

1st March 2011

YOUNG DRIVERS OF THE YEAR – 2011 PLANS

Both of the 2010 Young Driver of the Year Award winners have now finalised their plans for this year, with Billy Coleman Award winner Robert Barrable recently taking delivery of the Skoda Fabia S2000 which Jan Kopecky used to take runner up position in last year's Intercontinental Rally Challenge. The Swords, Co Dublin driver will contest the British Rally Championship, and also intends tackling two IRC events, the Ypres Rally in Belgium and Rally of Scotland.

Dunlop Sexton Trophy winner Patrick McKenna, who was runner up in the US F2000 Championship in 2010, has graduated to the Star Mazda series, driving with Team GDT. The first official test session for Star Mazda is at Barber Motorsports Park, Alabama, with the opening race at St Petersburg in Florida on March 27.

MARCH FIXTURES

5	Co Monaghan	Navigation Trial (NT)
5	GSMC	Three Rock Sporting Trial
5	Carrick-on-Suir	Wm Loughman Forestry Rally (FR)
6	Co Cavan	Autocross (LS)
6	Limerick	Autotest
12/13	Kerry	Autotest (H)
13	Co Kildare	Rallycross (RX)
13	Munster KC	Kart Race Meeting (KC)
13	Mayo	Stages Rally
17	IMRC	Multi - Venue Autotest
19	Leinster	Healy Cup Sporting Trial
19/20	Birr	Autocross (A)
19/20	Co Cavan	Navigation Trial (NT)
19/20	Cork	West Cork Rally
20	Laois	Autotest (H)
20	Carlow	Sprint - Tynagh
26	500 MRCI	Race Meeting
26/27	Wexford	Hillclimb (HC)
27	Munster CC	4x4 Production Vehicle Trial
27	Midland	Stages Rally

APRIL FIXTURES

2	MEC	Devereux Cup Sporting Trial
2/3	Tipperary	Hillclimb
3	Castle	Sprint
3	Kerry	Circuit of Kerry Stages Rally

KART RACING

Rotax Max slick tyres: The Rotax tyres in the UK have a yellow band, whereas the ones used in Ireland last year have a green band. Either tyre can be used for the first three championship races and the yellow band tyre will be the only option from round 4, IKC, on May 22.

TECHNICAL REGULATIONS

Revised versions of the Technical Regulations for the Fiat Uno and Fiat Punto classes have been posted on the MI website under Useful Information/Technical Information

A further amendment has since been made to the Punto Technical Regulations:

Amendment for Shock Absorbers: Article 2.2.5 is deleted and is replaced by the following:

Shock Absorbers. These are a controlled unit built to Fiat Punto specifications. A certificate from GAZ must be produced at scrutiny if requested by the CES (2011 on). Going forward for 2011 GAZ will now re valve and oil the Fiat Punto 1400 shocks and provide a dyno graph for same that matches the FMC shock graph.

DATE CHANGES

Carrick-on-Suir Forest Rally (FR) from 6.3.11 to 5.3.11; Carlow Tynagh Sprint from 13.3.11 to 20.3.11; Skibbereen Carbery Navigation Trial from 11.12.10 to 26/27.3.11; Kerry Autotest 27.3.11 to Autosolo 10.4.11; Northeast MC Autocross (GS) from 3.7.11 to 5.6.11; Connacht Stages Rally (SR) from 10.7.11 to 9.7.11; Northeast MC Autocross (LS) from 13.11.11 to 6.11.11; MEC Kilkenny Cup Sporting Trial from 11.12.10 to 10.12.11. Race Committee Race Meeting - Mondello 19/20.3.11 cancelled.

CHANGES TO CLUB INFORMATION

Clare MC: Ms Ciara O'Connell, 32 Ard Caoin, Gort Road, Ennis Co Clare. Phone: 087-7786805. E-mail: ciara.oconnell@yahoo.ie Website: www.claremotorclub.com

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FIA PRESIDENT'S VISIT TO DUBLIN



FIA President Jean Todt with MI's Ambassadors for Road Safety, Craig Breen and Toni Kelly



MI President Joe Corcoran and FIA President Jean Todt

Motorsport Ireland and the RIAC were honoured on February 16 by a visit from the President of the FIA, Jean Todt, who launched MI's new road safety initiative which is supported by the Road Safety Authority (RSA) and aimed at young drivers, particularly those aged between 17 and 24 who are most at risk on Irish roads. The initiative is part of MI's activity for the United Nations Decade of Action for Road Safety which will be launched on 11 May and aims to save five million lives on the world's roads over the next ten years.

From February 16, all participants in Irish four-wheeled motorsport will display the UN Decade of Action for Road Safety Tag which has been designed to encourage support for road safety. The tag, which has the message WEAR. BELIEVE. ACT., will reach an Irish audience of hundreds of thousands of motorsport fans with the clear message, "Motorsport supports safe driving".

Speaking at the launch, Mr Todt said:

"Our sport wants to do everything that it can to help spread the message about safe driving. Irish efforts to improve road safety have been most impressive, winning admiration around the globe. But we still believe that we can do more and that motorsport can help. Motorsport internationally has invested millions in safety. Indeed many key modern safety features like ABS brakes, tyre technology and crumple zones were developed in the crucible of motorsport before becoming standard on cars and saving many, many lives."

"This initiative is about declaring our support for safer roads and safer drivers, and encouraging our drivers, teams and thousands of fans to do the same."



RIAC Chairman Cecil Sparks with FIA President Jean Todt



FIA President Jean Todt, MI Chief Executive Alex Sinclair and Noel Brett, Chief Executive of the Road Safety Authority

FIA PRESIDENT'S VISIT TO DUBLIN



Jean Todt with some of the attendance at a reception in Dublin's Mansion House

MI TRIBUNAL OF INQUIRY - DECISION

This Tribunal of Inquiry was convened in accordance with GCRs Chapter 16, Article 9, following receipt of a report from the Irish Karting Club Kart Race Meeting on 29 August 2010.

The Terms of Reference of the Tribunal were to inquire into the following: 1. Whether driver Richard Faulkner and/or driver Jack Lyons breached any or all of GCRs 139.3, 139.4, 139.7 during the Rotax Max Final and if so to decide whether to apply penalties in addition to those already applied by the Stewards of the Meeting; 2. The actions of Clerk of the Course Anthony Wall in relation to an incident at the start of the Rotax Max Final whereby driver Richard Faulkner started the race in position 5 on the grid when in fact, he should have started the race in position 10 on the grid; and whether those actions either complied with or were in breach of GCRs 131.7 and 131.10.

HEARING: The Hearing took place on Tuesday 15 February 2011 at 2.30 pm in Motorsport Ireland, 34 Dawson Street, Dublin 2.

The Tribunal Members were: Ken Fildes (Chairman), Antony Conlon, Robin McCullagh, Ronnie Trouton.

In attendance were: Reg Redmond, Dermott Quigley, David Pain (Presenters, Motorsport Ireland); Paul Phelan (Clerk of the Tribunal); Conor Breen (Solicitor) representing Richard Faulkner; Audrey Dunne (National Children's Officer).

Evidence was heard from: Anthony Wall, respondent; Richard Faulkner, respondent; Ana St.Clair, Laura Eivers, Seamus Eivers, James Eivers (witnesses).

FACTS OF THE CASE: At the end of the second rolling lap, the Rotax Max Final was started and the timekeepers electronically recorded the passage of the karts as they crossed the line. These records show that Richard Faulkner (No 5) crossed the start line in 4th position whereas his qualifying grid position was 10th, and that Jack Lyons (No 33), who should have started 5th, was in 9th position. Mr Faulkner went on to win the race. Subsequently, Robert O'Keeffe (No 20), who had finished 2nd, lodged a Protest with the Clerk of the Course, which was rejected, and Mr O'Keeffe then lodged an Appeal with the Stewards of the Meeting, who upheld the Appeal, demoted Mr Faulkner to 2nd position and awarded the race to Mr O'Keeffe.

MI TRIBUNAL OF INQUIRY - DECISION *cont.*

DECISION: The Tribunal is satisfied on the evidence heard that Richard Faulkner knew that he was out of position and also heard evidence that he was similarly out of position at the end of the first rolling lap. No evidence was heard in relation to Jack Lyons, who had sent his apologies for inability to attend.

Evidence was heard that the Clerk of the Course took his decision on Mr O’Keeffe’s protest in the absence of some of the parties, in contravention of GCR 165, that he did not interview other drivers, that he dismissed photographic evidence of the incident, that the information that he gathered on the incident was incomplete, that he was unable to access the computerised timekeeping records of the race, and that the Starter was not able to declare whether or not the karts had started in the correct order.

Having carefully considered all the evidence, the Tribunal decided: (1) that Richard Faulkner was guilty of unfair practice in breach of GCR 139.7. The Tribunal directs that his Competition Licence be suspended for a period of six months, but that this penalty be suspended, and will be brought into force if he is involved in place swapping during the rolling start laps at any event taking place before 30 June 2011.

(2) that Anthony Wall, the Clerk of the Course, contravened GCR 131.10 by not taking appropriate

action in his handling of the protest by Robert O’Keeffe. However, no action is being taken against Mr Wall.

RECOMMENDATIONS: The Tribunal recommends that Clerks of the Course at Kart Race Meetings should ensure:

(a) that a comprehensive marshals’ briefing is conducted to ensure that communication channels to the Clerk of the Course are understood by the marshals;

(b) that competent officials will urgently report to the Clerk of the Course any contravention of Appendix 70, Article 2.6.12 (no weaving or erratic driving on the rolling lap is permitted);

(c) that a marshal is designated to ensure that the grid formation is correct, as his only duty, in accordance with Appendix 70, Article 2.6.13 (... that the karts are approaching the start line in correct order);

(d) that the Kart Racing Committee should consider introducing a rule to ban any overtaking on the rolling laps.

This decision was laid down at 7.25 pm on Tuesday 15 February 2011 and all concerned are reminded of their Right of Appeal in accordance with Chapter 16 of the GCRs and of the provisions of Article 12.2 of Chapter 16.

JUNIOR RACE LICENCES – MI/MSA AGREEMENT

MI and the MSA have agreed the following procedures for holders of Junior Race Licences:

If an Irish Junior Race licence holder wishes to compete in an MSA Junior Racing Championship, and he/she complies with the registration requirements for the Championship, there will be no barrier for this to take place.

Alternatively, if an MSA licensed Junior wishes to

participate in the Irish Junior Championship, the Irish Championship will need to request a copy of the MSA licence from the UK Junior Championship Co-ordinator or the MSA. For clarification, if an MSA licensed Junior is not competing within any other UK Junior Championship and wishes to participate in the Irish Junior Ginetta Championship, the licence will be issued c/o the MSA, and the Irish Championship Co-ordinator must request such consent from the MSA.

DONEGAL INTERNATIONAL RALLY 2009

The report of the Investigation with an Independent Chairman is available on the MI website.

AMENDMENTS TO YEARBOOK

GCR 108.2.3: The following is added, at the end of the existing rule: The holder of a Competitor Entrant’s licence may act as Entrant for a maximum of two drivers. In the case where the parent/guardian is acting as Entrant for their own children, this restriction does not apply.

Appendix 70 – Kart Racing: Article 1.4.3: The premier class for 2011, from which the National Kart Racing

Champion will be declared, is Formula Rotax 125 Max.

Appendix 130 – Event Insurance and Premiums:

Mini Stage Rallies (2 locations/3 locations) – should read: Mini Stage Rallies (2 runs/3 runs)

In the table headed “2011 Deposit Premiums”, the extra premium per extra starter (above 50) for Hillclimb and Sprint events (closed road) has been reduced to €38 in line with the charge for Road Races.