

4th November 2008

RALLY IRELAND

We are now just twelve weeks away from hosting our second World Rally Championship event, Rally Ireland 2009. While the event, on the ground, is pretty much organised at this stage, the recruitment and training of officials is ongoing.

Once again, we are stunned at the response of people who have come forward with offers of help. The Rally Ireland office is working flat out to co-ordinate all of the officials necessary to organise such an important event. We are extremely

grateful for this support, which, as we have said many times already, is vital to the success of Rally Ireland.

MI FUNDING FOR DRIVERS (STRANDING SCHEME)

Competitors are reminded that applications for a share of the funding, which MI has put in place thanks to Irish Sports Council grants, must be received not later than 9 January 2009. Full details of eligibility for the scheme are contained in Appendix 19 of the MI Yearbook.

IRISH SPORTS COUNCIL GRANTS

Clubs who wish to be considered for a grant from the Irish Sports Council funding for hosting International events in 2008 should make application to MI not later than November 30 for consideration at the next MSC meeting.

BENEVOLENT FUND

The Motor Sport Commission has appointed Robert Lyttle to the position of Trustee of the Irish Motor Sport Benevolent Fund, in addition to the existing Trustees, who are: Charles McCollum (Chairman), Eddie Colton, Margaret O'Mahony and Barry Tobin.

CAC LOCATION

The next meeting of the Competitions Advisory Committee (CAC) will be held on Tuesday 25 November at 8.00 pm in the Green Isle Hotel, Naas Road (just off the N7 near Newlands Cross).

FIA PIRELLI STAR DRIVER EUROPEAN SHOOT OUT

Although he wasn't selected as one of the two winners of the Pirelli Star Driver scheme following the shoot-out competition in Austria on October 24/25, Motorsport Ireland are delighted at Keith Cronin's efforts on our behalf. If any justification were needed for his 2007 Billy Coleman Award as Young Rally Driver of the Year, then it was there for all to see in his performances on the two stages which were included in the two day competition. Ranged against 17 other drivers nominated by their countries' National Sporting Authorities, the 22 year old Bantry driver set a stunning best time on the tarmac stage, seven seconds ahead of his nearest rival, and fifth quickest on the mixed surface test. However, despite this, the judging panel chose Finn Jarkko Nikara and Martin Semerad from the Czech Republic as the two winners of the award, which will enable them to contest six WRC events each in 2009 driving either a Group N or Super 2000 car.

NOVEMBER FIXTURES

1	TDC	Autotest
1	GSMC	Hand Cup Sporting Trial
1/2	Cork	Startrek Navigation Trial (NT)
2	Galway	Sprint
2	Limerick	4x4 Production Vehicle Trial
2	Carlow	Rallycross - Mondello (RX)
2	Carrick-on-Suir	Rallysprint
2	Castle	Autocross (LS)
2	Imokilly	Autocross (LS)
8/9	Donegal	Navigation Trial
9	MEC	Rallysprint - Mondello
9	Northeast	Autocross (LS)
9	Kerry	Mini Stages Rally
15	Leinster	Cahill Cup Sporting Trial
15	IKC	John Brennan Memorial Kart Race Meeting
15/16	Co Monaghan	Navigation Trial
16	Co Kildare	Rallycross (RX)
22	Dunlop Vard Championship	Prizegiving Night
22/23	Skibbereen	Carbery Navigation Trial
23	TDC	Howard Wilde Memorial Autotest (H)
23	Cork	4x4 Production Vehicle Trial
23	Co Cavan	Autocross (LS)
29/30	Carlow	Autotest (H)
29/30	Midland	Navigation Trial (NT)
30	Birr	Autocross (LS)

DUNLOP MOTORSPORT IRELAND

YOUNG RACING DRIVER OF THE MONTH - SEPTEMBER 2008

21 year old Paul Grogan from Rathcroogue, Co Carlow has been selected Dunlop Young Racing Driver of the Month for September.

Paul's achievement is all the more noteworthy because of his main motorsport involvement as a Timekeeper and as a Rallycross competitor of some note, having come second overall in the most recent Rallycross Championship Series. Recently he turned his hand to a Global Light sports car and put in a very creditable performance at his first outing, finishing 7th and 8th overall in a field of 20 sports cars at the Carlow Race Meeting at Mondello on September 28.



Delighted to be nominated as Driver of the Month for September, Paul expressed his appreciation for all his sponsors throughout the year, namely

Milltown Engineering, Mondello Park Ltd, Access Solutions and the Bunclody Motors Ltd Rallycross Team – all of whom have helped with his success.

Paul is the sixth and final Dunlop Driver of the Month for 2008, and is now a contender for the prestigious Dunlop Motorsport Ireland Young Racing Driver of the Year Award, the total prize fund of which is €50,000. This award is presented annually and is sponsored by Irish Dunlop Ltd with additional support from the Irish Sports Council and Motorsport Ireland.

PROPOSED GUIDELINES FOR FRONT TO REAR WHEEL DRIVE CONVERSIONS FOR RALLY CARS

This is a discussion document. All comments are welcome, and should be sent to the Motorsport Ireland office by 31 January 2009.

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.
 8. No sequential gearboxes allowed.
- In all other respects, car to comply with MI Appendix 2 & Appendix 29.

If 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. Shell 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.

LICENCE STATISTICS

The following figures relate to the number of competition licences issued up to and including 31 October:

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Renewals	1897	1946	1986	2189	2410	2672	2837	2648	3232	3279	3433	3627	3804	3981	4010
First Time	512	542	642	674	758	757	937	695	893	845	809	713	735	805	785
Total	2409	2488	2628	2863	3168	3429	3774	3343	4125	4124	4242	4340	4539	4786	4795

HISTORIC RALLY CARS

The possibility of adopting FIA Appendix K technical regulations for Historic Stage Rallies has been suggested. Before considering this further, we would greatly appreciate feedback on

this suggestion from competitors with existing cars, or those who intend to enter this branch of the sport. Please forward your comments in writing to Motorsport Ireland, 34 Dawson Street,

Dublin 2 or info@motorsportireland.com headed "Appendix K" to arrive no later than 31 January 2009.

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