



The Rules and Regulations of the Junior 1000 Ecosse Challenge 2023

Junior 1000 Ecosse Challenge Roll of Champions

2012	Alex Vassallo
2013	Alex Vassallo
2014	Alex Vassallo
2015	Peter Bennett
2016	Finlay Retson
2017	Ewan Tindall
2018	Lewis Haining
2019	Cameron Davidson
2020	<i>Championship cancelled</i>
2021	Archie Swinscoe
2022	Sam Pattison

The Rules and Regulations of the Junior 1000 Ecosse Challenge (“*the Championship*”) 2023

1. General

- 1.1 *The Championship* is registered with Motorsport UK to RSAC Motorsport Limited.
Registration Number: CH2023/S062 (D)
- 1.2 *The Championship* shall be organised by The Junior 1000 Ecosse Challenge (*the Organiser*) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Regulations and any subsequent bulletins.
- 1.3 *The Championship* is open to any ELIGIBLE COMPETITOR who wishes to enter, at the discretion of the *Organiser*.
- 1.4 **Eligible Competitors**
- 1.4.1 All competitors MUST be a member of a car club registered with the Scottish Association of Motor Sports Clubs.
- 1.4.2 Car Club Memberships must be fully paid up and current.
- 1.4.3 *The Championship* Registration Fee for a Driver is £60.
There is no fee to register as a Co-driver (Navigator).
- 1.4.4 *Championship* Registrations and any Registration Fee must be submitted electronically and be received by the *Championship* prior to participation in any qualifying event or *Championship* training event.
- 1.5 All protests in respect of these Regulations must be lodged in accordance with the General Regulations of Motorsport UK.
- 1.6 Changes or additions to these Regulations shall be communicated through bulletins emailed or sent to the address of each Registered Driver and Co-driver.
- 1.7 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.
- 1.8 The *Organiser* has the right to refuse registration or exclude any Registered Driver or Co-driver from *the Championship*.
- 1.9 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 years old to compete. Drivers may compete until 31 December in the year of their 17th Birthday.
- 2.2 Minimum height of 1.40m.
- 2.3 Drivers must have passed the Junior 1000 Motorsport UK BARS (British Association of Rally Schools) test.
- 2.4 Must have satisfied the instruction and/or driving experience requirements detailed in paragraph 5.7.

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

3. Specific Co-Driver Requirements

- 3.1 Must meet the qualifications of an RS National - Stage Rally or higher grade licence (Motorsport UK regulation R45.2.5). Subject to proof of eligibility being provided, co-drivers who qualify for but do not hold an RS National - Stage Rally licence 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 should be retained for display on request to an event or Motorsport UK official.
- 3.2 Must be 21 years of age or older.
- 3.3 Must be registered with Disclosure Scotland. The registration will be organised through the *Championship*.
- 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 requirements 3.1 - 3.3 inclusive are met.
- 3.6 All co-drivers MUST be registered for the Championship prior to starting an event.

4. Other Requirements

- 4.1 Queries or comments about technical matters on rivals' cars may ONLY be made by the co-driver and on the correct form (Members Disagreement Form) available on the *Championship* website. 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 disqualified from the *Championship*.

Any protest regarding car eligibility must be made by the co-driver as prescribed in Motorsport UK regulations C5.1 to C5.7. As the co-driver is over the age of 21, they will take full responsibility for any protests the crew may wish to submit.

- 4.2 The *Organiser* has appointed an Eligibility Scrutineer (See section 15) who 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. References to "Eligibility Scrutineer" shall be deemed to include any Deputy or Assistant Eligibility Scrutineer appointed by the *Organiser* unless otherwise stated.

All competitors are reminded that their car MUST pass all other safety aspects for each rally (ie. 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 is that the Driver and Co-driver concerned score zero points in *the Championship* on that event and for that event to count as one of their scoring rounds (Motorsport UK regulation C3.5.3).
- 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 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 Motorsport UK approved Scrutineer appointed by the *Organiser* for the event may seal or record any components for later examination by the Eligibility Scrutineer. Paragraphs 4.3 and 4.4 will apply.

- 4.7 The penalties stipulated in paragraphs 4.3 and 4.4 may be increased following a hearing before the Motor Sports Council National Court.
- 4.8 It is the Driver and Co-driver's responsibility to ensure that their vehicle complies with the *Championship* and Motorsport UK Technical Regulations.
- 4.9 Per Technical Regulation 14.1 of these Rules and Regulations, the Co-driver must have access to the relevant papers at all times, and may be required to produce these on request. 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* Coordinator and the Eligibility Scrutineer. Failure to attend, for whatever reason, will result in the crew scoring zero points 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 *Organiser* was deemed to be inappropriate or deliberate will result in any offending party or parties being reported to the *Championship* Stewards.
- 4.13 If it appears to the *Organiser* that any registered competitor, or any member of their service or support crew, or any member of the families and/or friends of the competitor, may, by his/her words (oral or written, including but not limited to email and social media of any kind) 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(ies) to the *Championship* Stewards.
- 4.14 After considering reports from 4.11, 4.12, and/or 4.13, the *Championship* Stewards will determine any penalty to be applied, which may go so far as disqualification of a Junior Driver or Co-driver from the *Championship*. Disqualification from the *Championship* will also result in the withdrawal of Junior Licences.

The *Championship* Stewards may also report the events to Motorsport UK who may take further action following a hearing before the Motor Sports Council National Court.

- 4.15 If a Junior is disqualified (excluded) from a *Championship* event, the *Organiser* will submit a report to the *Championship* Stewards. Following consideration of the circumstances and any further investigations they consider appropriate, the *Championship* Stewards may determine that the event be counted as one of the scoring rounds for the Junior Driver and/or Co-driver and that a score of zero points be applied.
- 4.16 The *Organiser* reserves the right to request, and be supplied with, a copy of any or all in-car camera recordings.

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 and Competency Tests

- 5.1 The following procedures MUST be completed 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 Motorsport UK 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 a Motorsport UK Go Rallying Starter Pack which will contain material required to prepare for the basic BARS test. Tests for the Junior 1000 Ecosse Challenge may be carried out by Knockhill Racing Circuit or any venue registered for administering Junior BARS tests. Check with the venue for current prices.
- 5.4 Once parts 5.2 and 5.3 have been completed, Junior Drivers will be required to send the signed-off Motorsport UK Licence Application form to the Junior 1000 Ecosse Challenge Championship Secretary

along with any Motorsport UK licence fee. Instructions for payment of licence fees are on the Motorsport UK Licence Application form. First time licences are free.

Juniors who have previously completed sections 5.2 and 5.3 will not be required to do so again in subsequent years but MUST still send their Junior Licence renewal 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 Motorsport UK 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 Coordinator and they will assist as best they can.

Once the licence has been processed by Motorsport UK (first time applications are given Express status but renewals can take 15 to 21 days) 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 Motorsport UK will only issue a Licence when the Junior Driver has registered with one of the UK's Junior 1000 Championships and the corresponding Championship Secretary has confirmed this in writing. If you are not registered in a UK Junior 1000 Championship then you do not have a Licence.

- 5.5 The "Official" licence will be kept by a Junior 1000 Ecosse Challenge Championship Official who will be available during Signing-On to make sure all documentation can be completed correctly.
- 5.6 Junior Drivers, as a safety measure, may also be required to complete additional tests to ensure they have sufficient car control before being allowed to compete. Details are available from the Championship website or by contacting the Junior 1000 Ecosse Challenge Championship Secretary.
- 5.7 Prior to being permitted to compete in their first *Championship* event, Junior Drivers will be required to satisfy one of the following. These two options are intended to allow new competitors a quicker route into competition as Production Car Autotests are not always available until summer months.

5.7.1 Complete a minimum of three Production Car Autotests (known as PCAs) organised by a Motorsport UK Recognised Club(s). At least one of the PCAs must be observed by an official(s) appointed by the *Organiser*.

If the Clerk of the 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 the Course signatures, plus one Junior 1000 Ecosse Challenge appointed official's signature. The PCA Signature Card is available to download from www.j1000ecossechallenge.co.uk or from the Junior 1000 Ecosse Challenge Championship Secretary.

5.7.2 Have had at least two hours one to one instruction and assessment carried out at a Motorsport UK approved rally school with a registered BARS instructor and completed a set of manoeuvrability tests.

A certificate from the rally school confirming that the Junior Driver meets the level of competency required must be received by the *Championship* Secretary before the licence application is sent to Motorsport UK.

The time spent undertaking the Junior 1000 BARS examination does NOT count towards this requirement.

In addition, any driver selecting this option must also have either participated in driving activity at a *Championship* Test or Training Day and/or competed in a PCA observed by an official appointed by the *Organiser*.

- 5.8 The BARS test, the Production Car Autotests and the period of rally school instruction/assessment are separate activities and can be undertaken in any order.
- 5.9 Motorsport UK and the *Organiser* reserve the right to refuse or withdraw any Junior licence.
- 5.10 For the avoidance of doubt, all Co-drivers are responsible for ensuring they hold the appropriate competition licence for each event.

6. Championship Format

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

1. Memorial Garden Junior Stages, Arbroath – 25 March 2023
Interclub organised by Condor Motorsports Club
2. Albar Junior Rally, Kames – 14 May 2023
Interclub organised by East Ayrshire Car Club
3. Summer Stages, Crail – 10 June 2023
Interclub organised by Glenrothes Motor Sport Club
4. Mach 1 Stages, Campbeltown – 8 July 2023
Interclub organised by Dunfermline Car Club
5. Mach 1 Stages, Campbeltown – 9 July 2023
Interclub organised by Dunfermline Car Club
6. Kames Autumn Stages – 20 August 2023
Interclub organised by East Ayrshire Car Club
7. Autosave Components Kinloss Junior Stages, Kinloss – 23 September 2023
Interclub organised by Condor Motorsports Club
8. Kingdom Stages, Crail – 4 November 2023
Interclub organised by Glenrothes Motor Sport Club
9. Glyn Memorial Junior Rally, Anglesey – 25 & 26 November 2023
Interclub organised by Caernarvonshire & Anglesey Motor Club

6.1.1 Presentation of Awards – 27 January 2024

6.1.2 Best 7 results from 9 starts to count for Drivers and Co-drivers.

6.1.3 If the number of qualifying events is reduced to 8 or to 7, competitors shall count their 6 highest scores. If the number of qualifying events drops below 7, the number of scores to count shall be reduced by the same number of events dropping below 7 (5 to count from 6 etc.).

6.1.4 The Mach 1 Stages is a double-round event. Each day of this two day event will be treated as a separate qualifying round of the *Championship* with points awarded for each day. Day 1 points will be awarded in line with these Regulations based on the final day 1 results; similarly, points will be awarded for results based upon day 2.

6.2 Should any of the events listed above not take place, in the first instance the nominated reserve event will take its place as a counting round.

For 2023, the reserve event is the Glyn Memorial Junior Rally, Anglesey – 25 & 26 November 2023. This event will be run as 2 *Championship* scoring rounds using separate results from 25 November and 26 November.

6.3 The minimum number of events required to constitute a *Championship* is 4.

If the number of events available fails to reach this number the *Organiser* reserves the right to cancel the championship.

- 6.4 If more than one event is cancelled or unable to meet our requirements a suitable replacement(s) may be found by the *Organiser*.

7. Classes

- 7.1 All registered Drivers and Co-drivers will compete in a single Class.

8. Points

- 8.1 Points will be scored based on performance on each event.
- 8.2 Points will only be scored by Drivers and Co-drivers on the designated *Championship* rounds.
- 8.3 In order to score points on any round, both Driver and Co-driver must be registered for the Championship.
- 8.4 Points will be awarded as follows: 30pts for 1st, 28pts for 2nd, 26pts for 3rd, 25pts for 4th, and so on down to 2pts for 27th. All other finishers, and any competitor who started but did not finish the event, will receive 1pt.
- 8.5 Any queries regarding *Championship* points must be addressed to the Junior 1000 Ecosse Challenge Championship Coordinator. There will be no fee incurred.
- 8.6 In the event of a tie, it will be resolved in favour of the competitor who has counted the most 30s in their final *Championship* score, failing which the competitor who has counted the most 28s, and so on.

If this fails to resolve a tie, it will be decided in favour of the competitor who has counted in their final *Championship* score the most points from the first event in the season on which all affected competitors scored points counting towards their final championship score.

9. Results

- 9.1 Results and updated Points Tables will be published after each round as soon as possible on the *Championship* website.
- 9.2 The final *Championship* Points Tables will be published on the *Championship* website once the *Championship* is complete and will be posted as provisional for seven days (Motorsport UK regulation C6.5.1) 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 discretion of *the Organiser*.
- 10.3 Overall awards will be awarded to both Drivers and Co-drivers.
- 10.4 Provisional list of Overall awards:
1st Overall
2nd Overall
3rd Overall.
- 10.5 The Knockhill Junior 1000 Ecosse Challenge Trophy and an award will be awarded to the First Driver.
- 10.6 The Retson Salver and an award will be awarded to the Highest Placed Driver born and resident in Scotland (as at the end of the *Championship* year).
- 10.7 The Pearsons of Duns Junior 1000 Ecosse Challenge Cup and an award will be awarded to the First Driver of a car registered before 1 January 2003.

10.8 The First Novice Driver will receive an award.

10.8.1 A Novice is a Junior Driver who is registered in the *Championship* and who has
(a) started competing as a Junior Driver in the current year of the *Championship*, and/or
(b) competed in no more than 3 events in any preceding year's Junior 1000 Championship.

10.9 The First Irish Cup Driver will receive an award.

10.9.1 The Irish Cup is open to any registered Driver born and resident in either Northern Ireland or the Republic of Ireland as at the end of the *Championship* year.

10.10 The first female Driver will receive the AM Motorsport Driver's Trophy.

10.11 The first female Co-driver will receive the AM Motorsport Co-driver's Trophy.

10.12 Perpetual trophies remain the property of the *Organiser*. These MUST be returned to the Championship Secretary by the end of October or on request, whichever is the sooner. The winner(s) of a perpetual trophy may be required to fill in a form or otherwise acknowledge in writing that they have taken temporary possession.

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.

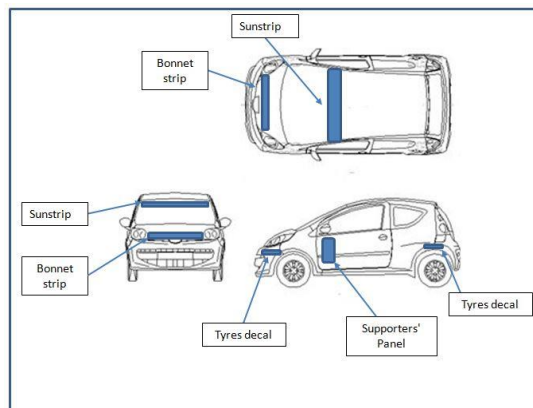
12. Advertising and Supporters

12.1 In order to score *Championship* points competitors are required to display decals promoting both the *Championship* and its 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 up to 10 points for each offence. The decision regarding the application of points loss for incorrectly displaying, or the non-display of, *Championship* decals lies solely with the Junior 1000 Ecosse Challenge Coordinator 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.

12.2 The following decals must all be displayed:

1. A *Championship* sunstrip across the full width of the top of the windscreen;
2. A *Championship* bonnet decal at the leading edge of the bonnet;
3. A *Championship* supporters decal at the leading edge of each of the driver's and co-driver's doors;
4. Four control tyre supplier decals, one at each corner of the car.



12.3 If any decals cannot be displayed in the locations stated, the Junior 1000 Ecosse Challenge Coordinator may at their discretion approve an alternative location.

- 12.4 Competitors will be issued with a decal pack before the first event. Replacement windscreen, bonnet or door decals will incur a charge.
- 12.5 Competitors are requested to send all press releases, video clips or any other form of media coverage to the Junior 1000 Ecosse Challenge Coordinator so that they can be published on the website or other social media.

13. Testing

- 13.1 NO Testing will be allowed at any venue at which a Junior is to compete after the publication of the event regulations. Testing is defined as driving a vehicle at the venue used by the Junior event.
- 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 of that event and/or the *Championship*, and is open to all Juniors. This test must be officiated or observed by the *Organiser*;
 3. Any Track Days at the Kames Motorsport Complex organised by East Ayrshire Car Club;
 4. Any commercially available courses run by Knockhill Racing Circuit and open to all Juniors.
 5. Any one to one instruction and assessment being undertaken in accordance with clause 5.7.2.
- 13.2 Should it be determined by the Clerk of the Course of an event, or by the *Organiser*, that testing has taken place in contravention of clause 13.1 above, the competitor(s) involved will score zero points for that round. It will also count as one of their scoring rounds for the *Championship* and cannot be used as a dropped score.

14. Competing on other Championships

- 14.1 Competitors registered in the *Championship* may wish to compete on individual events in the Formula 1000 Rally Club Junior Championship. They can do this as a “guest” entry without registering in that Championship. The following conditions apply:
- 14.1.1 Points for the *Championship* may not be scored in the Formula 1000 Rally Club Junior Championship for “guest” appearances.
 - 14.1.2 Entries must be agreed with the Junior 1000 Ecosse Challenge Championship Secretary, and the Formula 1000 Rally Club Junior 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 Rally Club. Junior 1000 Ecosse Challenge registered competitors will have to join the Formula 1000 Rally Club.
 - 14.1.5 Reciprocal arrangements will exist between all Motorsport UK approved Junior Rally Championships.
- 14.2 Competitors registered in the Junior 1000 Ecosse Challenge can register in the Formula 1000 Rally Club Junior Championship but this will be a separate registration and the rules, regulations and fees of the Formula 1000 Rally Club Junior Championship will apply.

15. Junior 1000 Ecosse Challenge Officials 2023

Principal Officers

Championship Chairman

Roy Campbell
r174campbell@btinternet.com

Championship Coordinator & Safeguarding Officer

Rhona Dickie
'Glen Lyon'
Pitcaple
Inverurie AB51 5ES
rhona@j1000ecossechallenge.co.uk
07833 337836

Championship Secretary

Ian McRae
29 Woodneuk Road
Gartcosh G69 8AG
ian_mcrae@btinternet.com

Championship Treasurer

Keith Butler
62 Langton View
East Calder
West Lothian EH53 0RA
keith@j1000ecossechallenge.co.uk

Officers

Training Officer

Neil Jeffrey
neil@j1000ecossechallenge.co.uk

Deputy Safeguarding Officer

Alison Mitchell
alisonmitchell4@aol.com

Membership Secretary

Rhona Dickie

General Members

Tom Johnstone
Johnnie Mackay
John Swinscoe

Non-executive Committee Positions

Eligibility Scrutineer

Rab McDonald
Riverside
School Green
Lasswade, Midlothian EH18 1NB
rabjmcDonald@gmail.com
07774 692679

Deputy Eligibility Scrutineer

Jim McDowall
jim.mcdowall@btinternet.com

Championship Safety Scrutineer

Alison Mitchell
alisonmitchell4@aol.com

Competitor Representative

Robin Nicolson
robin@nicolsonmaps.com
07968 900097

Deputy Competitor Representative

Chloe Fleming
chloef95@hotmail.co.uk
07972 667926

Junior 1000 Ecosse Challenge Championship Stewards

Brian Hunter
Neil Shanks
Malcolm Surgenor

Technical Regulations for The Junior 1000 Ecosse Challenge 2023

INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format. **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.**

We recommend that you read these regulations carefully and thoroughly in their entirety. By registering for the Championship, you will be confirming that you have read and fully understood the regulations and you agree to be bound by them in their entirety. If your car is prepared, repaired or maintained by a third party, it is your responsibility to ensure they are fully conversant with these regulations.

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

The *Organiser* referred to in these regulations is the elected members of the Organising Committee of the Junior 1000 Ecosse Challenge for 2023 and the Eligibility Scrutineer.

These Technical Regulations are under review and are subject to change from 1 January 2024. The latest proposals are available from the [Championship website](#). It is strongly recommended that for new build cars in particular you consult the proposed changes to avoid unnecessary expenditure.

GENERAL DESCRIPTION

The aim of the *Championship* is to encourage competition cars of up to 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 Car Log Book or Vehicle Passport.

Exceptionally, the *Organiser* reserves the right to change any of these rules, at any time in order to facilitate safe and fair competition. Changes will be publicised by email 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.

AGE OF VEHICLE

Eligible vehicles must have been manufactured on or before 31 December **2017**.

Unless specifically permitted by these regulations, replacement parts, whether new, used or refurbished, must be of the same specification as fitted to the vehicle when new.

TECHNICAL REGULATIONS IN DETAIL

The following text is in addition to regulations J5 - J5.21.17 and R46 - R48.10.11 of the current Motorsport UK Competition Yearbook (the “Blue Book”).

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 Diesel engines are not allowed.
- 1.3 Rotary (Wankel) engines are not allowed.
- 1.4 Hybrid cars are not allowed.
- 1.5 Forced induction in any form is not allowed, whether engine, exhaust, electric, wind or motion driven.
- 1.6 Air filters must be fitted; open ram pipes are not allowed.

1.7 For the purpose of these regulations models of any car 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 Suzuki Alto are considered the same. New model Toyota Aygo, Citroen C1 and Peugeot 108 are not considered the same vehicle as each other or their earlier model versions. VW Up, Skoda Citigo and Seat Mii are not considered the same due to the number of different body panels. For clarification, please contact the Junior 1000 Ecosse Challenge Eligibility Scrutineer.

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 manufacturer's 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. Vehicles must comply with Motorsport UK regulation J5.16.7 in relation to fitting of catalytic converters.
- 2.8 Exhaust pipes, silencers and their routing are free from the exit of the exhaust manifold, with reference to Motorsport UK regulation J5.16.1 - 7. Exhaust by-pass systems are not allowed. All exhaust systems must comply with the relevant noise limit for the event on which you are competing.
- 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 Heads 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. The machining of skirts from the bottom pistons is not allowed.
- 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 manufacturer's 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 disqualification.
- 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 car's first event or at another time at the discretion of the *Championship* Eligibility Scrutineer. If requested to do so, Registered drivers must present their car to the *Championship* Eligibility Scrutineer to have an engine seal attached. To facilitate this seal, it is required that at least two adjacent head/cam cover bolts/studs be cross drilled to allow a wire seal of 1/16th inch (1.6mm) diameter 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 as 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 by the *Championship Eligibility Scrutineer* before the next qualifying round. The registered 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 at which the engine is found non-compliant shall be forfeited.

CYLINDER HEADS

- 3.1 It is permitted to skim the cylinder head of up to a MAXIMUM of 25 thousandths of an inch. 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 year, make and model of car entered. Any machining, lightening or polishing of the valves or any part of the valve is forbidden. After market valves are forbidden. Valves 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 and year of the car entered. No re-profiling of cam lobes and or bearings and or carriers is allowed. The use of aftermarket and or up-rated 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. The method of adjustment must be approved by the *Championship Eligibility Scrutineer* and noted on the car's Championship Vehicle Record Card.

ECUs

- 4.1 Engine Control Units (ECUs) must be standard and unmodified in any way from the original ECU for the make and model of car entered other than as detailed here.
- 4.2 The modification of any engine sensors 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, and/or operating temperatures.
- 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 or operation must remain in their original position and operate to standard manufacturer's tolerances. No inline resistors or similar to attempt to disrupt signals to any engine sensors or ECUs are permitted.
- 4.5 Removal of certain functions such as ESP, stability control, anti-yaw, traction control, ABS, immobiliser, etc. may only be carried out by the *Championship's* nominated company.
- 4.6 The 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 All ECUs will carry a *Championship* 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 *Championship Eligibility Scrutineer* before you start the next event. All ECUs must carry an official seal at all times. To facilitate a seal, it is required that at least two of the fixing bolts be cross drilled to allow a wire seal of 1/16th inch (1.6mm) diameter to be fitted. The registered driver will be required to sign a declaration supplied by the *Championship* stating that the ECU fitted to their car is standard, and unmodified in any way.
- 4.8 ECUs may be removed at any time and sent away to confirm they are standard to the manufacturer's specification to the *Championship's* nominated test company.
- 4.9 If an 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 ECU since the date the *Championship* 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 *Organiser* reserves the right to ask any competitor to run an ECU provided by the *Organiser* 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 *Championship's* nominated company, then the cost of the ECU being checked will be borne by the competitor.
- 4.12 The *Organiser* reserves the right to attach any type of data logging equipment to a car. The data collected will be shared with the competitor. The *Organiser* and/or any outside expert(s) will interpret the data and decide whether any further tests are required. Refusal to allow data logging to be undertaken will result in all *Championship* points up to and including the date of the requirement being forfeited.
- 4.13 All cars must have the manufacturer's OBD/OBD II or diagnostic socket working and mounted in such a way that easy access is available to attach diagnostic or ECU reading equipment by the *Organiser* and/or any person(s) nominated by the *Organiser* 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 *Organiser* and/or their representative(s) not being able to communicate fully with the ECU will be taken as the ECU having been modified and penalties will be 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, headlinings and sound deadening may be removed.
- 5.5 All body shell panels must be of the original material as specified by the manufacturer for the age and model of the car. These panels should be of steel unless a composite material was used in the car's 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 Underbody guards are permitted. Fuel tank guards are mandatory (Motorsport UK regulation R48.10.7).
- 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 manufacturer's fastening and all doors must be able to be opened from inside and 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 regulations.
- 5.12 A minimum of FOUR rear view mirrors must be fitted to all cars. They will consist of TWO interior rear view mirrors and two door mirrors. The standard 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 the driver. The second interior mirror must be fitted to the windscreen to allow the co-driver clear rearward vision whilst seated in his/her normal position. The door mirrors must be fitted in the original manufacturer's position and must be fully extended outwards at all 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 BOTH internal mirrors must be installed to allow rear view for the driver and co-driver. In the event of a vehicle being registered prior to 1 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 moved from standard position in the vehicle or removed altogether. 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/washers 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 co-driver.
- 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 manufacturer's original dash top outlets or vents. The fan **MUST** be able to blow with a similar force as the standard manufacturer's fan when on full speed. This system must be capable of keeping at least 80% of the car's windscreen clear at all times. This applies even if a heated screen is fitted. For cars registered after 1 January 2014 the original manufacturer's 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 co-driver.
- 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 bodyshell 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 **1000kg**.

Competitors may be subjected to weight checking throughout any event at any time from the Rally Start Time Control to completion of post event scrutineering. Any car inclusive of crew found to be below 1000kg at any time during an event will score zero points for that round. It will also count as one of their scoring rounds for the *Championship* and cannot be used as a dropped score. The results of the scales will be deemed as FINAL.

Ballast can be fitted to a car in any area to facilitate meeting the minimum weight requirement. Such ballast must be securely attached in accordance with Motorsport UK regulation J5.15.2.

IT IS YOUR RESPONSIBILITY TO ENSURE YOUR VEHICLE/CREW IS OVER THE MINIMUM WEIGHT AT ALL TIMES. There will be no leniency in respect of this rule.

BRAKES

- 6.1 Pads, linings and fluids are free.
- 6.2 ABS systems may be disabled or removed. If this requires the modification of any Electronic Control Unit then this must be carried out by the *Championship's* nominated company.
- 6.3 All major mechanical components of the braking system must remain as standard for the make and model of car 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. No parts of a hydraulic handbrake system will be allowed to be fitted to a car even if it appears to be disabled.

6.6 A brake bias valve may be installed however it must be positioned in such a way that neither the driver nor co-driver can operate said valve whilst seated and belted 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 be 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 is 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 27 May 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 4.167:1 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 zero points for that event and the event will be counted as one of their scoring rounds for the *Championship* and cannot be used 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.
- 7.13 A minimum of two of the bolts securing the bellhousing to the engine block must be cross drilled to allow a wire seal of 1/16th inch (1.6mm) diameter to be fitted should the *Championship* Eligibility Scrutineer or the *Championship* Coordinator deem it necessary at any time that the gearbox be sealed for later inspection.

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 9.6.
- 9.3 All suspension mounting points MUST be kept in the same position as standard showroom specification, other than rule 9.6, but may be strengthened.
- 9.4 Springs and dampers are free, however remote reservoir dampers are not permitted.
- 9.5 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.
- 9.6 Heavy duty/fabricated strut top mounts or similar are permitted, including spherical joints. These MUST fit in the standard body shell location per Motorsport UK regulation R48.4.1, or be fitted via 3 fixing holes drilled concentric with the original strut top mounts. Holes must be no larger than 9mm diameter each and no other metal may be removed from the body shell within a circle inscribed through the 3 holes. Any variation from or alteration(s) to the type of mounting and/or mounting point(s) provided by the vehicle manufacturer is subject to the approval of the *Championship* Eligibility Scrutineer and will be recorded on the Championship Vehicle Record Card.
- 9.7 Rear coilovers are permitted as long as the top and bottom mountings of such items mount the car body and other suspension components in the original way.

SAFETY EQUIPMENT

- 10.1 All cars must comply with Motorsport UK safety regulations.
- 10.2 Five or six-point safety harnesses are mandatory.
- 10.3 Mud flaps must be fitted to all four wheels as per Motorsport UK regulation R48.1.12.

10.4 A self contained spill kit must be carried.

10.5 A First Aid Kit is strongly recommended (Motorsport UK regulation R25.3.4).

WHEELS

11.1 Wheels are free and may be of steel or alloy material. However, the maximum permitted total width of any wheel/tyre combination is eight inches (Motorsport UK regulation R48.5.3).

11.2 The machining or lightening of any wheel from the wheel manufacturer's specification and weight is forbidden. The centre spigot hole may be enlarged to allow fitting over the hub; this will not be classed as lightening but the hole may only be increased sufficiently so as to make a tight fit over the hub. Overmachining and adding any form of insert on the spigot is not permitted.

11.3 Permissible wheel sizes are as follows:

11.3.1 13 inch wheels with 185/60R13 tyres.

11.3.2 14 inch wheels with 185/60R14 tyres, subject to the make and model having originally been fitted with 14 inch wheels or larger by the manufacturer when new.

11.4 Competitors must notify the Junior 1000 Ecosse Challenge Coordinator of their choice of wheels prior to Scrutineering for the first round of the *Championship* and must continue to use only that size of wheel for the full duration of the *Championship*. The choice of wheels will be recorded on the Championship Vehicle Record Card.

11.5 The above tyre sizes are the only tyre sizes permissible for the 2023 *Championship*.

11.6 Wheel spacers are not permitted.

11.7 At least one full size spare wheel and tyre plus the equipment required to effect a wheel change in the event of a puncture (eg. wheel brace and fully operational jack) must be carried securely in the competing car between the Rally Start Time Control and the completion of post event scrutineering.

TYRES

12.1 Only tyres listed by the *Organiser* are permitted. For 2023 these will be the Toyo Proxes R888R (Single compound).

12.1.1 Tyres will only be available from Wheels Around and will be branded WA9.

12.1.2 If a Driver is registered in both this *Championship* and the Formula 1000 Rally Club Junior Championship (see also Sporting Regulation 14.2), the tyre supply and branding requirements applicable to that Driver will be determined by which championship holds their Motorsport UK Junior Stage Rally Licence.

12.1.3 Yokohama A050R tyres in Medium compound purchased from Wheels Around and branded WA9 will be permitted exceptionally up to and including 10 June 2023. Toyo Tires decals must be displayed (Sporting Regulation 12.2(4)).

12.2 Tyre prices will be advised in a separate bulletin.

12.3 Tyres can be purchased directly from Wheels Around and be couriered to you at your expense. Alternatively, they can be ordered in advance and supplied and fitted free of charge at events attended by Wheels Around or at their premises. Tyres should be ordered no less than 7 days prior to each event to ensure availability.

Contact Ronnie Thom at Wheels Around (07711 577148) or email Fiona@wheelsaround.com.

12.4 The use of tyre warmers is not permitted.

12.5 The use of tyre softening chemicals, compounds or any type of tyre softening material is not permitted.

12.6 The hand cutting of or any other modification to tyres is prohibited.

FUEL

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

13.2 Bio ethanol fuel is not permitted.

13.3 Only factory fitted fuel tanks are allowed.

13.4 All cars must be equipped with the facility to provide a fuel sample per Motorsport UK regulation J5.13.7.

GENERAL POLICING

14.1 Each competing car will be issued with a Championship Vehicle Record Card at the beginning of the season.

This document will contain details of the competing car and details of measurements, Seals and any modifications approved by the *Organiser*. This document must be kept with the car's Motorsport UK Competition Car Log Book or Vehicle Passport and made available to any *Championship* Official or Motorsport UK Scrutineer upon request.

- 14.2 The *Organiser* 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 requirement being forfeited. The cost of any stripping will be borne by the competitor. The *Organiser* also reserves the right at its sole discretion to seal any other item on a vehicle for subsequent examination as it deems fit.
- 14.3 The whole aim of this championship is to inspire and promote young talent. We do not want to find anyone in contravention of these regulations. You are given fair warning that the checks on cars will be stringent and regular. If you have any queries regarding anything written here please get in touch. We have said many times, if these pages don't say you can do it then assume you can't. If your engine has had anything done to it at all other than the head skimmed and the cam timing adjusted, then it is illegal. If your ECU has been touched in any way by anybody other than the *Championship's* nominated company then it is illegal. We want the talent to shine not the budget. Furthermore, the organisers reserve the right to instruct a competitor to take their car to a championship approved rolling road for a power check at any time. This will be at the registered competitor's expense.

COMPLIANCE

- 15.1 Competitors are reminded of the following technical regulations for which specific penalties for non-adherence are stated. This table is a summary only and reference should always be made to the relevant regulation(s) for full details of the requirements and penalties.

Regulation	Requirement / Situation	Penalty for non-adherence
1.1 - 2.12, 2.14 – 2.15	Engine is found to not be fully compliant with the regulations.	All championship points from the fitting of the seal up to and including the event at which the engine is found non-compliant shall be forfeited.
2.13	Rev limiters must operate within the manufacturer's range and limits as specified for that make and model of car.	Disqualification.
4.1 – 4.12	Engine Control Unit (ECU) is found to be modified and/or non-standard for the make and model of car entered, other than as permitted by the regulations.	Competitor will be deemed to have run the ECU since the date the <i>Championship</i> seal was applied and will forfeit all points scored from that date, up to and including the time the unit was tested.
4.12	Refusal to allow data logging to be undertaken.	All <i>Championship</i> points up to and including the date of the requirement will be forfeited.
4.13 – 4.14	Wiring loom connections to both ECU and OBD and/or diagnostic port must not be removed.	Removal will be deemed to be modification of the ECU. Competitor will forfeit all points scored from the date of sealing, up to and including the time the unit was tested.
5.29	Minimum weight of the complete car inclusive of crew and crash helmets is 1000kg .	Competitor will score zero points for the event at which the weighing takes place. It will also count as a scoring round for the <i>Championship</i> and cannot be used as a dropped score.
7.1 – 7.12	Transmission unit must be complete as originally supplied by the manufacturer for the make and model of the competing car.	Competitor will score zero points for the event at which the final drive and/or gearbox ratio check takes place. It will also count as a scoring round for the <i>Championship</i> and cannot be used as a dropped score.
14.2	Refusal to allow the <i>Organiser</i> to have any engine or transmission part or parts to be stripped for inspection, or sealed for stripping at a later date.	All <i>Championship</i> points up to and including the date of the requirement will be forfeited.



Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

We therefore ask all competitors to pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnicity or socio-economic background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Breaching the above obligations may result in disciplinary action.

www.motorsportuk.org/racewithrespect

[#RaceWithRespect](https://twitter.com/RaceWithRespect)

CONDUCT WITHOUT RESPECT



To: _____

DATE OF MEETING: _____ VENUE: _____

CLUB / CHAMPIONSHIP REGISTRATION NO: _____

SUMMARY OF DISRESPECT: *(Please summarise the behaviour which led to this report and attach any relevant reports/witness statement(s))*

Following investigation it is apparent that you are not upholding the values of the Respect Code which is integral to the values of this Club / Championship and motorsport in general. Accordingly the Club Committee / Championship Organiser has requested that you:

- DRIVER** **PARENT / GUARDIAN** **TEAM REPRESENTATIVE** **OFFICIAL**

Receive a verbal warning	
Receive a formal warning	
Be required to apologise to your fellow competitor(s) and/or Official(s):	

IN ADDITION THIS REPORT IS BEING PASSED TO THE CLUB COMMITTEE / CHAMPIONSHIP STEWARDS WHO MAY IMPOSE FURTHER PENALTIES, WHICH COULD INCLUDE:

Suspending you from participation for one or more Championship Rounds or Club Meetings	
Receive a Yellow Card (which may also incur a deduction of 10 Championship Points)	
Receive a 2 nd and final Yellow Card (which may also incur a deduction of 20 Championship Points)	
Disqualify from the Championship or withdrawal of your membership from the Club. Teams may be forbidden to attend Events.	
Refer the matter to Motorsport UK	

I ALSO UNDERSTAND THAT: Motorsport UK may consider whether the matter should be referred for consideration of further penalty against your PG or licensed Entrant

THIS REPORT/NOTICE WAS

ISSUED BY:

PRINT NAME: _____ SIGNED: _____

RECEIVED BY:

PRINT NAME: _____ SIGNED: _____

FOR REPORTS/NOTICES FOR ANYONE UNDER 18 YEARS OF AGE THE PG SHOULD ALSO ACKNOWLEDGE RECEIPT OF THIS NOTICE:

PRINT NAME: _____ SIGNED: _____

(PG LICENCE No) _____

To be submitted to the Club/Championship and also [via the Motorsport UK Reporting Form](#)



Child Safeguarding Policy Statement - 2023

The Junior 1000 Ecosse Challenge is fully committed to safeguarding the wellbeing of its members. All members should show respect and understanding for the rights, safety and welfare of others and conduct themselves in a way that reflects the principles of the Championship.

1. The Championship acknowledges its responsibility to safeguard the welfare of all children and young people entrusted to its care and is committed to working to provide a safe environment for all participants.
2. The Championship confirms that it adheres to the Motorsport UK Safeguarding Policy and the procedures, practices and guidelines. The Championship will follow the guidance of the policy in the event of any concerns or allegations.
3. The Championship recognises that all children have the right to participate in sport in a safe, positive and enjoyable environment whilst at the same time being protected from abuse, neglect, harm and poor practice.
4. A child is anyone under the age of 18 engaged in any motor sport activity.
5. The key principles of this policy are as follows:
 - The welfare of the child is paramount.
 - All children, regardless of age, ability, culture, race, language, religious beliefs, sexual or gender identity, have equal rights to protection.
 - Safeguarding is everybody's responsibility. All volunteers and other participants have a responsibility to respond positively in response to any concerns, suspicion or disclosure that may suggest a child is at risk of harm.
 - Children, volunteers and other participants involved in child protection issues will receive appropriate support.
 - Participants and volunteers with roles and responsibilities for children and young people will be subject to appropriate safe recruitment checks and safeguarding training.
 - Participants and volunteers will receive appropriate learning and training opportunities to ensure they can make informed and confident responses to safeguarding issues.
 - The Championship is committed to providing a safe and positive environment for all children and young people to participate in the sport to the best of their abilities for as long as they choose to do so.
6. The Championship will appoint a Championship Safeguarding Officer (CSO) to deal with any issues concerning Safeguarding and Child Protection and notify this person to all members.
7. The appointed Championship CSOs are RHONA DICKIE (07833 337836) and ALISON MITCHELL (07969 755815).
8. If you witness or are aware of an incident where you are concerned the welfare of a child has been put at risk you must, in the first instance, inform the CSO. If at any time you are not able to contact our CSO or the matter is clearly serious then you can either:
 - Contact the Motorsport UK Safeguarding Team safeguarding@motorsportuk.org
 - Contact the Police or Children's Social Care.
 - Call the NSPCC 24 hour Helpline for advice on 0808 800 5000 or email help@nspcc.org.uk.
9. The Championship will follow Motorsport UK guidance and ensure that anyone that meets the eligibility criteria for a Disclosure check (DBS, or PVG in Scotland) does not perform in this capacity until a satisfactory check has been returned.
10. The Championship will ensure that all its members, whether they are coaches, parents, competitors or officials will comply with all guidance and best practice as issued by Motorsport UK.
11. The following are considered as best practice to create a safe, friendly and welcoming environment for children:
 - Adults should display high standards of behaviour and refrain from pursuits considered inappropriate in front of children.
 - Adults should avoid working in isolation with children and out of sight of parents, guardians and other volunteers. The only exceptions to this are while participating in a formal driver training session or when a driver and co-driver are going to, on or returning from a special stage.

- Avoid smoking in the presence of children if you are in a position of trust.

12. The following are NOT acceptable and will be treated seriously by the Championship and may result in disciplinary action being taken by the Championship and/or Motorsport UK:

- Being under the influence of alcohol or illicit drugs whilst responsible for children.
- Providing alcohol or illicit drugs to any person including children/young adults or allowing their supply.
- Humiliating or bullying children in person or through a third party or in any form of media including but not limited to chat rooms or forums even where considered to be private or of limited access.
- Having an intimate or sexual relationship with any child or young person.
- Making sexually explicit comments or sharing sexually explicit material.

With the exception of close family members or legal guardians, the following are NOT acceptable and will be treated seriously by the Championship and may result in disciplinary action being taken by the Championship and/or Motorsport UK:

- Unnecessary physical contact with a child or young person.
- Sharing the same immediate accommodation, eg. overnight room, with children or young persons when travelling away or at events.

13. The Championship will review this policy annually.



PRIVACY NOTICE

The Junior 1000 Ecosse Challenge respects your privacy and we will only use your information in the way we describe in this notice. When using your information we aim to be fair and transparent, and to follow our obligations under UK data protection laws. Your information is used for administering our membership, activities and competitions.

Junior 1000 Ecosse Challenge is the data controller for the purpose of GDPR and the Data Protection Act 2018.

Our contact for privacy and data is Ian McRae.

Contact telephone number: 07975 586065

Contact email: ian.mcrae@btinternet.com

Contact address: 29 Woodneuk Road, Gartcosh G69 8AG

Collecting your information

We collect your information when you fill in membership application or renewal forms, and competition event entry forms. You can give us your information using paper forms or online forms. The information you give us may include your contact details (name, address, telephone number, email address), personal information and identifiers (date of birth, membership number, competition licence number), and other information (vehicle details). When you give us information about another person, such as a child, parent, guardian, or emergency contact you should let that person know that you have given us the information.

If you are under 18 years old, we will also ask for information from your parent or guardian.

Using your information

We use your information when you first apply to register for the Junior 1000 Ecosse Challenge and then to administer/renew your registration, and provide you with member benefits. We also use your information when you enter other events. For competitions, we will publish some of your information in the programme and the results, which will be in the public domain. Your information is used in these ways to fulfil our contract with you.

We may ask you for emergency contact and next of kin details which we will only use in an emergency, and which is use for a legitimate interest. You should let the contact and next of kin know that you have given this information to us.

We might use your information to send you marketing messages by email, but only if you have agreed that we can do this by giving us your clear consent – and you can change your mind at any time just by letting us know. We will not sell your information to another organisation.

To support your lifetime relationship with motor sport and the Junior 1000 Ecosse Challenge we may keep your information indefinitely. Unless we are required to retain information by relevant legislation, we will, at your request, delete your personal data from our system.

Sharing your information

We may share your information with Motorsport UK as required by its General Regulations for governing motor sport, with Motorsport UK Registered Clubs, with medical personnel, or any other person if we have to comply with a legal obligation. We may also share your information with service providers, for example to print programmes.

Our website

When you use our website we may collect information about you, in particular your IP (Internet Protocol) address, by using cookies. Our website might contain links to other websites such as online entry and payment sites, partners, and advertisers. If you follow links to other websites please review the privacy policy for each site because we are not responsible for information you share on those sites.

Security for your information

Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information. Your information is not transferred outside the European Economic Area.

Your rights

- You may ask us not to process your information for marketing purposes.
- You are entitled to a copy of the information we hold about you, and to ask us to correct any inaccuracies.
- You may ask us to stop using your information, and to delete it, although we may maintain a skeleton set of your information. If you ask us to do this we will not be able to continue our contract with you.
- You may make a complaint to the Information Commissioner (www.ico.org.uk).

This privacy notice was last updated on 30 November 2022 and we will communicate any changes to you.
