “clubman spec” to build to, hopefully we can encourage less powerful cars which will still be good to drive and less expensive to build and run.

Guidelines:-

1. Engine capacity/type to be 2050 cc, 16v maximum. (i.e. only eligible for Classes 9 – 13).
2. Alterations from the bulkhead rearwards being limited to those detailed in FIA Appendix J, Article 279.3.2.2 and shown in FIA Appendix J drawings 279-1 and 279-2.
3. Engine to remain forward of bulkhead/windscreen line.
4. All materials added must be ferrous and must also be welded to the chassis / bodywork/ unitary construction.
5. Standard roof skin must be retained, but a roof vent may be fitted.
6. No titanium, magnesium or alloy suspension parts allowed, unless standard or previously homologated on donor car.
7. Doors and windscreens must remain in the manufacturer’s original material. In all other respects, car to comply with MI Appendix 2 & Appendix 29.

Intending competitors are reminded that if they are undertaking a project like this it would be advisable to talk to an MI Technical Advisory Group member before and during the build to avoid any misunderstandings. The bodysell should be inspected by an MI Scrutineer when alterations are completed and before painting to avoid any problems which could prove costly to rectify in a completed car.

### **MARCH FIXTURES**

1	Kerry	Autotest (H)
1	Carrick-on-Suir	Wm Loughman Forestry Rally (FR)
7/8	Co Cavan	Navigation Trial (NT)
8	Tipperary	Rallysprint
8	Co Kildare	Rallycross – Mondello (RX)
8	Mayo	Stages Rally (SR)
8	Limerick	Autotest
8	Munster KC	Kart Race Meeting (KC)
14	Leinster	Healy Cup Sporting Trial
14/15	Cork	West Cork Rally
15	Carlow	Tynagh Sprint
15	Co Kildare	Race Meeting – Mondello
21	Co Monaghan	Navigation Trial (NT)
22	Co Cavan	Autocross (LS)
22	Munster CC	4x4 Production Vehicle Trial
28	MEC	Devereux Cup Sporting Trial
28/29	Wexford	Hillclimb (HC)
28/29	Birr	Autocross (A)
29	Kerry	Circuit of Kerry Stages Rally (SR)
29	Co Kildare	Autotest (H)

### **APRIL FIXTURES**

3/4/5	TDC	Irish Classic Retrospective Trial
4/5	Clare	Hillclimb (HC)
5	Midland	Stages Rally
5	Skibbereen	Autocross (LS)
5	Kerry	Autotest
5	SKC	Kart Race Meeting (KC)
10/11/12/13	UAC	Circuit of Ireland Int Rally (TROA)
12	Northeast	Autocross (LS)
12	Tipperary	4x4 Production Vehicle Trial
12	Leinster	Race Meeting
12	Munster CC	Moonraker Forestry Rally (FR)
12	Connacht	Autocross (LS)
18/19	Carrick-on-Suir	Autocross (A)
18/19	Galway	Hillclimb (HC)
18/19	MRCCI	Midget Car Race
19	Laois	Autotest
25/26	MEC	Weekend Sporting Trial
25/26	Clare	Autotest
26	IKC	Kart Race Meeting (KC)
26	Wexford	Restricted Mini Stages Rally
26	Co Monaghan	Stages Rally
26	IMRC	Race Meeting – Mondello
26	Castle	Autocross (GS)

## HEAD RESTRAINTS

Drivers and co-drivers of the following models of Historic Rally car are exempt from the requirement to wear a head restraint approved by the FIA,

e.g. HANS®, in Stage Rallies run under an MI permit:

Alpine A110, Alpine A310, Austin-Healey Sprite, Clan Clover, Clan

Crusader, Davrian, Fiat X1/9, Lancia Monte Carlo, Mazda RX7, MGB, MG Midget, Opel GT, Porsche 914, Triumph TR4, Triumph TR7.

## 2009 COMMISSION AND COMMITTEES

John Naylor has been elected as President of the Motor Sport Commission for 2009, with Joe Corcoran as Vice-President.

## DATE CHANGES

Mondello Race Meeting 29.3.09 - change club from Leinster to MEC (since cancelled); MEC Mondello Race Meeting 10.5.09 becomes 9/10.5.09; IMRC Race Meeting 10.5.09 cancelled; Clare Autocross

from 17.5.09 to 19.7.09; Carlow Mondello Race Meeting 21.6.09 cancelled; MEC Mondello Race Meeting 12.7.09 cancelled; Carlow Mondello Race Meeting from 4.10.09 to 11.10.09.

## RACING DATES 2009

Class championship dates for the opening race meetings of the season are listed below. The complete chart will be published in the April bulletin.

RACING CLASS CALENDAR 2009														
DATE	CLUB	VENUE	VEE	SHEANE	FF1600	LIBRE SINGLE SEATER	UNO & PUNTO	ABARTH	PORSCHE	HISTORIC	STRYKER	GLOBAL	SUPERCAR	SALOON CHALLENGE
March 15	CKMC	Mondello	C		C		C			C	C			C
March 28	500 MRCI	Kirkistown	C											
April 12	Leinster	Mondello			C	C	C			C		Cx2		C
Note 1	C = CHAMPIONSHIP ROUND AND Cx2 = DOUBLE HEADER MEETING													

## CHANGES TO CLUB INFORMATION

Leinster MC: Change of e-mail address: [secretary@leinstermotorclub.ie](mailto:secretary@leinstermotorclub.ie)  
M.R.C.C.I.: Paul Duffy, 1 Templemanor Court, Limekiln, Dublin 12. Phone 086-2235504. E-mail: [paulis@eircom.net](mailto:paulis@eircom.net)  
Munster Kart Club: Kieran Coleman,

Millbrook House, Ballinhassig, Co Cork. Phone: 087-9690776 (m). E-mail: [sales@mcdltd.ie](mailto:sales@mcdltd.ie)  
Skibbereen & District CC: Mark Phelan, Mount Pleasant, Bandon, Co Cork. Phone: 087-6931117 (m). E-mail: [marktphelan@gmail.com](mailto:marktphelan@gmail.com)

website: [www.skibbdcc.com](http://www.skibbdcc.com)  
All clubs are requested to immediately notify Motorsport Ireland of any changes to their details as listed in the Yearbook and updated via this bulletin so that we may amend their contact details as soon as possible.

## LICENCES – MEDICAL REQUIREMENTS

### FOR INTERNATIONAL GRADE COMPETITION LICENCE HOLDERS AGED 45 YEARS AND OVER:

All competitors holding INTERNATIONAL grade competition licences, or who are intending to upgrade to INTERNATIONAL grade, and who will be 45 years of age or over, should please note the following:

Appendix 1, 6.5.3, ECG: Applications for "International" grade licences from competitors aged 45 years or over must pass a STRESS RELATED ECG test and have their

Doctor complete sections 2(a) and (b) of the "Doctors Certificate". (Do not send Trace). This test must be completed within one month of the application. This ECG will be valid for the year in which the test was passed plus two calendar years.

The reason we are bringing this to your attention is because we have been informed that, in some parts of the country, it can take up to 3 months

to get an appointment for a "STRESS RELATED" ECG test.

We would advise all intending competitors to organise their ECGs as early as possible in order to avoid disappointment.

The "Stress Related ECG" test is an FIA requirement for all International grade licences.

## BENEVOLENT FUND

The Trustees of the Irish Motor Sport Benevolent Fund for 2009 are: Charles McCollum (Chairman), Eddie Colton, Robert Lyttle, Margaret O'Mahony and Barry Tobin.

## STRANDING SCHEME

As it has not been possible to continue the Stranding Scheme Awards in 2009, Appendix 19 of the Yearbook is cancelled.

## CORRECTIONS TO YEARBOOK

Appendix 25 (Requirements for all Rallies), Article 2.8.1.1:

Road Sections (Competitors and Course Cars).

7 km and upwards

Distance x 1.35 + 3 minutes for formalities.

(eg) 16 km section – 16 x 1.35 + 3 = 24 minutes.

(The time for formalities reverts to 3 minutes as in previous years. The time allowed between Stage Arrival Control (SAC) and Stage Start is increased from 3 minutes to 5 minutes.)

**The Technical Regulations** published in the 2009 Yearbook for the following **car racing classes** are cancelled and the updated versions may be found on the Motorsport Ireland website [www.motorsportireland.com](http://www.motorsportireland.com) under the headings Useful Information / Technical Information:

Appendix 41 Fiat Punto Abarth

Appendix 44 Formula Vee

Appendix 45 Formula Ford

Appendix 46 Formula Sheane

Appendix 48 Historic

Appendix 50 Global GT Lights

**Appendix 70 (Regulations for Kart Racing)**, Article 1.4 (Classes): now reads: 1.4.1.8 Formula Rotax 125 Max,  
1.4.1.9 Super 4/Biland.  
(Reminder – Article 1.5.6 applies)

Appendix 70, Article 2.4.2: now reads: A driver having completed the introduction to Karting course (See Appendix 1, Article 6.8.4) and completed less than 5 events and having less than 5 signatures on the licence upgrade card is considered a novice.

Appendix 70, Article 12: Junior Cadet (Comer): correct weight is 99 kg.

The following requirements for Kart Racing circuits were omitted from Appendix 70 of the Yearbook

and should be added as Articles 6 and 7:

### 6. CIRCUITS

**6.1** A new application for a kart track licence shall be made at least thirteen weeks in advance of any date on which it is proposed to run a meeting. If the organisation is by a new club the first three meetings after the granting of a Track Licence shall be restricted to members of the organising club and shall be subject to observation before upgrading.

(a) Track Licences for new Short Circuits will only be granted after inspection by MI. Licences will be graded as follows:

(i) suitable for all status meetings up to and including International.

(ii) suitable for all status meetings up to and including National. If a Long Circuit track incorporates a Short Circuit, these will be subject to individual grading and Track Licences.

(b) Existing Track Licences will be graded as above by an inspection.

**6.1.1** There are four categories of track for Kart racing:

(a) **Kart Permanent:** Tracks with a lap distance of less than 1500m, where the shape can be determined at any time and all protective barriers are permanently in position.

(b) **Kart Temporary:** Tracks with a lap distance less than 1500m, where barriers are not permanently positioned.

(c) **Round the Houses:** Tracks using public roads or passing through residential areas or so classified by MI.

(d) **Long Circuits:** Any Kart circuit, other than (c), exceeding 1500m in lap distance, and all licensed Motor Race Circuits.

**6.2.** Except where varied on the track licence, all tracks shall comply with the following conditions:

(a) Minimum width - 6m.

(b) Chicanes are not encouraged but when essential they must be approved by MI.

(c) The surface shall be similar, i.e., sealed or unsealed, throughout the length of the track.

The surface shall be durable and well graded, free of holes, rough spots or loose particles. All obstacles to a Kart leaving the track such as poles, ditches, etc, shall be suitably protected.

**6.2.1.** The track edges shall be marked in a manner approved by MI. Half tyres set in the ground must not be used, and there shall be no drop between the edge of the track and the verge. Any marker shall be of such size and weight that it will not constitute a hazard.

**6.2.2.** Where alternative routes on the same track may be used, those not in use must be clearly marked by bollards or marker boards. Painted lines on the track surface are not sufficient.

**6.2.3.** Any area which may at any time during practice or racing contain any persons, other than members of the organising staff carrying out their duties or competitors actually taking part in an event, should be protected from the track and from any area where Karts are in motion, by a physical barrier and safety precautions conforming to the following specification: A barrier of a permanent type having a continuous, smooth, vertical face of at least 1m in height on the track side and of sound construction so as to be incapable of deflection away from the track if struck by a Kart travelling at the maximum speed likely to be achieved at that portion of the track. If this barrier is used to contain the persons in the enclosure it must be sited not less than 3m from the edge of the track. On a bend or corner, if this barrier is less than 10m from the edge of the track, there should be a post and rope fence, keeping spectators a further 1m behind the barrier. Under no circumstances may any spectator be within 3m of

the edge of the track on a straight, or 8m on a bend or corner.

**6.2.4.** Greater safeguards may be required if an area is deemed to be hazardous or in the vicinity of Karts travelling at high speeds. In all cases, the maximum possible space shall be allowed in head-on situations and through any corner. Energy absorbing protection of either tyre stacks or straw bales should be placed directly in front of the ultimate barrier in head-on situations.

**6.2.5.** No variation of barriers/enclosures from the Track Licence will be permitted unless specifically approved by MI.

**6.2.6.** Access to all enclosures and to the track should only be by means of controlled entrances.

**6.2.7.** Temporary tracks will be subject to MI approval and must conform in all ways to the approval conditions.

**6.3.** The maximum number of starters will be determined as follows unless otherwise stated on the Track Licence.

**Min. Width 6m**

Non-Gearbox ... 4 per 100m, max 24  
Gearbox ..... 3 per 100m, max 18  
250 Int ..... 3 per 100m, max 18

**Min. Width 7m**

Non-Gearbox ... 5per 100m, max 34  
Gearbox ..... 4 per 100m, max 30  
250 Int ..... 4 per 100m, max 30

**6.3.1.** The grid for a standing start should be laid out so that there is at least 4m between the front of each row. The grid formations shall be:

**Track width:**

6-8m 2x2x2 maximum  
8-9m 3x2x3 maximum  
9-12m 4x3x4 maximum  
(If approved by MI)

**7. EQUIPMENT**

**7.1.** The following minimum equipment is mandatory for all Kart meetings.

**7.1.1.** Warning notices, tickets, armbands, etc., as specified hereunder.

**7.1.1.1. Warning Notices**

The following notices should be prominently displayed as appropriate.

**7.1.1.2.** At any entrance to an event or part of an event on private ground - Notice 'A'.

**7.1.1.3.** Unless any enclosure is surrounded by secure fencing, in the area between the enclosure and the course there shall be displayed at intervals Notice B or notices stating that 'This area is Prohibited and the public are not permitted'.

**Notice A**

WARNING MOTOR SPORT CAN BE DANGEROUS DESPITE THE ORGANISERS TAKING ALL REASONABLE PRECAUTIONS UNAVOIDABLE ACCIDENTS CAN HAPPEN IN RESPECT OF THESE YOU ARE PRESENT AT YOUR OWN RISK

**Notice B**

PROHIBITED AREA SPECTATORS ARE NOT PERMITTED IN THE AREA BEHIND THIS NOTICE ANY SPECTATOR ENTERING THE PROHIBITED AREA WILL BE REGARDED AS A TRESPASSER

**7.1.1.4.** Organisers may also use a notice stating 'It is a condition of your presence that you will obey the instructions of Marshals in relation to the Safety of yourself and others'.

**7.1.1.5.** All officials, Marshals and members of the press must be identified by armbands, tabards or badges which are not transferable. They undertake their duties at their own risk and must not go nearer the course than is essential to the performance of their duties. No official under the age of 18 should be given duties which require him to be outside an enclosure.

**7.1.1.6.** The programme of the meeting, all tickets, badges,

tabards, labels (including kart labels) and passes of admission whether for spectators or officials shall bear or be accompanied by a copy of Notice 'A'.

**7.1.1.7.** Where the wording is printed on the reverse side of a ticket, armband or lapel badge, the words 'for conditions of admission see over' should appear on the face of the ticket, armband or lapel badge.

**7.1.2.** Flag signals shall be as detailed in Article 15 of Appendix 40.

**7.1.3.**

Fire extinguishers (minimum 2kg dry powder) with certificate from the manufacturers or their agents issued annually prior to the season's racing to the effect that they are in working order. As a minimum one must be available at the start line, two in the paddock in clearly visible positions, and one at each Marshal Post.

**7.1.4.** Track cleaning equipment comprising two units of:

- (a) One ordinary shovel.
- (b) Two brooms.
- (c) A metal container of 3kg dry cement or suitable cleansing agent for removing oil.

**7.1.5.** A public address system available to the Clerk of the Course (a hand-held powered megaphone is acceptable as a minimum), for communicating with competitors.

**7.1.6.** A Starter's Sheet and an Officials' signing-on sheet, in the control of the Secretary of the Meeting.

**7.1.7.** An Official Notice Board, prominently sited in the paddock for all official communications, grid positions and race results.

**7.1.8** Scales with current Calibration Certificate. Checkweights and procedures per MI specifications.