

3rd August 2010

DUNLOP MOTORSPORT IRELAND YOUNG RACING DRIVER OF THE MONTH – JUNE 2010



20 year-old Kevin Sheane from Wicklow has been selected as the Dunlop Young Racing Driver of the Month for June. Kevin scored a win and a second place in the Formula Sheane races at Mondello Park on June 13, and followed this up with another victory during the annual Irish racing classes' visit to Anglesey, in Wales, last weekend. This leaves him holding second place in the Formula Sheane Championship, a single point behind the leader.

With three rounds remaining, Kevin is in a strong position to challenge for the title, in which he finished seventh last year in his first season in this class. He started racing in 2008, driving in

Formula Vee, and progressed to Sheanes the following year.

Kevin, who is sponsored by Mondello Park, Windsor Bray, Davison Photo and Sheane Cars, where he has worked for four years, plans to continue in the same class next year. He hopes to return to Formula Vee next month for a one-off drive in the Leinster Trophy race at Mondello, as he would dearly like to add his name to the list of famous drivers on this historic trophy.

Having been selected as the third Dunlop Driver of the Month for the 2010 season, Kevin is now a contender for the prestigious €50,000 Dunlop Motorsport Ireland Young Racing Driver of the Year Award. This award is

presented annually and is sponsored by Dunlop, the Irish Sports Council and Motorsport Ireland.

AUGUST FIXTURES

1	Killarney	Autocross (LS)
1	Donegal	Kart Race Meeting
1	Tipperary	V+V Pre 1950 Vintage Run
8	Mayo	Autocross (LS)
8	Tipperary	Stonethrowers Stages Rally (SR)
8	SKC	Kart Race Meeting (KC)
14	Cork	Jim Walsh Cork Forestry Rally (FR)
14/15	Midland	Autocross (A)
15	Co Monaghan	Autocross (LS)
20/21	NIMC	Ulster International Rally (TROA)
21/22	Skibbereen	Autotest
21/22	MEC	Sprint Weekend (HC)
21/22	Co Kildare	Race Meeting
22	MRCCI	Midget Car Race
22	TDC	Autotest
28	500 MRCI	Race Meeting
28/29	IKC	Kart Race Meeting (C Plate)
29	Carlow	Autocross (GS)
29	MRCCI	Midget Car Race
29	Galway	Summer Rally
29	TDC	Multi - Venue Autotest

SEPTEMBER FIXTURES

4	Munster CC	Autotest (H)
4/5	Donegal	Hillclimb (HC)
5	Cork	Autotest (H)
5	Castle	Stages Rally
5	Northeast	Kart Race Meeting

CHANGES TO CLUB INFORMATION

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MI GENERAL CODE OF CONDUCT

1. Introduction

Motorsport Ireland has rules for the governance of the sport. These include a detailed set of rules governing competition in the sport and its disciplines and Terms of Reference for the governance structures in the sport. Appendix 122 of the rule book contains a 'General Code of Conduct'. Recent events have demonstrated that the behaviours are not always in accordance with the letter or the spirit of the rules or the General Code of Conduct.

These additions to the Code of Conduct have been developed by the sub-committee of the Motor Sport Commission, which is charged with the Way Forward Review. This review is designed to provide a basis for the Motor Sport Commission to move the sport on from the issues that surfaced in the second half of last year, to underpin the continued successful development of the sport into the future, including ways of ensuring that the issues that arose in 2009 do not occur again. It is an implementation mechanism for Motorsport Ireland's policy on sportsmanlike behaviour in and around motorsport.

These additions to the Code recognise the competitive nature of motorsport but also the co-operative ethos with which the sport is governed by the members of the Motor Sport Commission assisted by its committees, clubs, competitors and volunteer officials.

2. Issues Addressed

The President has convened a small sub-committee of the Motor Sport Commission to which he has given the task of developing 'The Way Forward'. This work has confirmed the importance of following the current rules for competition. The sub-committee agreed that the current constitution and its implementing structures are fair and detailed. They work well and there is no need for massive changes to prevent the issues that arose last year from happening again. It has also confirmed the current structures in the sport are robust, with clarification required on the role of emerging structures introduced to facilitate the move to independence of Motorsport Ireland from the RIAC. The sub-committee also recognised that the RIAC will need to re-build its confidence in the Motor Sport Commission as capable of governing the sport and its own operations, following the events of last year.

The proposal was put forward and agreed that an Executive Council is no longer required and the role of the Motor Sport Commission is confirmed as the key structure in the governance of the sport was welcomed. The IMF will be responsible for matters relating to employees and sensitive issues related to finance. The Motor Sport Commission will deal with all other decisions related to the governance of motorsport within the jurisdiction of Motorsport Ireland.

This confirmation of the Commission as the key structure needs to be communicated to all involved in the sport. Following approval by the Motor Sport Commission, the President and members of the sub-committee will consult with the clubs, during August, on the decisions agreed. This will be done by writing formally to the clubs for their views on the draft set of decisions, with a view to getting comments by September 14th in time for presenting the final set of decisions to the Motor Sport Commission in September.

The sub-committee will review the rules contained in Appendix 102 by the end of August, with particular reference to the appointment of officials, licensing and training, to see if any changes are needed to ensure that they are robust and fit for purpose in the context of recent events.

The work has also identified that the behaviours in the sport outside of competition are also important and can have an impact on the reputation and good governance of the sport. These are addressed at a very high level in Appendix 122 of the rule book. However, the rules could be supported by further elaboration of the 'General Code of Conduct' to make expectations on norms of behaviour in the governance, decision-making and development of

the sport, more explicit, and to make clear the expected procedure for dispute resolution for disputes that might arise outside competition. The rules concerning this are attached.

ADDITION TO APPENDIX 122 OF YEARBOOK

Behaviours expected of all involved in Motorsport, its governance and development:

The guiding principles for the Code are trust, respect, fair competition and co-operation, and the pursuit of disciplined and responsible enjoyment and fun in the sport for all current and future participants.

The overriding principle for officeholders is the sustainable development of Motorsport in Ireland. This involves a whole of sport view, a balance between the short and longer term and an approach to action that is co-operative and altruistic.

The reputation of the sport and its ability to govern itself are crucial to its future success. All behaviours of those involved must be consistent with maintenance of the good reputation of the sport and its national governing body, Motorsport Ireland.

The sport is competitive and inherently dangerous if not conducted with safety in mind. The conduct of people within the sport can also result in hurt, even if this is not physical hurt. The principles of respect and trust should be evident in the behaviours of all involved in the sport. Though not tangible, poor behaviours can and should be identified and challenged through the procedures listed in 4 below. Examples of these are given for illustrative purposes and additions may be made to this list by putting a proposal, supported by two-thirds (66%) of registered clubs, to the Motor Sport Commission for consideration:

* Side deals or agreements at informal meetings before the main meeting are not a valid way of conducting business as they are outside the regulated channels. Such deals are null and void unless brought to the relevant decision-making body for discussion and decision.

* The use of the media as a method of exerting additional pressure towards an outcome is not a behaviour that is consistent with this Code.

* Support to an individual who is in a difficult spot, at an individual level if not for the position taken, is a positive behaviour. This could include a phone call providing moral or emotional support or a quiet word of support at a human level on the margins of the meeting.

* The outcome of decisions should be communicated as agreed. When it is agreed that a topic, or the points raised in discussion on a topic, are confidential, members of the Commission/club/committee will not divulge that information to non-members of that governing structure.

Dispute Resolution

The following procedures must be conducted in keeping with the Code of Conduct:

(1) In the first instance, those directly involved will identify the problem and address it.

(2) If (1) does not happen, the relevant committee will speak with those directly involved to determine the issue, the views and seek to mediate a resolution.

(3) If (2) does not resolve the issue, the case will be referred to the President of the Motor Sport Commission (MSC) who will attempt to mediate a solution or rule on the matter.

(4) If (3) is not successful, the issue will be referred to Just Sport Ireland (an independent arbitrator) who specialises in sport disputes, who will rule on the matter and their decision will be binding. The notes and submissions from the various steps in the resolution process will be made available to the arbitrator and they may call parties to participate in the arbitration process.

(5) Where the behaviour of an individual or a group of individuals is in breach of the Code of Conduct, the individuals can

MI GENERAL CODE OF CONDUCT *continued*

be called to account, using the above procedures, through a formal complaint made by two-thirds (66%) of the members of the Commission or two-thirds (66%) of the organising committees of the disciplines in the sport. Note the two-thirds refers in all cases to the total membership of the group, not just those in attendance.

(6) The President of the Motor Sport Commission, to allow for mediation discussions to take place, may declare a cooling off

period of up to 4 weeks. This period will be respected and no action will be taken (during the cooling off period) by any sides to the dispute, other than to participate in the resolution process if requested.

(7) If the matter is referred to Just Sport Ireland a binding arbitration process will conclude the matter under discussion.

KART RACING - CARBURETTORS

Arising from the findings of a National Tribunal of Appeal held on 18.5.10, MI has decided to suspend the operation of Appendix 70, Articles 10.1.3.1, 10.3.4.2, 10.5.2.6, and 10.6.2.10.2 in relation to any markings that appear on the outer part or parts of a carburettor. The

outer part of a carburettor may not be modified other than for the purpose of applying identification marks.

This decision is effective until 31.12.10.

FRONT TO REAR WHEEL DRIVE CONVERSIONS FOR RALLY CARS

The guidelines for converting FWD cars to RWD for use in rallying, published in the March 2009 Motor Sport Bulletin, were unfortunately omitted from the 2010 Yearbook. It is confirmed that those guidelines are valid, and that cars complying with the

specification as published are eligible to compete in rallies in classes 9-13, depending on engine size and number of valves per cylinder, with immediate effect.

HILLCLIMB/SPRINT CHAMPIONSHIP

Statement by the Hillclimb and Sprint Committee

Despite the best efforts of the committee to find a fair solution that would allow the awarding of additional points at the remaining events in the championship, and having consulted with competitors, the committee find themselves unable to proceed with the proposed bonus points for the remaining 4 rounds. The championship rounds and points system will stay as it was at the start of the season 2010.

NATIONAL RALLYCROSS CHAMPIONSHIP 2010/11

The new Irish Championship season, running from October to March, will commence on 10 October with a round of the British National Championship series at Pembrey in Wales. There will be seven rounds in the new championship; the follow on rounds being 17 October, 7 November, 21 November, 6 February, 20 February and 13 March, all being run in Mondello. It is also intended to run a Rallycross Grand Prix on 26 June 2011 in Mondello.

The only changes to the technical regulations for the new championship will be changes in weights in some models in the Stock Hatch class.

Information can be obtained from the Registrar, Tom Kirwan, at 086-8179664 or contact Derek Tohill (drivers' representative on the committee) at 087-2822353. Register before the end of the third round 6.00 pm on 7 November 2010 for €40.

AMENDMENTS TO YEARBOOK

Appendix 25 – Requirements for all Rallies

Delete Article 4 (Navigation and Retrospective Trials). Appropriate items have been transferred to Appendix 33.

Appendix 33 – Standard Regulations for Navigation Trials

1. THE EVENT

The event is an open Navigation Trial, held under the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland (MI), these supplementary regulations and any final instructions issued before the start of the event.

3.9. There will be Controls, Time Points, ITCs and Vias, through which the competitor must pass in the order in which they appear on the route card. A control, Time Point, ITC or Via shall be deemed to extend for a radius of 50m around the actual point specified in the route instructions. A competitor is deemed to be at the point if within this radius. Alternative routes within this radius are not valid for the purpose of determining correct approaches and/or departures and double visits.

The official must be sited on the approach or departure road to or from each point. If officials are not present at a scheduled manned point during the whole period when competitors may report, all performances at such a point will be ignored in compiling the results. Performances at a point not sited at the

location specified will also be ignored.

3.12. The start and finish of unmarked roads, which are part of the Trial route, and mapped non-goers falling within the Trial route, must be listed on the initial Route card. The only exception to this is where unmarked roads are used as part of a tulip diagram. The direction of travel at any **change of direction/junction where the intended route is unclear** on an unmarked road must be indicated to competitors (eg. by Tulip diagram, arrows, etc). Where an arrow is used, it must be placed on the approach to the **change of direction/junction**, and immediately before the **change of direction/junction**. The intended route across open ground must be clearly arrowed.

3.17. Plotting time to be a minimum of 75 minutes and 90 minutes where the total number of plots exceeds 50.

All plots which do not define the route e.g. cautions, gates, rough roads, N.G.'s etc. must be given 60 minutes before route instructions are issued.

3.22. (new) Final instructions may not contravene GCRs. It is expressly forbidden for any club/organiser to alter, or issue instructions in conflict with, the GCRs and the supplementary regulations for the event.

3.23. (transferred from Appendix 25 and modified) At no time during an event should competing cars be required to travel in

AMENDMENTS TO YEARBOOK (*continued*)

opposite directions over the same piece of road unless the time schedule precludes any possibility of overlap, or unless the piece of road is of a broad two lane type adequate for two-way traffic. **Full details of any two-way traffic must be given to competitors before the start of the event.**

14.1. The Clerk of the Course must ~~to~~ man at least three stop or yield signs during the event, using senior experienced marshals. This rule is to be implemented regardless of the number of marshals available to the organisers.

14.2. Competitors must stop, ie, all forward motion must cease, at the point of entry to any road protected by a Stop, Yield, Stad or Geill Sli sign. **The Stop Sign marshal must be positioned such that he can observe the point of entry. Therefore he must be positioned at or near the point of entry onto the departure road.**

16.1. **The time and location at which results will be posted must be specified in the final instructions. Results should be available within 2 hours of the last competitor finishing the event. If results are not available at this time, an amended time must be notified to competitors. Prizegiving should not be unnecessarily delayed after the publication of results.**

16.2.4. **2wd beats 4wd.**

16.2.5. Lowest engine capacity.

18.1. Speed Regulation Sections (SRS) will be set at 30mph (0.5 miles/minute) unless otherwise specifically stated. They will be no more than 32 km (20 miles) and no less than 5km (3 Miles) in length. The Clerk of the Course is required to include at least two Speed Regulation Sections in the route **for events greater than 85 miles in length and at least one SRS for events of shorter length.** SRSs will be located on tarmac roads and will include the most PR sensitive sections of the route. National Primary **roads** should not be used for SRS.

18.4.2. Intermediate Time Checks.

These are secret checks established by the organisers to check the competitors' average speed. The ITC is established at a precisely measured distance and timing is on sight. The distance from the start of the SRS to the ITC marshal will be a minimum of 5 km (3 miles) and a maximum 32 km (20 miles) in length. The exact point at which vehicles are timed must be clearly defined as

demonstrated at drivers briefing. **ITCs must be clearly indicated at the point of the check.**

23.1. All vehicles must be examined for compliance with regulations before the start. **The minimum basic standard is complete compliance with Road Traffic Act requirements including those for tyres. Seat belts must be worn at all times.**

24.3. **Organisers must ensure that all Officials, Marshals, etc. have signed on at the start of the event and have been provided with a copy of the benefits under the personal accident insurance policy for officials and that all entrants, drivers and passengers have signed an indemnity.**

26.1. Residents and other interested parties on and adjacent to the route who are likely to be disturbed or inconvenienced must be notified in advance about the event. **Where at all possible this notice should be in writing and should enable residents and the Gardai to contact the organisers if necessary. Organisers should route events around towns and villages where possible, unless petrol or meal stops are planned.**

26.7. (new) The Clerk of the Course and/or Stewards of the meeting are requested to notify MI of any complaint of inconvenience made by members of the public and of any significant accidents, particularly those involving third parties. Such reports such be submitted within 48 hours of the complaint and should include the time and place and any other relevant details.

29.20. (new) Clubs should remind competitors at briefing of the importance, for the good of the sport, of reporting any/all damage caused during the event. Clubs should provide damage declaration forms to facilitate this.

29.21. (new) To assist with the smooth running of an event it is recommended that clubs use a Competitor Liaison Officer (CLO). This person would ideally be someone who is known to competitors, who is respected by them and who has a good knowledge of the rules.

Appendix 34 – MI Navigation Trial National Championship 2010/11

2.4. The awards for the Championship will be

presented as follows:

1st, 2nd and 3rd in expert, semi-expert, **novice and beginners** classes - 1 trophy each.

6.1. There will be a total of **four** Class divisions, as follows:

6.1.1. Expert

6.1.2. Semi Expert

6.1.3. Novice

6.1.4. Beginner

6.4. The guiding criteria used shall be as follows:

BEGINNER – A navigator competing in their first season who has not competed in more than two Navigation/Retro trials as a navigator previously.

NOVICE - Any competitor, **other than a Beginner**, who has not navigated before **1.9.06** plus any competitor who has not been promoted.

SEMI-EXPERT - Any competitor not within the classification of a **beginner, novice or expert.**

EXPERT - Any navigator who has been placed in the top three in any Navigation Championship series in the past five years, plus any competitor who has been promoted or designated an expert by the Navigation Sub-Committee.

7.1. The resolution of ties in the overall Championship will be decided on the following principles:

7.1.1. The lesser experienced crew should take precedence (ie **beginner beats** novice beats semi-expert beats expert).

7.1.2. The number of wins.

7.1.3. The number of 2nd, 3rd, etc. placings.

7.1.4. The number of competitors beaten on the 1st, 2nd, etc. event.

10.7. (final sentence) **change date to 31.12.10.**

Appendix 70 – MI Kart Racing Regulations

Article 1.3.2 – add: Whiteriver Park, Collon, Co Louth

DATE CHANGES

Imokilly Rallysprint from 14.11.10 to 19.9.10; Carlow Closed Autotest 8.8.10 cancelled; Phoenix Park Race Meeting 14/15.8.10 cancelled; Laois Hillclimb 15.8.10 cancelled.

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