

## Mondello Ford Fiesta ST 150 2004-2008 CHAMPIONSHIP 2018

### TECHNICAL REGULATIONS

#### 1. INTRODUCTION:

The following Technical Regulations are set out in accordance with Motorsport Ireland guidelines and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

#### 2. GENERAL DESCRIPTION:

The Mondello Ford Fiesta ST 150 Series is for competitors participating in Fiesta ST 150 Model cars. Eligible cars are 3 door hatch-back, built in the years 2004 to 2008 inclusive, with the Duratec HE 14 2 LITRE 150 BHP engine. Only standard ST chassis and parts and components for the Fiesta ST 150 models are permitted, and as amended by these regulations. **NO Mazda Exchange engines are Permitted ONLY Ford Fiesta ST as per ford Part Number**

**2.1.** The car must retain the original VIN number in the various locations and the manufacturers VIN plate should also be fitted.

#### 3.0. SAFETY REQUIREMENTS:

All cars must comply with these Technical Regulations, in addition to the safety requirements as listed in Appendix 2 of the current MI Yearbook.

**3.1.** Full front and rear roll cage must be fitted to the car complying with Appendix 2, section 16 of the current MI yearbook. It is not permitted for the roll cage to protrude through the bulkhead into the engine bay. It is permitted to fit an OMP Bolt in cage. It is not permitted to seam weld the shell.

**3.2.** Vehicles must be equipped with an externally operated circuit breaker as per Appendix 2 section 20 of the current MI yearbook. The circuit breaker must be operable when the driver is normally seated irrespective of whether a safety harness is worn or not.

**3.3.** It is not permitted to have any ignition components, coils, chokes or black boxes located in the cockpit area of the car.

**3.4.** The car must be fitted with towing points front and rear. It is only permissible to use a strap to connect to the existing towing eye mounting point on the cars to avoid damage in a contact situation. Where a solid bracket is used, the towing eye must not protrude beyond the bodywork of the vehicle.

#### 4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements in Appendix 2 of the Current MI yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained.

**4.1.** The word 'standard' as used within these technical regulations is defined as a description of components where: ***"the specified component is from the manufacturer's parts list at the time of production for the model/engine shown on the entry form or registration form"***. The Organiser reserves the right to use any means necessary to balance car performance in the interest of fair competition.

**4.2.** All air must flow through the Throttle body which must be Sealed and measure 55mm at the throttle body spindle before first round.

**4.3.** No modifications are permitted beyond the repair or adjustment processes specified by the manufacturer at the time of production. Similarly, Checking/Eligibility will be by measurement

and/or comparison to Genuine Ford spare parts supplied by the manufacturer's official agent for car the car at time of production. **See Section 16.**

**4.4. CHASSIS:** Chassis must be as per manufacturer's dimensions and design and comply as per section 2.0. VIN numbers will be checked to ensure the chassis is that of a standard ST car. It is not permissible to build a car from non ST VIN numbered fiesta shell, it must be a road going version of the ST model. It is an ST class. The only alterations allowed to the shell are those needed to fit the safety equipment no other alterations are allowed **with the exception of the fitment of jacking tubes in the sills for the use of sill stands.**

**4.5.** The wheelbase for the car is as standard

**4.6.** The front track for the car is as standard

**4.7.** The rear track for the car is as standard

**4.8.** The ride height is determined by the car with driver aboard which must at all times be able to pass over a block 95mm high x 600mm wide situated on the car centre line without touching it. No exception will be made for low hanging exhaust or any other items.

## **5. BODYWORK & INTERIOR**

**5.1.** Boot and bonnet catches should be removed and bonnet pins and boot pins/springs added. Side/Drivers/Passenger and rear windows must remain and must be operational and the window mechanisms in full electrical working order and the glass must be covered by a shatter proof film to MI regulations.

**5.2.** Front interior door cards can be removed along with head-cloth, carpets and rear seats. The driver's and passenger doors must have an interior fire proof door card fitted in accordance with Appendix 2 of the MI Yearbook. The driver's door intrusion bar must remain. The rear inner quarter panel Interior can be removed to allow access to repair quarter panel. It is not permitted to modify or remove the heater box. All cars must be repaired of body damage [if any] from the previous race/round when presenting for scrutiny. If a car suffers body damage in race one it may or may not be allowed to race in race 2.

**5.3.** A plumbed in fire extinguisher as per MI Regulations should be mounted in the passenger foot-well.

**5.4.** All Airbags to be removed. Steering wheel may be changed.

**5.5.** The steering lock must be disabled.

**5.6.** A currently FIA Homologated Driver's seat and six point harness in good condition must be used and fitted in accordance with Appendix 2. (~~i.e. NO date extension on seat or belts~~). Front passenger seat to be removed.

**5.7.** Where a car has a sunroof fitted, it must be removed and sheeted in with steel and securely fitted to a standard that the scrutineer is satisfied with.

**5.8.** No modification or additions are permitted to the body shell to limit body roll.

**5.9.** The Front Anti roll bar must be a Ford Fiesta ST part number 2s61-5494-RB standard unit of 19mm diameter, of standard construction and must be mounted in the original location with the ford ST standard links. No rear Anti Roll bar is permitted.

**5.10.** It is not permitted to change the silhouette of the car.

**5.11.** All bodywork is to remain standard and standard bumpers should be fitted to the car with the exception of **5.2.** above. Driver's door bar and bonnet internal cross brace structure must remain in place. No lightening of internal panels is permitted. It is permitted to fit a bolt in Front Strut brace between the 2 valances. It is not permitted to have a fixed/welded strut brace fitted.

**5.12.** The factory dash is to remain fitted to the car. It is permitted to modify or remove the airbag/dash support bar to facilitate roll cage installation.

**5.13.** No Data Logging systems which use a wired or wireless connection to any of the car's systems are permitted, with the exception of SOLO DL which can be connected via OBD port only. Similarly no additional gauges are permitted.

**5.14.** It is not permitted to cut holes in the bodywork for lightening purposes or to increase airflow to the engine, suspension or braking system. However it is permitted to run air ducts from the front fog lights back to the centre of the brake callipers but you must retain the unmodified fog light surround.

**5.15.** Wheels must remain inside lines of body and not protrude beyond the arches.

**5.16.** Headlights must remain complete and working. They should have tape applied in a manner which still allows some visibility of the light when illuminated, or have a clear filament applied.

**5.17.** It is permitted to fit non-slip material on the pedals.

**5.18.** A standard laminated front windscreen must be fitted.

## **6. ENGINE:**

**6.1.** The only engine eligible is as fitted to the Ford Fiesta ST150 [2004-2008 inclusive] HE 14 2.0 LITRE Duratec replacement unit. No modification to the specification of the engine is permitted. A Standard Air con Pump and Standard belt to be fitted. As Original Ford manufactured conrod bolts are now not available they may be replaced by alternative versions which have similar shape and dimension. Absolutely NO Mazda Exchange units permitted only original ST as per chassis Number. No Mazda Family cars engines can be used only Ford replacement units.

**6.2.** It is Strictly forbidden to machine or remove any material from the Head or engine block other than for surfacing for head gasket and not exceeding the allowed comp ratio, unless permitted in these regulations. The term standard shall apply to that as manufactured by the Ford Motor Company and will include the tolerances as manufactured by Ford. If you are in any doubt then consult the Eligibility Scrutineer, Basically if it doesn't say you can do it, you can't. A Power steering cooling kit must be fitted. No Skimming of Block is permitted.

**6.3.** The engine must be mounted in the standard position, the mounting brackets and engine mounts are free which must be bolted to the standard production fitting points on the chassis/subframe. No lightening, balancing or polishing of any parts internal or external including head, block or crank.

**6.4.** The engine must run the standard valve adjustment mechanism and the standard valve timing as per manufacturer's specification and which will be checked at events and must be working. Only Ford ST Plugs are permitted to be used as per chassis number.

**6.5.** ~~Only the following Ford ST Cam part numbers are allowed~~

~~— Inlet Camshaft 1s7g-6a271-bh or 1s7g-6a271-da or 1s7g-6a271-BG~~

~~— Exhaust Camshaft 1s7g-6a272-ea or 1s7g-6a272-BG or 1s7g-6a272-BH~~

~~— (Or subsequent production camshafts)~~

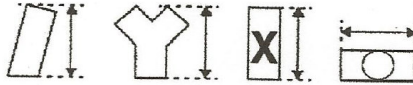
All Camshafts must conform to the lift tables indicated below.

Inlet/exhaust valve clearances as standard

## **Engine Specifications**

Number of Supports	<b>3</b>
Total minimum volume of a combustion chamber	<b>48.5cm<sup>3</sup></b>
Minimum volume of a combustion chamber in the cylinder head	<b>41.3cm<sup>3</sup></b>
Maximum compression ratio (in relation with the unit)	<b>11.3:1</b>
Minimum height of the cylinder block	<b>302mm</b> (according to the drawing)

below)



**Pistons [must be a standard Ford ST Piston with part number] Must be a standard Ford ST Piston or a Kolbenschmidt Piston Part Number 99457620 with 0.5mm oversize.**

- |   |                                  |
|---|----------------------------------|
| (a) Sleeves Material  | <b>Ferrous Alloy</b>             |
| (b) Number of rings <del>{only standard Ford ST piston rings permitted}</del><br>no <del>oversize</del> or race rings permitted. Standard Con Rods no lightening or balancing or polishing. | <b>3</b>                         |
| (c) Minimum weight 420g with pin and rings  |                                  |
| (d) Distance from gudgeon pin centre line to highest point of piston crown  | <b>28.5 +/- 0.1mm</b>            |
| (e) Distance (+/-) between the top of the piston at TDC and the gasket plane of the cylinder block  | <b>0.65 +/- 0.15mm</b>           |
| (f) Piston groove volume  | <b>0.8 +/- 0.5cm<sup>3</sup></b> |



~~(g) No oversize pistons can be used and no Machining of Pistons allowed~~

Crankshaft – maximum diameter of crank pins. No Lightening or balancing of Crankshaft is permitted **[max.5mm undersize]47.0mm**

Cylinder head – minimum height (block face to top of head) **123mm**

Thickness of tightened cylinder head gasket **0.5 +/- 0.2mm**

Camshaft

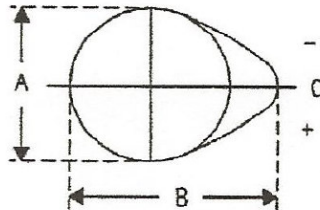
(a) Diameter of bearings **25.0mm**

(b) Cam dimensions Admission **A = 33.0 +/- 0.1mm**

Intake **B = 42.1 +/- 0.1mm**

Echappement **A = 33.0 +/- 0.1mm**

Exhaust **B = 41.1 +/- 0.1mm**



**The tolerances must be used with the same sign for A and B**

## Distribution/Timing

(a)	Theoretical clearance for valve timing	Admission Intake	<b>0.25mm</b>
		Echappement	<b>0.30mm</b>
		Exhaust	

(b) Cam lift in mm (dismounted camshaft)

ADMISSION / INTAKE				ECHAPPEMENT / EXHAUST			
Rotation angle in degrees	Lift in mm (+/- 0.1mm)	Rotation Angle in Degrees	Lift in mm (+/- 0.1mm)	Rotation angle in degrees	Lift in mm (+/- 0.1mm)	Rotation angle in degrees	Lift in mm (+/- 0.1mm)
0	<b>9.12</b>		<b>9.13</b>	0	<b>8.08</b>		<b>8.08</b>
-5	<b>9.04</b>	+5	<b>9.04</b>	-5	<b>8.00</b>	+5	<b>8.00</b>
-10	<b>8.79</b>	+10	<b>8.78</b>	-10	<b>7.74</b>	+10	<b>7.75</b>
-15	<b>8.36</b>	+15	<b>8.34</b>	-15	<b>7.33</b>	+15	<b>7.33</b>
-30	<b>6.12</b>	+30	<b>6.03</b>	-30	<b>5.11</b>	+30	<b>5.12</b>
-45	<b>2.63</b>	+45	<b>2.55</b>	-45	<b>1.69</b>	+45	<b>1.70</b>
-60	<b>0.31</b>	+60	<b>0.34</b>	-60	<b>0.29</b>	+60	<b>0.35</b>
-75	<b>0.04</b>	+75	<b>0.11</b>	-75	<b>0.03</b>	+75	<b>0.08</b>
-90	<b>0.00</b>	+90	<b>0.00</b>	-90	<b>0.00</b>	+90	<b>0.00</b>
-105		+105		-105		+105	
-120		+120		-120		+120	
-135		+135		-135		+135	
-150		+150		-150		+150	

A shift of +/- 2 degrees of the whole measurement is accepted

(c) Maximum valve lift

	Maximum valve lift
Admission / Intake	<b>8.9 +/- 0.2mm</b>
Echappement / Exhaust	<b>7.8 +/- 0.2mm</b>

with clearance according to (a) above

### Admission / Intake

Number of springs per valve	<b>1</b>
Under a load of <b>34kg</b> the max length of the spring is <b>31.5mm</b>	
External diameter of the springs	<b>24.75 +/- 0.2mm</b>
Number of spring coils	<b>8.5</b>
Diameter of spring wire	<b>3.23 +/- 0.1mm</b>
Max free length of the springs	<b>48.1mm</b>

### Echappement / Exhaust

Number of springs per valve	<b>1</b>
Under a load of <b>34kg</b> the max length of the spring is <b>31.5mm</b>	
External diameter of the springs	<b>24.75 +/- 0.2mm</b>
Number of spring coils	<b>8.5</b>
Diameter of spring wire	<b>3.23 +/- 0.1mm</b>
Max free length of the springs	<b>48.00mm</b>

The Cylinder head must be A Ford ST Part number, pre facelift 4m5g-6c0b25b, facelift 5s6g-6c0b2-ca, nothing else is legal or acceptable

Absolutely no modification/machining to the head is allowed. Valves must be a standard Ford valve with original angles on valves/seats. No Machining/Lightening or balancing of pistons or ports is permitted.

### **Distributor/Timing**

Theoretical clearance for valve timing Admission intake 0.25mm

Echappement Exhaust 0.30mm

Cam Lift or LOBE SIZE must be of A Ford part Number relevant to that year Model, For example a 2004 ST can only use a 2004 ST set of cams, 2005 ST must only use a 2005 set of Cams etc, etc

No modification to valve timing or ignition timing or components is permitted.

### **6.5. Prohibited Modifications**

Polishing or reworking of any of the parts including the Inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head is strictly forbidden. The Complete engine/Power units can be swapped between models but ECU'S and wiring loom must remain with the car. The ecu numbers and wiring loom numbers will be checked with the VIN number. Flywheel or Pressure Plate cannot be Lightened or Balanced, it is only permitted to fit a standard Ford ST front Pulley

**6.6.** No additional form of oil cooling is allowed on the engine.

**6.7.** No modifications are permitted to the cooling system. Power steering cooling kit is allowed

**6.8.** Air filter Kit option Pipercross cone filter part number PK308 can be used or a standard ST Air filter System. When using the kit option no extra pipes or parts to be added.

**6.9.** The Standard exhaust manifold must be used. It is permitted to remove the Catalytic Converter, it is permitted to remove the centre box, replacement standard size exhaust pipe must be used. It is permitted to replace the back box. The noise emissions must comply with the MI 105db rule, measured 0.5 metre from the exhaust outlet at an angle of 45 degrees from the exhaust with the engine revving to 4,500 RPM.

**6.10.** All cars MUST run a custom ecu map as supplied by Triple 7 of 50A Blackrock Road, Dunamore, Cookstown, Co. Tyrone. Phone 028 8675100 email triple.7@btinternet.com

Each car will be supplied with its own device from triple 7 at a cost. This device contains a custom map which is specific to the Mondello Ford Fiesta ST 150 championship. This device will also enable a competitor to read and clear fault codes. All competitors must have their device present in paddock assembly prior to qualifying and racing. Triple 7 will be present at all rounds of the championship to assist competitors and check ecus for conformity randomly and at the request of the scrutineers and the championship organiser.

A competitor may be asked at any time to change their ecu to one supplied by the championship organiser through a scrutineer. Any competitor who is not willing to change their ecu will be given a penalty of a deduction of 20 championship points. Competitor's ecus may be remapped by the championship organiser in conjunction with a scrutineer and Triple 7 at any time during a race meeting. For 2017 the class may change to a separate class-specific ecu at the discretion of the class organiser.

**6.11.** The fuel injection system must remain standard and no modifications are permitted. The standard fuel lines must be used and no additives are allowed to the standard pump fuel as per MI

regulations. Part number for Fuel Pump is 5s6y-9h307-bd and fuel pressure regulator must be the standard Ford Unit for the VIN Number. See 14.4

**6.12.** The Throttle Body / Inlet Manifold for the respective models must remain as standard and as per the production engine and relevant chassis number. The components are not interchangeable between engines and it is not permitted to fit an over sized throttle body from another duratec engine. IT IS NOT PERMITTED TO ADVANCE/ALTER THE CAM/CAMSHAFT TIMING AND THIS WILL BE CHECKED RIGOROUSLY AT EACH EVENT.

**6.13.** The top engine cam cover and Rocker Cover mating plate, along with the R/H upper cam cover retaining bolt should be drilled as per Appendix 2 to allow for sealing of the engine.



Drill camcover bolt at opposite end of engine to camshaft pulleys.

Drill two sump bolts, drill two bell housing bolts. All holes must be present.

**6.14.** Where air conditioning is fitted it is permitted to render this inoperable by removing compressor, radiator and pipes up as far as fire wall under bonnet side, all other components must remain.

## 7. SUSPENSIONS

### Front Suspension

**7.1.** Only the GAZ Championship specified suspension units as supplied by Murray Motorsport and assembled in accordance with manufacturer's specifications may be used. The GAZ kit number is GHA368MM, all parts supplied in the kit must be used, i.e. springs, top mounts etc. These must be fitted to an unmodified front stub axle assembly. However it is permitted to fit a machine retaining washer to prevent front bearings from moving out of position and therefore allowing the wheel to become detached from the front transmission unit. A competitor may be asked to remove their suspension for it to be sent away to be checked for conformity to the regulations.



**7.2.** It is not permitted to tamper with the suspension unit or to change the oil within it or to change the front suspension insert other than the specified Gaz Championship Shock.

**7.3.** No mechanism is permitted to vary the amount of camber or castor which must remain standard. Front tracking is free.

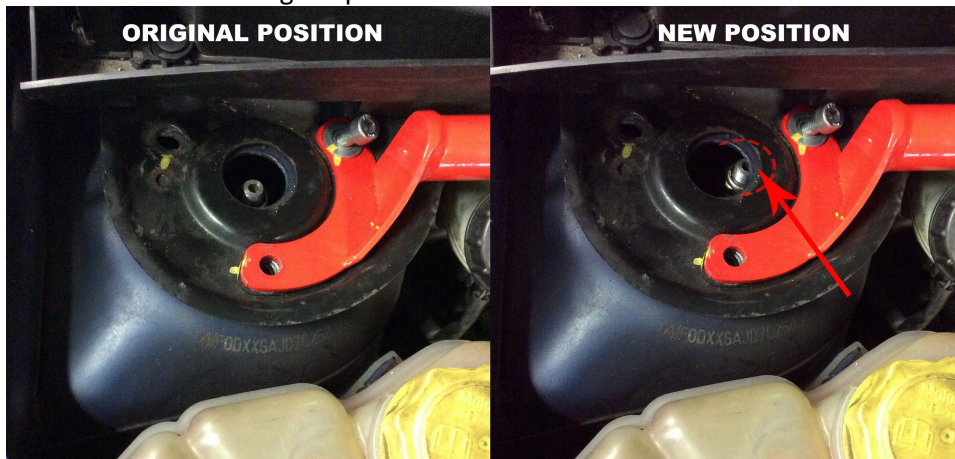


**7.4.** All suspension bushes must be of standard Ford ST part number construction and fitment. With the exception of the back of the front wishbone it is permitted to replace with a Powerflex BUSH. Part number PFF19-1102BLK.

**7.5.** Suspension arms must remain standard in shape, size and position and must be mounted in the standard locations. No modification or additions are permitted to the suspension pickup points, in line with 7.3 above. Only standard original Ford wishbones are allowed.

**7.6.** The GAZ control spring must be used and unmodified.

**7.7.** The front top mounting mechanism is manufactured by GAZ specifically for the series. The top mount alters the position of the piston rod, to allow space for piston rod and access to the piston rod top nut a small amount of material can be removed from the suspension turret top as per drawing diagram. The three bolt holes for the top mount must be unmodified and remain in their original position.



## Rear Suspension

**7.8.** Only the GAZ Championship specified suspension units may be used, as supplied by Murray Motorsport and assembled in accordance with manufacturer's specifications. The GAZ kit number is GHA368MM, all parts supplied in the kit must be used and be mounted in the standard locations to the existing and unmodified mounting points. The scrutineers can request that your suspension can be sent back to manufacturer for testing and a full report will be given to scrutineers after the test.

**7.9.** It is not permitted to tamper with the suspension unit or to change the oil or valving within it only specified sealed units are permitted.

**7.10.** The original unmodified rear beam must be fitted and mounted in the original and unmodified location. No Welding, Cutting or Bending of the rear beam is permitted. It is permitted to remove the rear brake back plates and fit a maximum of two shims per side, All shims must be in contact with the majority of the surface area between axle beam and stub axle and retained in place by all four existing bolts.

**7.11.** The GAZ control spring must be used but the car must not touch the lowering block if driven over when placed at the front centre of the car and the must pass over it freely without coming in contact with the block.

**7.14.** The top mounting mechanism must be assembled correctly and in accordance with the manufacturer's specification.

## 8. TRANSMISSIONS

**8.1.** The only gearbox permitted is the standard 5 speed unit as fitted to the production Ford Fiesta ST 150 2004-2008 car with the following ratios;



1<sup>st</sup> – 3.583:1

2<sup>nd</sup> – 2.038:1

3<sup>rd</sup> – 1.414:1

4<sup>th</sup> – 1.108:1

5<sup>th</sup> – 0.878:1

Reverse – 3.615:1

DIFF RATIO 3.824:1

All gears must be standard profile and number of teeth.

The onus is on the competitor to ensure the internals of the gearbox and differential are correct prior to the first round of the championship.

**8.2.** The Differential must be standard with a ratio of 3.824.1 and no form of Limited Slip Differential is permitted. All Gearboxes will have a seal fitted to the end cover, bolt and end cover must have required holes drilled. Main case. See photo 2



Photo 1



Photo 2

**8.3.** The clutch pressure plate may be replaced by an aftermarket item but it must be the same size and dimension as the standard item. A paddle clutch disc of the same nominal diameter may be fitted.

**8.4.** It is not permitted to lighten the flywheel. Flywheel weight as standard.

**8.5.** It is permitted to baffle the standard ST sump

**8.6.** The gearbox mounts are free

## **9. ELECTRICS**

**9.1.** Headlights and brake-lights must remain as standard and be operational.

**9.2.** A rear rain light must be fitted and operational.

**9.3.** It is permitted to replace the standard battery with a competition type and to move the battery inside the vehicle and locate it in the passenger's area. Where a dry battery is located in this area it must be of sealed construction and placed in a battery box.

**9.4.** The standard alternator must be fitted, connected and providing a charge when the engine is running.

**9.5.** It is not permitted to fit any additional switches in or around the dash panel or to connect into the vehicle wiring loom or any of the engine / exhaust sensors. The standard fog light switch to be used for the Rain light switch.

**9.6.** All wiring looms to be standard. When **9.3.** is used battery leads may be lengthened, the only other changes permitted are those needed to comply with Appendix 2 – 22 (Kill switch)

## **10. BRAKES**

**10.1.** The standard Brake Pads can be replaced by competition pads of the same dimensions, the material is free.

**10.2.** It is permitted to replace the standard brake fluid with a higher temperature fluid.

**10.3.** Only steel piping to and from the ABS Unit may be used, made to the same shape and size as the original, no copper or copper nickel they must look the same and take the same route

**10.4.** It is permitted to fit brake pads with a competition material. See 10.1

**10.5.** Only Standard Ford ST Calipers and Discs front and rear are permitted.

- 10.6.** Only standard Ford Unmodified Brake Discs front and Rear can be used.
- 10.7** ABS must be fully functional/operational and ABS light must be working.
- 10.8.** It is permitted to replace the standard flexible brake hoses with aero-quip / braided replacement pipes.
- 10.9.** Standard master cylinder only and ABS must match your chassis number.

## **11. WHEELS/STEERING**

- 11.1.** No modifications are permitted to the Steering System/Mechanism. No Quick racks or Motorsport racks allowed.
- 11.2.** It is permitted to fit a racing steering wheel in place of standard ST Wheel
- 11.3.** Only permitted wheel is the Team Dynamics Wheel/Rim same as the UK ST Spec. The Team Dynamic Rims 15 x 7 inch Pro Race 1.2 with offset 35mm [same as currently used in the UK in 2015]

## **12. TYRES**

- 12.1.** The Mondello Ford Fiesta ST150 2004-2008 Series will run a specification tyre. The only tyre permitted is ~~Yokohama A048 Medium Compound 195/50R15 with ref K6945 195/50R15.~~ **Yokohama Advan A050 F1893 195/50 R15.** Competitors will be required to carry the Tyre Company logos on designated parts of the car. The sole tyre supplier for the Championship is Murray Auto Services Ltd. trading as Murray Motorsport.
- 12.2.** Competitors are permitted ~~10~~ **14** tyres for the season which will be marked and logged. No extra grooving or cutting is permitted. No Tyre warmers allowed.
- 12.3.** ~~On or before the first Championship race, Competitors must submit at least 4 tyres to the promoters for marking against their entry.~~ **Competitors will be issued with 14 stickers to be affixed to their tyres. The onus is on each competitor to ensure their tyres have the correct stickers affixed to them prior to each qualifying and race session.**
- 12.4.** Tyre markings will be checked after qualifying and racing and where a car has run a tyre with an incorrect marking, or with no marking, this will constitute a technical infringement.
- ~~**12.5** For the last championship race weekend on the 16<sup>th</sup> & 17<sup>th</sup> September 2017 competitors will be allowed to use a new set of tyres outside of their allocation of 10 tyres, if the races are declared Wet. This is on the grounds of safety.~~
- 12.6** If a car comes in after qualifying or racing with wrong or no tyres marked the competitor will be excluded from the event. The onus is on the competitor to make sure they have the correctly marked tyres fitted.

## **13. WEIGHT**

- 13.1.** The minimum weight with car and driver is 1110kgs as it crosses the finish line and arrives to parc ferme.

## **14. FUEL & FUEL DELIVERY.**

- 14.1.** The car must run on Standard/Forecourt pump fuel and must not be over 99 Octane and must run through standard fuel filters. Fuel checks will be made randomly throughout the Championship. No Fuel additives, Octane Booster or High Octane fuel is allowed. Any competitor caught with illegal fuel as per the fuel sample tested, will be excluded from the event. The Scrutineers decision on Fuel sample results will be FINAL.
- 14.2.** The fuel tank and location must remain as standard, no alteration to the internals of the fuel tank is permitted.
- 14.3.** The fuel supply system must remain as standard. It is not permitted to modify or interfere with any of the fuel supply pipes or fuel pressure.

**14.4.** Fuel Pressure will be standard as Ford set it. Only Standard Fuel Ford ST Injectors with part number 1s7g-9f5936a are permitted. The fuel pressure regulator and fuel pump must retain its original position and unmodified.

#### **15. NUMBERS AND CHAMPIONSHIP DECALS**

**15.1.** Luminous competition numbers to be supplied by Mondello Park and carried on both rear passenger windows and bonnet and Drivers Surname in rear window measuring not more than 5cms x 14 cms

**15.2.** The areas on the car as per the illustration in Technical Note 2 are retained by the organisers. Competitors will be supplied with the decals for these areas.

#### **16. ELIGIBILITY**

The premise of the New Mondello Ford Fiesta ST150 2004-2008 Series is to provide close and competitive racing for competitors and a very affordable cost. In order to ensure this, the promoters will actively police eligibility on an on-going basis. This will be done by means of checking and/or replacing components on a number of cars at every event. In order to facilitate this, the promoters will have a stock of standard parts, which they will replace on competitors cars as they deem fit. Where a part is removed from a car and subsequently found not to conform with these regulations, the competitor will be penalised in accordance with section 3.2, 3.3 & 3.4 of the Sporting Regulations. The promoters have purchased a significant amount of equipment to assist with eligibility. This includes Tyre Marking Equipment, Fuel Pressure Measurement Equipment, Steering Geometry and Tracking Equipment and Live Data diagnostic tools. The Class Eligibility Scrutineers decision on Technical matters will be FINAL.

**16.1.** The promoters will have a stock of equipment and replacement parts at events for use in eligibility checks on the following components;

Induction System

ECU's

Fuel Pressure

Valve Timing

Ignition Timing – Live Data

Gearbox

Front Suspension Units

Rear Suspension Units

Roll Bar Diameter and standard Rollbar

Ride Heights

Vehicle Weight

**16.2.** The Eligibility Liaison Officer will in consultation with the Eligibility Scrutineer and the promoters, request a competitor to change specific components under supervision on their car prior to qualifying and /or between qualifying and race 1 and/or between race 1 and race 2.

**16.3.** Where the promoters exchange any parts on a car, the promoter reserves the right to keep the removed part, which may then become the spare unit, or to exchange the parts back as they deem fit. This also applies in the case of an engine/ gearbox change.

**16.4** The promoters reserve the right to seal and keep the entire vehicle until a day that suits all parties for examination.

**16.5** All tools used on the day by the scrutineers will be deemed fit for purpose.

**A Note to all Drivers/Teams and Competitors**, the onus is on the competitor to insure that the car entered into the championship conforms to the Technical Regulations as supplied, A car that has been bought needs to be checked over and absolutely no EXCUSES will be entertained regarding The Technical regulations. For example, if the car has extra modifications to the Exhaust, Ecu, Head, Brakes or Suspension and doesn't conform to the above Technical Regulations it will be deemed to be in breach of same and suffer severe Penalty consequences.

**“We want the best driver to win, not the best car”**

**Technical Note 1: Contacts**

**Promoters** – Mondello Park Sports Club, Mondello Park, Donore, Naas, Co. Kildare.

Tel: 045 860200

Email: [rgray@mondellopark.ie](mailto:rgray@mondellopark.ie)

**Organisers** – Clubs TBC with contact details as per Appendix “10” of the **2018** MI Yearbook.

**Class Coordinator** – Rosalind Gray: 045 860200

Class Technical Liaisons Jimmy Wolverston & Barry Gregg