

## The Motorsport Ireland Junior Class (16) Technical Regulations

1.1. All cars must comply with Appendix 2 and 29.1 of the current Motorsport Ireland Yearbook. Competitors are advised to consult their local scrutineer before commencing a new or retrofit project. 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. The interpretation of any matters concerning the class or these notes on the class is a matter for MI. Queries should be submitted in writing to MI.

Note: The onus is on the competitor to prove eligibility of all parts/components fitted to their car. Should the eligibility of a part/component be queried/challenged by the scrutineers, the competitor must produce manufacturer supported documentation to validate the eligibility within 7 days of the formal request being made. This information must be supplied to the scrutineers on request.

1.2. The following is a list of eligible cars.

- 1.2.1. Peugeot 106 Super Cup Cars – Complying with FIA homologation form number A5565\*

1.2.2. Peugeot 206 Super Cup Cars – Complying with FIA homologation form number A5627\*

\*Note these cars are permitted to use non-homologated, 3-way adjustable, remote canister shock absorbers on the rear axle only. All other components must comply with the cars original FIA homologation papers and super cup technical specifications.

1.2.3. Ford KA Cars – Complying with FIA homologation form number A5567\*

1.2.4. All 2wd modified cars up to 1650cc which comply with the additional junior technical regulations as listed in the following paragraphs.

1.2.4.1. Bodyshell/Panels:

1.2.4.1.1. The original position of all suspension mounting points on the body shell (including removable subframes) must not be altered. The position of all suspension mounting points must remain standard as supplied by the original manufacturer of the car.

The addition of alternative suspension mounting points is prohibited.

1.2.4.1.2. The fitting of Carbon Fibre or Kevlar panels is prohibited (unless supplied as original equipment for the car). The fitting of fibreglass panels is permitted provided they comply with appendix 2 and 29.1 of the current Motorsport Ireland yearbook. All panels including bumpers must retain the manufactures original profile and design.

1.2.4.1.3. Polycarbonate side and rear windows are permitted and must comply with appendix 2 and 29.1 of the current Motorsport Ireland yearbook.

1.2.4.2. Engine:

1.2.4.2.1. Induction: Forced induction is not permitted, Exception made for 1000cc Turbo Diesel. All engines must retain the original inlet manifold and throttle body as fitted to the original model of engine. Modifications to the inlet manifold and or throttle body are not permitted. The fitting of a larger inlet manifold and or throttle body from a different model within the original engine manufacturers range is not permitted. Similarly, the fitting of an aftermarket high flow manifold and or throttle body is not permitted. An air filter must be fitted; type and material is free. The original lubrication system for the engine must be retained, however the addition of an oil cooler will be allowed.

Engine must be from the original manufacture of the chassis

#### 1.2.4.2.2. Exhaust:

The standard original equipment exhaust manifold as fitted to the original model of engine must be retained in its entirety. The remainder of the exhaust system is free but must comply with appendix 2 of the current Motorsport Ireland yearbook.

#### 1.2.4.2.3. Engine Control Unit (ECU):

The use of an aftermarket or upgraded ecu is permitted.

#### 1.2.4.3. Transmission:

1.2.4.3.1. All gearboxes must be of a standard H pattern type shift arrangement. The use of sequential gearboxes, or sequential selection converters is not permitted.

1.2.4.3.2. The gearbox casing must be an original type casing as supplied by an original manufacturer of the chassis. The full original casing must be retained in its entirety.

1.2.4.3.3. Dog engagement & straight cut gear kits are permitted. Gear ratios, final drive ratios and differentials are free. The fitting of a Limited Slip Differential is permitted.

#### 1.2.4.4. Suspension/Steering:

1.2.4.4.1. Shock absorbers may be adjustable for ride height and or damping. The use of 3- way adjustable, remote canister shock absorbers is permitted (not applicable to the front axle of cars listed in articles 1.2.1 and 1.2.2). Competition type suspension springs are permitted.

1.2.4.4.3. Top suspension mounts are free.

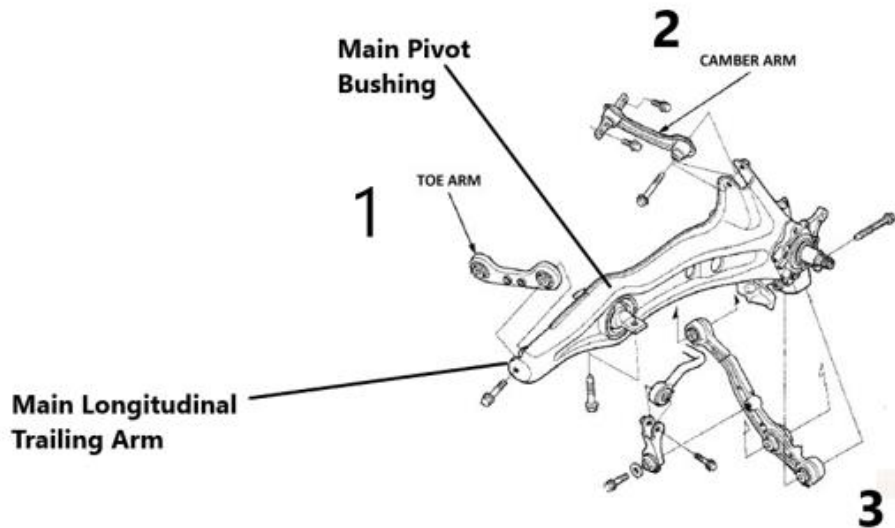
1.2.4.4.4. Front suspension arms must remain standard with the following exception

Opel Corsa. The lower front ball joint may be converted to a rose jointed or a uniball type arrangement provided it is fitted/attached to a standard type track control arm (TCA) (limited modification of the TCA to allow the fitment of the rose joint /uniball is permitted. No rose jointing or modifications of the in-board ends of the TCA are permitted).

1.2.4.4.5 Rear suspension arms must remain standard with the following exception.

Honda Civic EF, EG and EK models can be fitted with adjustable toe arms (arm 1 as illustrated below) and camber arms (arm 2 as illustrated below). Only these arms may be fitted with spherical rose joints to allow for camber and toe adjustment.

No modification or adjustment of arm 3 (lower transverse link arm) are allowed. This arm must remain OEM as per the original manufacture materials and specifications and the main pivot bushing in the longitudinal trailing arms cannot be fitted with a spherical type bearing.



1.2.4.4.6. Competition suspension bushings are permitted.

1.2.4.4.7. The fitting of quick ratio steering racks is permitted, steering column must remain standard and no steering quickener's are allowed. The use of Electric Power Steering (EPS) is not permitted unless the system was fitted as standard equipment to the chassis by the OEM.

1.2.4.4.8. All remaining suspension and steering components must remain standard as fitted to the original model of the car. These components must not be modified in anyway (except for the fitment of competition bushings and or as outlined above).

1.2.4.5. Brakes:

1.2.4.5.1. Front callipers may have a maximum of 4 pistons per calliper, discs and pads are free.

1.2.4.5.2. The use of a hydraulic handbrake and or bias adjustable pedal box is permitted.

1.2.4.6. Wheels:

1.2.4.6.1. Maximum permitted wheel diameter is 15".

1.2.4.6.2. The use of competition type wheels is permitted.

1.2.4.6.3. Wheels must not extend beyond the periphery of the bodywork on all events.