

BRICK & STEEL

1000 junior ECOSSE CHALLENGE

The Rules and Regulations
of the
Brick & Steel Junior 1000 Ecosse Challenge
for 2014.

RALLYING FOR 14 TO 17 YEAR OLDS

SUPPORTED BY:



BRANSTON

Power-tune
Scotland



YOKOHAMA
Motorsports

GoMotorsport



RSAC
Motorsport

**The Rules and Regulations
of the
Brick & Steel Junior 1000 Ecosse Challenge (“*the Championship*”) for 2014.**

1. GENERAL

1.1 *The Championship* is registered with the Motor Sports Association (MSA) to RSAC Motorsport Limited.

Permit Number: 31/2014

1.2 The title sponsor shall be BRICK & STEEL Construction Limited

1.3 *The Championship* shall be organised by The J1000 Ecosse Challenge (*the Organiser*) in accordance with the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA), these Regulations and any subsequent bulletins.

1.4 *The Championship* is open to any **ELIGIBLE COMPETITOR** who wishes to enter, at the discretion of the *Organiser*.

1.5 Eligible Competitors

1.5.1. All competitors **MUST** be a member of a car club registered with the Scottish Association of Car Clubs

1.5.2 Memberships must be valid from the 1st January 2014 until the 31st December 2014 inclusive.

1.5.3 The following fees apply:

**Championship Registration for Driver £40
Championship Registration for Co-Driver £20**

1.6 All protests in respect of these Regulations must be lodged in accordance with the General Regulations of the MSA.

1.7 Changes or additions to these Regulations shall be communicated through bulletins emailed or sent to the address of each Registered Driver and Co-driver.

1.8 Registration in *the Championship* does not guarantee entry on any of the qualifying events. Competitors must ensure that they have entries submitted as early as possible.

1.9 The *Organiser* has the right to refuse registration or exclude any Registered Driver or Co-driver from *the Championship*.

1.10 In the event of any unforeseen circumstances causing *the Championship* to be shortened or cancelled, the *Organiser* may, at its discretion, refund Driver or Co-driver Registration fees after deducting an amount to cover administration costs.

2. Specific Driver Requirements

2.1. Drivers must be a minimum of 14 yrs old to compete. Drivers may compete until the 31st December in the year of their 17th Birthday.

2.2. Minimum height of 1.40m

2.3. Must have completed a minimum of 3 production car autotests, one of which **MUST** be observed by the *Organiser*.

2.4. Drivers must have passed the Junior 1000 BARS entrance test.

2.5. Drivers will **NOT** hold their own licence, instead licences will be held by the Junior 1000 Ecosse Challenge Championship Secretary. Therefore it will be the Junior 1000 Ecosse Challenge Championship Secretary who acts on behalf of the *Organiser* when matters involving licences arise.

3. Specific Co-Driver Requirements

- 3.1. Must meet the qualifications of a Stage Rally National A or higher grade licence (Per MSA Yearbook R.45.2.5) Co-drivers will be issued with a *Championship* Registration card which will carry a notice signed by the *Championship* Secretary stating that the necessary qualifications have been met and checked. This will have to be produced when signing on at J1000 events.
- 3.2. Must be 21 years of age or older
- 3.3. Must be Child protection accredited. This requires registration in the PVG Scheme in Scotland.
- 3.4. Parents/ Guardians CANNOT co-drive for their own son/ daughter.
- 3.5. Brothers/ Sisters are able to co-drive for Junior Drivers provided points 3.1-3.3 inclusive are not contravened.
- 3.6. PVG registration will be organised through the *Championship*

4. Other Requirements

- 4.1. Any protest regarding car eligibility must be made on the official Junior 1000 protest form by the co-driver. As the co-driver is over the age of 18, they will take full responsibility for any protests the crew may wish to submit. Protest forms must be sent or given to the Junior 1000 Ecosse Challenge Co-ordinator. Each properly presented protest will be considered by the Junior 1000 Ecosse Challenge Co-ordinator and Junior 1000 Ecosse Challenge Eligibility Scrutineer. If they cannot resolve the matter easily or if a thorough check of a vehicle is required, then the protesting co-driver must lodge a formal protest in accordance with the General Regulations of the MSA and pay all associated fees and costs.

Queries or comments about technical matters on rivals cars may ONLY be made by the co driver and on the correct form. Any other parent, guardian, team member or associate who attempts to raise technical issues in any other way, at any time, may be responsible for the Junior they represent being excluded from the *Championship*.

- 4.2. The *Organiser* has appointed Gordon Hay as the Eligibility Scrutineer. He shall be Judge of Fact on all technical matters, including eligibility (cars and tyres). Any car that the named official deems illegal may not be permitted to start the event or in the case of technical discrepancies being discovered during or immediately after any event, *Championship* points may be forfeited.

All Juniors are reminded that their car MUST pass all other safety aspects for each rally (i.e Scrutineering, Noise Test).

- 4.3. Should the Eligibility Scrutineer find that a car is not eligible, or should a car or part thereof not be presented for Eligibility Examination as required, the Driver and Co-driver concerned will be reported to the *Championship* Stewards. The minimum penalty that the Stewards can apply will be to exclude the Driver and Co-driver concerned from scoring points in *the Championship* on that event and for that event to count as one of their scoring rounds. This is as per RAC MSA Yearbook C 6.5.
- 4.4. If a car is deemed to be ineligible because a sealed component does not comply, then the *Championship* Stewards will instruct that the Driver and Co-driver concerned forfeit all relevant class points in *the Championship* retrospectively from when the *Championship* Stewards report to when the sealing was recorded by the Eligibility Scrutineer.
- 4.5. The *Championship* Stewards may waive the penalty/penalties imposed under paragraph 4.3 and/or 4.4 if the Eligibility Scrutineer rules that ineligibility is the result of an accident.
- 4.6. Competing vehicles may be subject to an eligibility check at any time. If the appointed Eligibility Scrutineer is not present at an event, then the MSA approved Scrutineer appointed by the organisers for the event may seal or record any components for later examination by the Eligibility Scrutineer. Paras 4.3 and 4.4 will apply.
- 4.7. The penalties stipulated in paragraph 4.3 and 4.4 may be increased following upon an MSA Disciplinary Tribunal.
- 4.8. It is the Driver and Co-driver's responsibility to ensure that their vehicle complies with *the Championship*, and MSA Technical Regulations.

- 4.9 If a vehicle has been given written dispensation from the *Championship* Eligibility Scrutineer for any parts or alterations that are not defined within these *Championship* Regulations, the Driver and Co-driver must carry the relevant papers at all times, and may be required to produce these on demand. Non-compliance may incur penalties as per paragraph 4.3 and/or 4.4
- 4.10 Post-event Eligibility Scrutineering may be carried out at the discretion of the *Championship* Co-ordinator and the Eligibility Scrutineer or his deputy. Failure to attend, for whatever reason, will result in the crew scoring a 0 for that round. It will also count as one of their counting scores for the *Championship*, and cannot be used as a dropped score.
- 4.11. Any parent/ guardian who in the opinion of an event official or *Championship Organiser* is found to be causing disruption during any meeting or at any other time will be reported to the *Championship Stewards*.
- 4.12. Any contact between Juniors or their vehicles, which in the opinion of an event official or *Championship Organiser* was deemed to be inappropriate or deliberate will result in any offending party being reported to the *Championship Stewards*.
- 4.13 If it appears to the *Championship Organiser* that any registered competitor may, by his/her words or actions, have brought the *Championship* into disrepute, the *Organiser* may, at its discretion, convene a hearing at which all interested parties will be entitled to be heard. Following the conclusion of such a hearing the *Organiser* may report the offending party to the *Championship Stewards*.
- 4.14 After considering reports from 4.11, 4.12, 4.13, the *Championship Stewards* can exclude a Junior Driver from the *Championship*. Exclusion from the *Championship* will also result in the withdrawal of Junior Licences.
- 4.15 If a Junior is excluded from a *Championship* event, that event will be counted as one of their scoring rounds and will score 0 points

We do not wish to see the penalties of this section in operation, however it must be clearly understood that any unacceptable behaviour will be dealt with in the strictest possible way.

5. Licence Application

- 5.1. Junior Drivers will NOT hold their own Licence's. The following procedures MUST be completed in order to qualify for a Junior Rally Driver's Licence.
- 5.2. Junior Drivers must complete a Junior 1000 BARS examination at a licensed BARS centre. BARS examiners will be required to fill out the relevant section of the current MSA Licence Application form showing successful completion of the BARS course.
- 5.3. When a Junior Driver applies for a Junior 1000 BARS course, they will receive an MSA Go Rallying Starter Pack which will contain material required to prepare for the basic BARS test. In order to compete in the Junior 1000 Ecosse Challenge, Junior Drivers must also complete additional tests as required by the Formula 1000 Club. This is intended as a safety measure to ensure all Juniors have sufficient control before being allowed to compete. Details of this test will be published on the *Championship* website or by contacting the Junior 1000 Ecosse Challenge *Championship Secretary*. Tests for the Junior 1000 Ecosse Challenge may be carried out by Knockhill Racing Circuit and the charge will be £299 for the complete set including the MSA Starter Pack.
- 5.4. Junior Drivers will be required to complete three Production Car Autotest's (known as PCA's). One of the three PCA's must be observed by officials appointed by the *Organiser*.

If the Clerk of Course is satisfied that the Junior Driver has completed the PCA in a competent and safe manner they may sign your PCA Signature Card. The PCA Signature Card holds a record of your PCA signatures.

To clarify – You require three Clerk of Course signatures, plus one Junior 1000 Ecosse Challenge official's signature. The PCA Signature Card is available to download from www.ecossechallenge.co.uk or from the Junior 1000 Ecosse Challenge *Championship Secretary*.

- 5.5. Once part's 5.2-5.4 have been completed, Junior Drivers will be required to send all necessary forms to the Junior 1000 Ecosse Challenge Championship Secretary. This includes MSA application form, PCA Signature Card and any *Championship/* licence fees All cheque's should be made payable to "The 205 Ecosse Challenge" except when applying for the MSA Competition licence. The directions for payment of this licence are on the MSA licence application form.

Juniors who have previously completed sections 5.2-5.4 will not be required to follow 5.2-5.4 in subsequent years but MUST still send their Junior Licence application to the Junior 1000 Ecosse Challenge Championship Secretary.

Once the forms have been received by the Junior 1000 Ecosse Challenge Championship Secretary, he/she will apply to the MSA for the Junior Licence. All forms must be completed correctly. Incomplete forms will not be processed. If you have any questions or are uncertain that you have completed your forms correctly then please contact the Junior 1000 Ecosse Challenge Championship Secretary or the Junior 1000 Ecosse Challenge Co-ordinator and they will gladly help out as best they can.

Once the licence has been processed by the MSA the Junior 1000 Ecosse Challenge Championship Secretary will be notified. The Junior Driver will be informed of their successful application in due course. Please note that the MSA will only issue a Licence when the Junior Driver has registered with one of the UK Junior 1000 Championships and the corresponding Championship Secretary has confirmed this in writing. If you are not registered in a J1000 Championship then you do not have a Licence.

- 5.6 The "Official" licence will be kept by the Junior 1000 Ecosse Challenge Championship Secretary who will be on hand at Signing-On to make sure all documentation can be completed correctly. The Junior 1000 Ecosse Challenge Championship Secretary reserves the right to send another member in his/her place if matters arise rendering him/her unavailable.
- 5.7 The MSA and the *Organiser* reserve the right to refuse or withdraw any Junior licence.

6. Championship Format

- 6.1. The *Championship* will consist of the following events, all of which are multi-use stage rallies on sealed surfaces.

1. **Kames Junior Rally – 20th April 2014.**
Nat B Organised by East Ayrshire Car Club
2. **Junior Summer Crail (Crail, East Fife)– 14th June 2014.**
Nat B Organised by Glenrothes Motor Sport Club.
3. **ALBAR Kames Junior Rally, Kames (near Ayr) – 13th July 2014.**
Nat B Organised by East Ayrshire Car Club
4. **Solway Coast Junior Rally, Kirkcudbright – 10th August 2014**
Nat B organised by Solway Coast Car Club (See Note 1)
5. **Knockhill Junior Rally 1 – 30th August 2014.**
Nat B Organised by Border Ecosse Car Club
6. **Knockhill Junior Rally 2 – 20th September 2014.**
Nat B Organised by RSAC Motorsport
7. **Kames Junior Rally – 19th October 2014.**
Nat B Organised by East Ayrshire Car Club
8. **Glyn Memorial Rally, Anglesey – 1st/2nd November 2014**
Nat B Organised by Caernarvonshire & Anglesey Motor Club (See Note 2)

Best 6 results from 8 starts

Note 1 Competitors must have completed at least 1 other Junior event (in any Junior 1000 Championship) before they will be allowed to compete on this event.

Note 2 Competitors will have their points scored on this event multiplied by 1.5. This will not apply to start bonus points.

7. Classes

There will be NO classes

8. Points

- 8.1. Points will be scored based on performance on each event. No points will be awarded for events tackled before registration.
- 8.2. Points will only be scored on the designated *Championship* rounds per 6.1
- 8.3. Overall: 30pts for 1st, 28pts for 2nd, 26pts for 3rd, 25pts for 4th, and so on down to 1pt for 28th.
- 8.4. All competitors who start an event will score 1point until they reach their maximum allowed scores
- 8.5. Drivers and Co drivers may start as many events as they wish.
- 8.6. Any queries regarding *Championship* points must be addressed to the Junior 1000 Ecosse Challenge Championship Co-ordinator. There will be no fee incurred
- 8.7. The minimum number of events required to constitute a *Championship* is 4.

If the number of events available fails to reach the minimum numbers above then the *Organiser* reserves the right to cancel or adjust the championships as deemed necessary.

- 8.8. If an event is cancelled or unable to meet our requirements a suitable replacement may be found by the *Organisers*. All registered competitors will have to give their approval per MSA Yearbook D.11
- 8.9. In the event of a tie, a tie decider WILL be used. There are three steps to deciding who wins.

Step 1 – The contender with the highest number of wins is the winner.

Step 2 – The winner of the first encounter (of the calendar year) between the tied contenders will be the winner.

Step 3 – If steps one and two fail then the person who scored most first in the calendar year will be the winner.

Please note that the tie decider is used to separate people on the same score and does not mean that if you have won more events you are automatically winner. You MUST be one of the contenders on the same points.

9. Results

- 9.1. Results will be published after each round as soon as possible on the *Championship* website.
- 9.2. The final *Championship* results will be published on the *Championship* website once the *Championship* is complete and will be posted as provisional for two weeks to allow any enquires or disputes to be handled.

10. Annual Awards

- 10.1. All competitors MUST have started a minimum of 4 *Championship* events in order to be eligible for an award.
- 10.2. Awards may be added or removed at the *Organiser's* discretion.
- 10.3. Overall awards will be awarded to drivers and co-drivers.
- 10.4. Provisional list of awards:

1st o/a

2nd o/a

3rd o/a

- 10.5 The Knockhill Junior 1000 Ecosse Challenge Trophy will be awarded to the First Overall Driver to be held for 1 year
- 10.6 The Pearsons of Duns Junior 1000 Ecosse Challenge Cup will be awarded to the First Nissan Driver to be held for 1 year
- 10.7 Perpetual trophies remain the property of the *Organiser*. These MUST be returned to the Championship Secretary by the 3rd November 2014 or on request, whichever is the sooner.

11. Disputes

- 11.1. In the event of any dispute a written query must be sent to the Junior 1000 Ecosse Challenge Championship Secretary who will present it to the Championship Stewards.

12. Advertising and Sponsorship

In order to score *Championship* points competitors are required to display decals promoting both the *Championship* and club supporters. These decals must be fixed in specific locations as detailed in these Regulations or subsequent Bulletins. Failure to display correctly positioned decals at any time during a *Championship* round may result in loss of points for that event. The decision regarding the application of point's loss for incorrectly displaying *Championship* decals lies solely with the Junior 1000 Ecosse Challenge Co-ordinator and/or Junior 1000 Ecosse Challenge Eligibility Scrutineer.

Failure to display *Championship* decals will not result in the Junior Driver being refused a Start on the event.

Competitors are advised to send all press releases, video clips or any other form of media coverage to the Junior 1000 Ecosse Challenge Co-ordinator so that they can be put up on the website.

13. Testing

NO Testing will be allowed at any venue that a junior is to compete at after the publication of the event regulations.

Exceptions are;

- 1. A Junior may test at this venue after the publication of the regulations if they do not enter the event
- 2. If the test is arranged by the *Organisers*, and is open to all Juniors. This test must be officiated or observed by the *Organiser*
- 3. Any Track Days at Kames organised by East Ayrshire Car Club

14. Competing on other Championships

- 14.1 Competitors registered in the *Championship* may want to compete on individual events in the Kick Energy Junior 1000 Rally Championship or The Junior 1000 Rally Challenge (Ireland). They can do this as a "guest" entry without registering in that Championship. The following conditions apply:
 - 14.1.1 Points may not be scored in the Kick Energy Junior 1000 Rally Championship nor The Junior 1000 Rally Challenge (Ireland) for "guest" appearances
 - 14.1.2 Entries must be agreed with the Junior 1000 Ecosse Challenge Championship Secretary and the Kick Energy Junior 1000 Rally Championship Secretary or The Junior 1000 Rally Challenge (Ireland) Championship Secretary prior to submitting an official entry for the event.
 - 14.1.3 Cars and crews must comply with the regulations of the respective Championship in **which they are registered**.
 - 14.1.4 Entries must be under Formula 1000 Club. Junior 1000 Ecosse Challenge registered competitors will have to join the F1000 Club.
 - 14.1.5 Reciprocal arrangements will exist between all MSA approved Junior Rally Championships.

14.2 Competitors registered in the Brick & Steel Junior 1000 Ecosse Challenge can register in the Kick Energy Junior 1000 Rally Championship or The Junior 1000 Rally Challenge (Ireland) but this will be a separate registration and the rules and regulations of the Kick Energy Junior 1000 Rally Championship or The Junior 1000 Rally Challenge (Ireland) will apply. Separate fees will also apply.

Officials - Brick & Steel Junior 1000 Ecosse Challenge 2014

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Technical Regulations for The Brick & Steel Junior 1000 Ecosse Challenge 2014

INTRODUCTION

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following text does not clearly specify that "you can do it", you should work on the principle that you cannot

IT IS YOUR RESPONSIBILITY TO ENSURE THAT YOUR CAR IS LEGAL IN ALL RESPECTS AT ALL TIMES. Failure to accept these rules will invalidate your Brick & Steel Junior 1000 Ecosse Challenge status.

The *Organisers* referred to in these regulations are the elected members of the Organising Committee of the Brick & Steel Junior 1000 Ecosse Challenge for 2014 and the technical team thereof.

GENERAL DESCRIPTION.

The Championship aims to encourage competition for cars of less than 1000cc engine capacity, that handle and stop well, are reliable, cheap to run and can be used on other events with minimal changes. It should be noted that these regulations are for stage rally cars and require an MSA competition car logbook.

Exceptionally the *Organisers* reserve the right to change any of these rules, at any time in order to facilitate safe and fair competition, publicising the changes by email or post to all registered competitors. Details will also be posted on the *Championship* website. A time of 14 days will be allowed from initial notification to implementation. There will be no lenience in this time interval.

CLASSES.

There will be no classes within the Brick & Steel Junior 1000 Ecosse Challenge. All cars will be factory standard (production models)

TECHNICAL REGULATIONS IN DETAIL.

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

The *Organisers* may require any engine or transmission part or parts to be stripped for inspection. Sealing may be carried out with a view to stripping at a later date. Refusal to allow this will result in all *Championship* points up to and including the date of the request being forfeited. The cost of any stripping will be borne by the competitor.

ENGINES.

1.1 Engines must be a maximum of 1000cc capacity. There is no rebore allowance. If your engine is worn then a breaker's yard replacement engine of the same type, of the correct capacity and of the same related model may be fitted, The fitting of a later engine from a newer model is not allowed eg a Micra K11 motor cannot be fitted to a K10 model. If such a replacement is not available, then reboring for the purposes of re-linering the engine to the correct capacity is allowed. Reboring an engine and then short-stroking by swapping or modifying the crank in any way so as to achieve the correct engine capacity is not allowed.

It is your responsibility to make sure the engine complies with the *Championship* rules.

Motor cycle engines are specifically not allowed, even if the manufacturer supplied such an engine as standard.

1.2 It may be permitted to transplant a sub-1000cc engine into an originally higher specification car. E.g. Nova GTE with 993 cc Vauxhall engine. (Please note if you think this may apply to you contact the Junior 1000 Ecosse Challenge Co-ordinator for clarification BEFORE spending time or money)

1.3 Diesel engines are not allowed

1.4 Rotary (Wankel) engines are not allowed

1.5 Forced induction is not allowed

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

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

1.8 For the purpose of these regulations models of any car differing in specification, including alternate manufacturer names will be considered to be the same vehicle. K11 Micras of any age are considered the same as each other. Toyota Aygo, Citroen C1, Peugeot 107 are considered the same as each other. Nissan Pixo and new Suzuki Alto are considered the same as each other. For clarification on other cars contact Junior 1000 Ecosse Challenge Co-ordinator

ENGINES PART 2 (DETAIL)

2.1 Carburettor or fuel injection is only permitted as originally fitted to the sub-1000cc engine.

2.2 Air filters and trunking are free, but must be fitted. These may be modified but all incoming air must go through the filter, i.e. no by-pass systems.

- 2.3 Cold air boxes may be fitted.
- 2.4 Carburettors may be set up to optimise jettings.
- 2.5 Fuel pumps are free
- 2.6 Adjustable fuel pressure regulators may be fitted.
- 2.7 Inlet and exhaust manifolds must be original and unmodified in any way. They may be sourced from other sub-1000cc models by the same or related manufacturer.
- 2.8 Exhaust pipes, silencers and their routing are free from the exit of the exhaust manifold, with reference to (J)5.16. 1-7 Exhaust by-pass systems are not allowed.
- 2.9 It is permitted to fit a sub-1000cc engine into a car of the same model, but all other performance related engine parts must be from that sub-1000cc engine. E.g. When fitting a 993cc Vauxhall engine into a 1300cc Opel Corsa it is not permitted to use the 1300cc carburettor/fuel injection.
- 2.10 Modifications of any kind to engine blocks, any internal engine parts or rotating masses are not allowed except as detailed in rule 2.11. Non original Steel cranks or bottom ends are not allowed. Modifications involving balancing and/or lightening are not allowed.
- 2.11 Cylinder head skimming up to 25 thousandths of an inch is permitted. Adjustment to valve timing or ECU is not permitted.
- 2.12 Oil coolers may be fitted.
- 2.13 Radiators may be modified and increased, in either size or number. Location may be altered from the standard position.
- 2.14 ECU's must be in standard "tune" and for that particular engine. You may be asked to provide proof of this and sealing may be carried out. ECU's may be removed and sent away to the F1000 nominated test company to confirm they are standard to the manufacturers specification.
- 2.15 Rev limiters (where fitted as standard) are to remain unchanged from standard spec, both fuel and electric limiters are to operate as they did fitted when the particular model was new.

BODYSHELLS

- 3.1 The body shell of the car may be freely strengthened including rollcage and suspension areas.
- 3.2 Seat bars may be fitted and original body sections may be removed to facilitate subject to approval from the *Championship Eligibility Scrutineer*.
- 3.3 Gusset/ Triangulation panels (or similar), plating, seam welding and "weld on" braces are all permitted.
- 3.4 Bolt on strut braces across the suspension turrets are permitted.
- 3.5 Any trim can be removed or replaced e.g. carpets, headlining, sound deadening.
- 3.6 Bonnet, doors and tailgate must be of original material i.e. you cannot exchange steel to plastic/ GRP
- 3.7 Additional or alternative instruments are permitted as are interior accessories e.g. intercom, trip meter etc.
- 3.8 Underbody guards are permitted
- 3.9 Strengthening of Gearbox and Engine mount fittings are permitted
- 3.10 Brake and fuel pipe lines are free and their positioning can be changed.
- 3.11 Bonnet, boot and door fastenings are free.
- 3.12 All Glass areas **MUST** remain as glass areas i.e. replacement by any other material than glass is **NOT** permitted. Glass must remain original factory thickness.
- 3.13 Door/ Wing and interior mirrors are free however a minimum of three must be fitted in total, consisting of 2 external and 1 internal, door mirror glass must be a minimum of 75 mm high and 100 mm wide or equal in area to standard fitment. The mirrors must be fully extended so that both driver and navigator can use the mirrors to ensure backward view. If a mirror is broken/damaged during an event then as a minimum an internal mirror is to be installed to allow rear view for the navigator.
- 3.14 Lightening of the bodyshell is not permitted. However in the interests of safety and for the purposes of fitting equipment, removal or alteration of internal trim, mountings and brackets is not considered lightening but must be approved by the *Championship Eligibility Scrutineer*. Bonnets, boots/tailgates, doors must not be lightened and any strengthening bars **MUST NOT** be removed. Trim removal and drilling to affix handles or fittings are not considered lightening. Fixings may be removed, shortened or replaced with items made from any material.
- 3.15 The dashboard (dashtop), instrument panel and heater box must remain in their original positions and must not be removed. The heater must be of full manufacturer working order including all components such as heater matrix, fan, filter etc to ensure full working order of the demist function for the windscreen. Altering the heater box or ducting pipes to enable the fitting of a roll cage is allowed. (i.e. WRC Style Cage) It is allowed to customise or alter the dash instrument panel to suit your personal preferences. The glove box may be removed.
- 3.16 The edges of the dashboard may be cut to enable the fitting of a roll cage
- 3.17 The removal of the roof anti-flex bar is allowed to enable the fitting of the roll cage
- 3.18 The battery must remain in the original factory position.
- 3.19 **Minimum weight** of the complete car inclusive of crew members is **950Kg**. Competitors and their cars 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. The penalty for failing to comply with the minimum weight will be a score of 0 for that round. It will also count as one of their counting scores for the *Championship*, and cannot be used as a dropped score. The results of the scales used will be deemed to be final. It is the competitor's responsibility to ensure their vehicle/ crew is over the minimum weight limits at all times. On events where weights are to be checked, crews may check the weight of their cars pre event as scales will be made available. Any ballast must be fixed to the car in such a way that the *Championship Eligibility Scrutineer* can seal it.

- 3.20 Bumpers are not classed as trim and are not allowed to be lightened, this includes drilling holes in the plastic, as well as removing or drilling holes in the steel back plate.
- 3.21 Only standard factory fitted 'wings' or 'aerofoils' are permitted. No aftermarket or altered versions are allowed, these must be a dealer part.
- 3.22 Roof mounted vent pod is allowed
- 3.23 Door cards must be fitted to doors, original manufacturers door cards can be removed and replaced. Door cards must be removable for internal inspection of the doors.
- 3.24 Tinted Windows are allowed, the tinting must allow clear visibility, through all windows, of the SOS/OK board if held up within the car by either driver or codriver.
- 3.25 The radiator grill or the bumper air intake may be altered, replaced or customised but must be fitted.

BRAKES

Fluids, pads and linings are free.

- 4.1 ABS systems may be disabled or removed
- 4.2 All major mechanical components must be standard for the model entered, or a direct bolt on replacement from another model in the range. You may fit brakes of a higher specification model, eg GTI, but they must not be aftermarket products.
- 4.3 HYDRAULIC HANDBRAKES are not allowed
- 4.4 A brake bias valve can be installed. It is to be positioned where the driver or navigator are unable to adjust the bias valve while belted up and competing.

TRANSMISSIONS + DIFFERENTIAL

- 5.1 NO modifications or machining permitted
- 5.2 All internal parts MUST be to standard showroom sub 1000cc vehicle specification. The transmission unit must be complete as originally supplied by the manufacturer for the model of the competing car. i.e. a competitor cannot transfer any part or parts from one transmission to another thus creating a specialist box.
- 5.3 Up rated gear linkages are permitted
- 5.4 Replacing Automatic Gearboxes with Manuals are permitted
- 5.5 Limited slip or torque biasing differentials ARE NOT PERMITTED.
- 5.6 Clutch plates are free. The term "Clutch Plate" refers to the Clutch Driven Plate only.

STEERING

- 6.1 Aftermarket Steering racks of higher ratio than standard are not permitted
- 6.2 Power steering may be added or removed
- 6.3 Conversion from right hand drive to left and left to right is permitted.

SUSPENSION

- 7.1 Bushes may be changed for similar in polymer material.
- 7.2 No all metal spherical joints or similar except as in rule 7.7
- 7.3 All mounting points MUST be kept in the same position as standard showroom specification but may be strengthened.
- 7.4 Adjustable top mounts are permitted to optimise caster, camber, tracking angles.
- 7.5 Springs, Dampers and roll bars are free. Remote reservoir are NOT PERMITTED
- 7.6 Struts may be changed for an up rated version, but MUST be attached to the original fittings.
- 7.7 Heavy duty/ fabricated strut top mounts or similar are permitted, including spherical joints. These MUST fit the standard bodyshell location.

SAFETY EQUIPMENT

ALL CARS MUST comply with MSA safety and noise requirements.

- 8.1 Five or six point harnesses are mandatory.
- 8.2 Mud flaps must be fitted to all 4 wheels as per section R Appendix 2, 2008/281
- 8.3 A spill kit of 2.5 kg must be carried.

WHEELS

- 9.1 Are free but 13 inch wheels must be used. Competitors must pay attention to MSA Competition Yearbook Section R, Appendix 2 – Wheels and Tyres regarding wheel/tyre max width.

TYRES

- 10.1 Only tyres listed by the *Organisers* are permitted.
- 10.2 For 2014 these will be Yokohama A048R 175/60x13, medium compound.
- 10.3 Competitors must only use control tyres purchased from the appointed Supplier or their Agent for the Championship.
- 10.4 All tyres will be branded/marked. Any competitor found using NON *Championship*, unbranded or unmarked tyres will not receive *Championship* points for that event.
- 10.5 Pricing, Supplier and branding details will be published in a Bulletin before the first event

FUEL

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

11.1 Bio ethanol fuel is not permitted.

11.2 Only factory fitted fuel tanks are allowed

11.3 All vehicles must be fitted with a Dry Break Coupling as per J5.13.7

LIGHTS

12.1 Free within MSA regulations

MEASUREMENTS

13.1 A black box data logger may be fitted to ANY car at ANY time on ANY event for the purpose of assessing power output.

14.1 Cars and crews MUST be made available to be weighed at ANY time during any *Championship* event. Drivers who refuse to comply with these rules or in the opinion of the *Organisers* have excessive readings will forfeit points for that round and any other round the enforcing team consider necessary.

ENGINE SEALING

Engines will be sealed at the start of the season. Registered Drivers will have to present their car to the *Championship* Eligibility Scrutineer before the first qualifying round to have the engine sealed. The Registered Driver will be required to sign a certificate supplied by the *Championship* Eligibility Scrutineer stating that the engine is standard as specified in these Regulations. Any engine found without these seals during the season without written permission from the Eligibility Scrutineer will be deemed ineligible automatically and penalties applied. Engines can be resealed by request to, and at the discretion of, the *Championship* Eligibility Scrutineer. A new certificate will have to be signed when an engine is resealed. The *Organisers* reserve the right to instruct the Registered Driver to take his car to a *Championship* approved rolling road for a power check. This will be at the Registered Driver's expense.

In all technical matters the opinion of the *Championship* Eligibility Scrutineer is binding.

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

Brick & Steel Junior 1000 Ecosse Challenge
2014
Registration Form

Category – DRIVER /CO-DRIVER

Name: Sex: Date of Birth: Nationality:.....

Address: Phone Numbers: Day: Mobile:

..... Post Code: E-mail address :

Member of which Scottish Car Club?.....

Do you currently hold a UK Competition Licence?: YES / NO Grade:

Chest Size.....

Next of Kin/Parent/Guardian Name:

Address:

Phone Number: Day - Mobile -

E-mail.....

Registration Fee Enclosed: **£40 (Driver)**
£20(Co-driver)
(Please delete as relevant)

(All cheques payable to:
The Junior 1000 Ecosse Challenge)

Please send this form to:

Jim Aitken
Juniper at Ardoch
Murthly
Perth & Kinross PH1 4HB

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

INDEMNITY

I declare that I have been given an opportunity to read the regulations of the Brick & Steel Junior 1000 Ecosse Challenge (*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.

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:.....

Date:

Signature of parent or guardian:

Date:

Name (in block capitals):

Name (in block capitals):

Age (if under 18):

Address: