

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.

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.

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.

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.

1.2.4.2.4. Engine must be from the original manufacture of the chassis

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. 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 wishbone (limited

modification of the wishbone to allow the fitment of the rose joint /uniball is permitted. No rose jointing or modifications of the in-board ends of the wishbone are permitted).

1.2.4.4.5. Competition suspension bushings are permitted.

1.2.4.4.6. The fitting of quick ratio steering racks is permitted.

1.2.4.4.7. 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 the front lower ball joint 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.