



**The Rules and Regulations
of the
Junior 1000 Ecosse Challenge 2018**

The Rules and Regulations of the Junior 1000 Ecosse Challenge (“*the Championship*”) 2018

1. General

- 1.1 *The Championship* is registered with the Motor Sports Association (MSA) to RSAC Motorsport Limited.
Registration Number: 75/2018
- 1.2 *The Championship* shall be organised by The Junior 1000 Ecosse Challenge (*the Organiser*) in accordance with the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Regulations and any subsequent bulletins.
- 1.3 The *Championship* is open to any ELIGIBLE COMPETITOR who wishes to enter, at the discretion of the *Organiser*.
- 1.4 **Eligible Competitors**
- 1.4.1 All competitors MUST be a member of a car club registered with the Scottish Association of Car Clubs.
- 1.4.2 Car Club Memberships must be fully paid up and current.
- 1.4.3 The following *Championship* fees apply:
Championship Registration for Driver: £40
Championship Registration for Co-Driver: £20
- 1.5 All protests in respect of these Regulations must be lodged in accordance with the General Regulations of the MSA.
- 1.6 Changes or additions to these Regulations shall be communicated through bulletins emailed or sent to the address of each Registered Driver and Co-driver.
- 1.7 Registration in *the Championship* does not guarantee entry on any of the qualifying events. Competitors must ensure that they have entries submitted as early as possible.
- 1.8 The *Organiser* has the right to refuse registration or exclude any Registered Driver or Co-driver from *the Championship*.
- 1.9 In the event of any unforeseen circumstances causing *the Championship* to be shortened or cancelled, the *Organiser* may, at its discretion, refund Driver or Co-driver Registration fees after deducting an amount to cover administration costs.

2. Specific Driver Requirements

- 2.1. Drivers must be a minimum of 14 years old to compete. Drivers may compete until 31 December in the year of their 17th Birthday.
- 2.2. Minimum height of 1.40m.
- 2.3. Must have completed a minimum of 3 Production Car Autotests, one of which MUST be observed by an official(s) appointed by the *Organiser*.
- 2.4. Drivers must have passed the Junior 1000 BARS entrance test.

- 2.5. Drivers will NOT hold their own licence. Instead licences will be held by the Junior 1000 Ecosse Challenge Championship Secretary. Therefore it will be the Junior 1000 Ecosse Challenge Championship Secretary who acts on behalf of the *Organiser* when matters involving licences arise.

3. Specific Co-Driver Requirements

- 3.1. Must meet the qualifications of a Stage Rally National A or higher grade licence (MSA regulation R45.2.5). Co-drivers who qualify for but do not hold a Stage Rally National A licence will be issued with a *Championship* Registration card which will carry a notice signed by the *Championship* Secretary stating that the necessary qualifications have been met and checked. This must be produced when signing on at Junior 1000 events.
- 3.2. Must be 21 years of age or older.
- 3.3. Must be child safeguarding accredited. This requires registration in the PVG Scheme in Scotland.
- 3.4. Parents/Guardians CANNOT co-drive for their own son / daughter.
- 3.5. Brothers/Sisters are able to co-drive for Junior Drivers provided requirements 3.1 - 3.3 inclusive are met.
- 3.6. PVG registration will be organised through the *Championship*.
- 3.7. All co-drivers MUST register in the Championship. Reserve co-drivers MUST pay the registration fee after they have competed on 2 events.

4. Other Requirements

- 4.1. Queries or comments about technical matters on rivals' cars may ONLY be made by the co-driver and on the correct form (Members Disagreement Form) available on the *Championship* website. Any other parent, guardian, team member or associate who attempts to raise technical issues in any other way, at any time, may be responsible for the Junior they represent being excluded from the *Championship*.

Any protest regarding car eligibility must be made by the co-driver as prescribed in MSA regulations C5.1 to C5.7. As the co-driver is over the age of 21, they will take full responsibility for any protests the crew may wish to submit.

- 4.2. The *Organiser* has appointed an Eligibility Scrutineer (See section 15) who shall be Judge of Fact on all technical matters, including eligibility (cars and tyres). Any car that the named official deems illegal may not be permitted to start the event or in the case of technical discrepancies being discovered during or immediately after any event, *Championship* points may be forfeited.

All competitors are reminded that their car MUST pass all other safety aspects for each rally (i.e. Scrutineering, Noise Test).

- 4.3. Should the Eligibility Scrutineer find that a car is not eligible, or should a car or part thereof not be presented for Eligibility Examination as required, the Driver and Co-driver concerned will be reported to the Championship Stewards. The minimum penalty that the Stewards can apply will be to exclude the Driver and Co-driver concerned from scoring points in *the Championship* on that event and for that event to count as one of their scoring rounds. This is as per MSA regulation C3.5.3.
- 4.4. If a car is deemed to be ineligible because a sealed component does not comply, then the *Championship* Stewards will instruct that the Driver and Co-driver concerned forfeit all relevant class points in the *Championship* retrospectively from when the *Championship* Stewards report to when the sealing was recorded by the Eligibility Scrutineer.
- 4.5. The *Championship* Stewards may waive the penalty / penalties imposed under paragraph 4.3 and/or 4.4 if the Eligibility Scrutineer rules that ineligibility is the result of an accident.
- 4.6. Competing vehicles may be subject to an eligibility check at any time. If the appointed Eligibility Scrutineer is not present at an event, then the MSA approved Scrutineer appointed by *the Organiser* for the event may seal or record any components for later examination by the Eligibility Scrutineer. Paragraphs 4.3 and 4.4 will apply.

- 4.7 The penalties stipulated in paragraphs 4.3 and 4.4 may be increased following a hearing before the Motor Sports Council National Court.
- 4.8 It is the Driver and Co-driver's responsibility to ensure that their vehicle complies with the *Championship* and MSA Technical Regulations.
- 4.9 Per Technical Regulation 14.1 of these Rules and Regulations, the Co-driver must have access to the relevant papers at all times, and may be required to produce these on request. Non-compliance may incur penalties as per paragraph 4.3 and/or 4.4.
- 4.10 Post-event Eligibility Scrutineering may be carried out at the discretion of the *Championship* Co-ordinator and the Eligibility Scrutineer or his deputy. Failure to attend, for whatever reason, will result in the crew scoring a 0 (zero) for that round. It will also count as one of their counting scores for the *Championship*, and cannot be used as a dropped score.
- 4.11. Any parent/guardian who in the opinion of an event official or *Championship Organiser* is found to be causing disruption during any meeting or at any other time will be reported to the *Championship* Stewards.
- 4.12. Any contact between Juniors or their vehicles, which in the opinion of an event official or *Organiser* was deemed to be inappropriate or deliberate will result in any offending party or parties being reported to the *Championship* Stewards.
- 4.13 If it appears to the *Organiser* that any registered competitor, or any member of their service or support crew, or any member of the families and/or friends of the competitor, may, by his/her words (oral or written, including but not limited to email and social media of any kind) or actions, have brought the *Championship* into disrepute, the *Organiser* may, at its discretion, convene a hearing at which all interested parties will be entitled to be heard. Following the conclusion of such a hearing the *Organiser* may report the offending party(ies) to the *Championship* Stewards. The *Championship* Stewards may report the events to the MSA who may take further action following a hearing before the Motor Sports Council National Court.
- 4.14 After considering reports from 4.11, 4.12, and/or 4.13, the *Championship* Stewards can exclude a Junior Driver or Co-driver from the *Championship*. Exclusion from the *Championship* will also result in the withdrawal of Junior Licences.
- 4.15 If a Junior is excluded from a *Championship* event, that event will be counted as one of their scoring rounds and will score 0 (zero) points.
- 4.16 The *Organiser* reserves the right to request, and be supplied with, a copy of any or all in-car camera recordings.

We do not wish to see the penalties of this section in operation, however it must be clearly understood that any unacceptable behaviour will be dealt with in the strictest possible way.

5. Licence Application

- 5.1. Junior Drivers will NOT hold their own Licences. The following procedures MUST be completed in order to qualify for a Junior Rally Driver's Licence.
- 5.2. Junior Drivers must complete a Junior 1000 BARS examination at a licensed BARS centre. BARS examiners will be required to fill out the relevant section of the current MSA Licence Application form showing successful completion of the BARS course.
- 5.3. When a Junior Driver applies for a Junior 1000 BARS course, they will receive an MSA Go Rallying Starter Pack which will contain material required to prepare for the basic BARS test. In order to compete in the Junior 1000 Ecosse Challenge, Junior Drivers must also complete additional tests as required by the Formula 1000 Club. This is intended as a safety measure to ensure all Juniors have sufficient control before being allowed to compete. Details of this test will be published on the *Championship* website or by contacting the Junior 1000 Ecosse Challenge Championship Secretary. Tests for the Junior 1000 Ecosse Challenge may be carried out by Knockhill Racing Circuit or any venue registered for administering Junior BARS tests. Check with the venue for current prices.

- 5.4. Junior Drivers will be required to complete three Production Car Autotests (known as PCAs). One of the three PCAs must be observed by an official(s) appointed by the *Organiser*.

If the Clerk of the Course is satisfied that the Junior Driver has completed the PCA in a competent and safe manner they may sign your PCA Signature Card. The PCA Signature Card holds a record of your PCA signatures.

To clarify – You require three Clerk of the Course signatures, plus one Junior 1000 Ecosse Challenge official's signature. The PCA Signature Card is available to download from www.j1000ecossechallenge.co.uk or from the Junior 1000 Ecosse Challenge Championship Secretary.

- 5.5. Once parts 5.2 - 5.4 have been completed, Junior Drivers will be required to send all necessary forms to the Junior 1000 Ecosse Challenge Championship Secretary. This includes MSA application form, PCA Signature Card and any *Championship* licence fees. All cheques should be made payable to "The Junior 1000 Ecosse Challenge" except when applying for the MSA Competition licence. The directions for payment of this licence are on the MSA licence application form. First time licences are free.

Juniors who have previously completed sections 5.2 - 5.4 will not be required to follow 5.2 - 5.4 in subsequent years but MUST still send their Junior Licence application to the Junior 1000 Ecosse Challenge Championship Secretary.

Once the forms have been received by the Junior 1000 Ecosse Challenge Championship Secretary, he/she will apply to the MSA for the Junior Licence. All forms must be completed correctly. Incomplete forms will not be processed. If you have any questions or are uncertain that you have completed your forms correctly then please contact the Junior 1000 Ecosse Challenge Championship Secretary or the Junior 1000 Ecosse Challenge Co-ordinator and they will gladly help out as best they can.

Once the licence has been processed by the MSA (first time applications are given Express status but renewals can take 15 to 21 days) the Junior 1000 Ecosse Challenge Championship Secretary will be notified. The Junior Driver will be informed of their successful application in due course. Please note that the MSA will only issue a Licence when the Junior Driver has registered with one of the UK Junior 1000 Championships and the corresponding Championship Secretary has confirmed this in writing. If you are not registered in a Junior 1000 Championship then you do not have a Licence.

- 5.6 The "Official" licence will be kept by the Junior 1000 Ecosse Challenge Championship Secretary who will be on hand at Signing-On to make sure all documentation can be completed correctly. The Junior 1000 Ecosse Challenge Championship Secretary reserves the right to send another member in his/her place if matters arise rendering him/her unavailable.
- 5.7 The MSA and the *Organiser* reserve the right to refuse or withdraw any Junior licence.
- 5.8 For the avoidance of doubt, all Co-drivers are responsible for ensuring they hold the appropriate licence for each event.

6. Championship Format

- 6.1. The *Championship* will consist of the following events, all of which are multi-use stage rallies on sealed surfaces.
1. DCC Junior Stages, Ingliston – 25 March 2018
National B organised by Dunfermline Car Club
 2. Summer Kames Junior Rally – 22 April 2018
National B organised by East Ayrshire Car Club
 3. Leuchars Junior Rally – 26 May 2018
National B organised by Aberdeen & District Motor Club
 4. Summer Crail Junior Rally – 9 June 2018
National B organised by Glenrothes Motor Sport Car Club

5. Memorial Garden Stages 2, Arbroath – 21 July 2018
National B organised by Condor Motorsport Club
6. usedcarparts Solway Coast Junior Rally – 5 August 2018
National B organised by Solway Car Club
Competitors must have completed at least one other Junior event (in any Junior 1000 Championship) before they will be allowed to compete on this event.
7. Autumn Kames Junior Rally – 23 September 2018
National B organised by East Ayrshire Car Club
8. NHMC Cadwell Stages Junior Rally, 17 November 2018
National B organised by North Humberside Motor Club

Best 6 results from 8 starts to count for Drivers and Co-drivers.

- 6.2 The minimum number of events required to constitute a *Championship* is 4.

If the number of events available fails to reach the minimum numbers above then the *Organiser* reserves the right to cancel or adjust the championship as deemed necessary.

- 6.3 If an event is cancelled or unable to meet our requirements a suitable replacement may be found by the *Organiser*. All registered competitors will have to give their approval per MSA regulation D11.1.3.

7. Classes

- 7.1 All registered Drivers and Co-drivers will compete in a single Class called the Open Class.

- 7.2 There will be an additional class open to Novices:

7.2.1 A Novice is a Junior Driver who is registered in the *Championship* and who has started competing in the current year of the *Championship*, or competed in no more than 3 events in the preceding year's *Championship*.

7.2.2 Novices will score points on the following 4 events:

1. Leuchars Junior Rally – 26 May 2018
National B organised by Aberdeen & District Motor Club
2. Summer Crail Junior Rally – 9 June 2018
National B organised by Glenrothes Motor Sport Car Club
3. Memorial Garden Stages 2, Arbroath – 21 July 2018
National B organised by Condor Motorsport Club
4. Autumn Kames Junior Rally – 23 September 2018
National B organised by East Ayrshire Car Club

All 4 results will count.

- 7.3 Co-drivers will score points in the Open Class only.

8. Points

- 8.1. Points will be scored based on performance on each event. No points will be awarded for events tackled before registration.
- 8.2. Points will only be scored by Drivers and Co-drivers on the designated *Championship* rounds per 6.1 and 7.2.2.

- 8.3. Open Class (Drivers and Co-drivers): 30pts for 1st, 28pts for 2nd, 26pts for 3rd, 25pts for 4th, and so on down to 1pt for 28th.
- Novice Class (Drivers only): 10 points for 1st, 8 points for 2nd, 7 points for 3rd, 6 points for 4th, and so on down 1pt for 9th.
- 8.4. All competitors who start an event will score 1 point in the Open Class, subject to a maximum of 6 points during the year.
- 8.5. Drivers and Co drivers may start as many events as they wish but Novice Class points can only be scored on the nominated events.
- 8.6. Any queries regarding *Championship* points must be addressed to the Junior 1000 Ecosse Challenge Championship Co-ordinator. There will be no fee incurred.
- 8.7. In the event of a tie, a tie decider will be used. There are three steps to deciding who wins.
- Step 1 – The contender with the highest number of wins is the winner.
- Step 2 – The winner of the first encounter (of the current calendar year) between the tied contenders will be the winner.
- Step 3 – If steps one and two fail then the person who scored most first in the current calendar year will be the winner.
- Please note that the tie decider is used to separate people on the same score and does not mean that if you have won more events you are automatically the winner. You **MUST** be one of the contenders on the same points.

9. Results

- 9.1. Results and updated Points Tables will be published after each round as soon as possible on the *Championship* website.
- 9.2. The final *Championship* Points Tables will be published on the *Championship* website once the *Championship* is complete and will be posted as provisional for two weeks to allow any enquires or disputes to be handled.

10. Annual Awards

- 10.1. All competitors in the Open Class must have started a minimum of 3 *Championship* events in order to be eligible for an award.
- 10.2. Awards may be added or removed at the discretion of *the Organiser*.
- 10.3. Open Class awards will be awarded to Drivers and Co-drivers.
- 10.4. Provisional list of Open Class awards:
1st Overall
2nd Overall
3rd Overall.
- 10.5. The Knockhill Junior 1000 Ecosse Challenge Trophy will be awarded to the First Open Class Driver.
- 10.6. The Retson Salver and an award will be awarded to the Highest Placed Open Class Driver born and resident in Scotland (as at the end of the *Championship* year).
- 10.7. The First Novice Driver will receive an award.
- 10.8. The Pearsons of Duns Junior 1000 Ecosse Challenge Cup and an award will be awarded to the First Driver of a car registered before 1 January 2003.

- 10.9 Perpetual trophies remain the property of the *Organiser*. These MUST be returned to the Championship Secretary by the end of October or on request, whichever is the sooner. The winner(s) of a perpetual trophy may be required to fill in a form or otherwise acknowledge in writing that they have taken temporary possession.

11. Disputes

- 11.1. In the event of any dispute a written query must be sent to the Junior 1000 Ecosse Challenge Championship Secretary who will present it to the *Championship* Stewards.

12. Advertising and Sponsorship

- 12.1 In order to score *Championship* points competitors are required to display decals promoting both the *Championship* and its supporters. These decals must be fixed in specific locations as detailed in these Regulations or subsequent Bulletins. Failure to display correctly positioned decals at any time during a *Championship* round may result in loss of points for that event. The decision regarding the application of points loss for incorrectly displaying, or the non-display of, *Championship* decals lies solely with the Junior 1000 Ecosse Challenge Co-ordinator and/or Junior 1000 Ecosse Challenge Eligibility Scrutineer.

Failure to display *Championship* decals will not result in the Junior Driver being refused a Start on the event.

- 12.2 The following decals must all be displayed:

1. A *Championship* sunstrip across the full width of the top of the windscreen;
2. A *Championship* bonnet decal at the leading edge of the bonnet;
3. A *Championship* supporters decal at the leading edge of each of the driver's and co-driver's doors;
4. Four control tyre supplier decals, one at each corner of the car.

If any decals cannot be displayed in the locations stated, the Junior 1000 Ecosse Challenge Co-ordinator may at his discretion approve an alternative location.

- 12.3 Competitors will be issued with a decal pack before the first event. Replacement windscreen, bonnet or door decals will incur a charge.
- 12.4 Competitors are requested to send all press releases, video clips or any other form of media coverage to the Junior 1000 Ecosse Challenge Co-ordinator so that they can be put up on the website.

13. Testing

- 13.1 NO Testing will be allowed at any venue at which a Junior is to compete after the publication of the event regulations.

Exceptions are:

1. A Junior may test at this venue after the publication of the regulations if they do not enter the event;
2. If the test is arranged by the organisers of that event and/or the *Championship*, and is open to all Juniors. This test must be officiated or observed by the *Organiser*;
3. Any Track Days at the Kames Motorsport Complex organised by East Ayrshire Car Club;
4. Any commercially available courses run by Knockhill Racing Circuit and open to all Juniors.

14. Competing on other Championships

- 14.1 Competitors registered in the *Championship* may want to compete on individual events in the Junior 1000 Rally Championship or the Junior 1000 Rally Challenge Ireland. They can do this as a "guest" entry without registering in that Championship. The following conditions apply:

- 14.1.1 Points for the *Championship* may not be scored in the Junior 1000 Rally Championship nor the Junior 1000 Rally Challenge Ireland for "guest" appearances.

- 14.1.2 Entries must be agreed with the Junior 1000 Ecosse Challenge Championship Secretary, and the Junior 1000 Rally Championship Secretary or the Junior 1000 Rally Challenge Ireland Championship Secretary, prior to submitting an official entry for the event.
- 14.1.3 Cars and crews must comply with the regulations of the respective Championship **in which they are registered.**
- 14.1.4 Entries must be under Formula 1000 Club. Junior 1000 Ecosse Challenge registered competitors will have to join the Formula 1000 Club.
- 14.1.5 Reciprocal arrangements will exist between all MSA approved Junior Rally Championships.
- 14.2 Competitors registered in the Junior 1000 Ecosse Challenge can register in the Junior 1000 Rally Championship or the Junior 1000 Rally Challenge Ireland but this will be a separate registration and the rules and regulations of the Junior 1000 Rally Championship or the Junior 1000 Rally Challenge Ireland will apply. Separate fees will also apply.

15. Junior 1000 Ecosse Challenge Officials 2018

Principal Officers

Championship Chairman

Roy Campbell

Championship Co-ordinator

Stuart Sheridan
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07803 047676

Child Safeguarding Officer

Rhona Dickie
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Other Officers

Deputy Championship Co-ordinator

Training Co-ordinator

Deputy Child Safeguarding Officer

Membership Secretary

General Member

Non-executive Committee Positions

Eligibility Scrutineer

MSA Level 2 Coach

Media Adviser

Competitor Representative

Data Logging Co-ordinator

Championship Secretary

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Junior 1000 Ecosse Challenge Championship Stewards

Brian Hunter
Neil Shanks
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Technical Regulations for The Junior 1000 Ecosse Challenge 2018

INTRODUCTION

The following Technical Regulations are set out in accordance with the MSA specified format **and 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.**

We recommend that you read these regulations carefully and thoroughly in their entirety. By registering for the Championship, you will be confirming that you have read and fully understood the regulations and you agree to be bound by them in their entirety.

IT IS YOUR RESPONSIBILITY TO ENSURE THAT YOUR CAR IS LEGAL IN ALL RESPECTS AT ALL TIMES. Failure to accept these rules will invalidate your Junior 1000 Ecosse Challenge status.

The *Organiser* referred to in these regulations is the elected members of the Organising Committee of the Junior 1000 Ecosse Challenge for 2018 and the Eligibility Scrutineer.

GENERAL DESCRIPTION

The aim of the *Championship* is to encourage competition cars of up to 1000cc engine capacity that handle and stop well, are reliable and cheap to run, and can be used on other events with minimal changes. These regulations are for stage rally cars and require an MSA competition car logbook.

Exceptionally, the *Organiser* reserves the right to change any of these rules, at any time in order to facilitate safe and fair competition. Changes will be publicised by email to all registered competitors. Details will also be posted on the *Championship* website. A time of 14 days will be allowed from initial notification to implementation. There will be no lenience in this time interval.

AGE OF VEHICLE

Eligible vehicles must have been manufactured on or before 31 December 2014.

Furthermore, no parts are allowed to be fitted from donor vehicles that were manufactured after 31 December 2014 and specifically the latest Aygo/C1/108 gearbox. This includes casings, mountings, gears and any internal parts of the gearbox and/or differential including bearings, pins, selectors or linkages.

TECHNICAL REGULATIONS IN DETAIL

The following text is in addition to regulations J5 - J5.21.17 and R46 - R48.10.11 of the current MSA Competition Yearbook (the “Blue Book”).

All cars must comply with the MSA Technical and Safety regulations for the type of event being entered.

ENGINES

- 1.1 Engines must be a maximum capacity of no more than 1000cc. There is no re-bore allowance. If your engine is worn or suffers a failure, then a replacement engine of the same type and of the correct capacity and of the same related model may be fitted. The fitting of a later engine from a newer model is not allowed, e.g. a Micra K11 engine cannot be fitted to a K10. If such replacement is not available, then re-boring for the purposes of re-lining the engine to the correct capacity and stroke is allowed. Re-boring an engine and short stroking by swapping or modifying the crank in any way so as to achieve the correct engine capacity is strictly forbidden.
- 1.2 It may be permitted to transplant a sub-1000 engine into an originally higher specification car. e.g. Nova GTE with a sub-1000cc Vauxhall engine. (If you think this may apply to you, contact the Junior 1000 Ecosse Challenge Co-ordinator for clarification BEFORE you spend time and money.)
- 1.3 Diesel engines are not allowed.
- 1.4 Rotary (Wankel) engines are not allowed.
- 1.5 Hybrid cars are not allowed.
- 1.6 Forced induction in any form is not allowed, whether engine, exhaust, electric, wind or motion driven.
- 1.7 Air filters must be fitted; open ram pipes are not allowed.

1.8 For the purpose of these regulations models of any car differing in specification, including alternate manufacturers names, will be considered the same vehicle. K11 Micras of any age are considered the same as each other. Toyota Aygo, Citroen C1, Peugeot 107 are considered the same. Nissan Pixo and New Suzuki Alto are considered the same the same. New model Toyota Aygo, Citroen C1 and Peugeot 108 are not considered the same vehicle. For clarification please contact the Junior 1000 Ecosse Challenge Co-ordinator.

ENGINES PART 2 (DETAIL)

- 2.1 Carburettor or fuel injection is only permitted as originally fitted to the sub-1000cc engine. This includes fuel injectors which must remain the standard injectors fitted to that specification of engine by the manufacturers; larger injectors or injectors from another model or engine are forbidden. Throttle bodies must also remain as standard and contain all the components as the car left the factory. The machining, enlarging or any other type of modification is not allowed. The diameter of the throttle body and any butterflies or bridges must remain within the manufacturer's tolerances for that model and year of car. The throttle body may not be replaced with any such item from another model of that car or any other car in the manufacturer's range.
- 2.2 Air filter and trunking are free but must be fitted. These may be modified to aid air flow but all incoming air must pass through the air filter, i.e. no bypass systems. Filters must not be outside the body area of the car or protrude through any part of the body, grille or bumper area of the car.
- 2.3 Cold air boxes may be fitted.
- 2.4 Carburettor/s may be set up to optimise jetting.
- 2.5 Fuel pumps are free.
- 2.6 Adjustable fuel pressure regulators may be fitted.
- 2.7 The inlet manifold must be original and unmodified in any way. The exhaust manifold must remain standard up to the entry of the catalytic converter or other junction whichever is sooner. Vehicles must comply with MSA regulation J5.16.7 in relation to fitting of catalytic converters.
- 2.8 Exhaust pipes, silencers and their routing are free from the exit of the exhaust manifold, with reference to MSA regulation J5.16.1 - 7. Exhaust by-pass systems are not allowed.
- 2.9 It is permitted to fit a sub-1000cc engine into a car of the same model, but all other performance related parts must be from that sub-1000cc engine, e.g. when fitting a 993cc engine into a 1300cc Corsa it is not permitted to use the fuel injection from the 1300cc engine.
- 2.10 Modifications of any kind to the engine block, any internal engine parts or rotating masses are not allowed except as detailed in the Cylinder Heads section of these regulations. Non-original steel cranks or bottom ends are not allowed. Modifications such as balancing and or lightening are not allowed. The lightening or balancing of con rods and or crankshafts is forbidden. The use of non standard pistons and/or gudgeon pins is forbidden. The machining and/or lightening of flywheels is forbidden. If an engine block is no longer available for the car, e.g. classic Mini, it is permitted to machine the top of the block of a larger cc engine of the same make to bring the engine to the correct displacement as long as the bore and stroke of that engine are not changed.
- 2.11 Oil coolers may be fitted. These must be contained within the profiles of the body, grille and bumper area.
- 2.12 Radiators may be modified and increased in either size or number. Location may be altered from the standard position.
- 2.13 Rev limiters whether electronic, fuel or mechanical are to remain unchanged from standard specification for that make and model of car. The rev limiter must operate within the range and limits as specified for that make and model of car. NO tolerance will be given for cars that do not comply and the penalty for this will be Exclusion.
- 2.14 The drilling and or machining of any parts of the engine and any of its ancillaries other than to facilitate the application of a seal is expressly forbidden. This is deemed as lightening and includes any grinding or machining of lips, ridges or any other webs or excess metal on any engine parts.
- 2.15 Engines will be fitted with a *Championship* seal at the beginning of the season or at the car's first event. Registered drivers must present their car to the *Championship* Eligibility Scrutineer before their first qualifying round to have an engine seal attached. To facilitate this seal, it is required that at least two adjacent head/cam cover bolts/studs be cross drilled to allow a wire seal of 1/16th inch to be fitted. The registered driver will be required to sign a declaration supplied by the *Championship* stating that the engine fitted to their car is standard, and unmodified in any way other than as specified in item 3.1. If an engine seal is required to be removed for repair or maintenance purpose such as head gasket failure, then a new seal must be fitted by the *Championship* Eligibility Scrutineer before the next qualifying round. The registered driver must give the specific reasons why the seal/seals have been removed and sign a new declaration stating the legality of their

engine. If at any time during the season an engine is found to not comply fully with these regulations, then it shall be deemed to have been non-compliant since the fitting of the seal and all championship points from the fitting of the seal up to and including that event at which the engine is found non-compliant shall be forfeited.

CYLINDER HEADS

- 3.1 It is permitted to skim the cylinder head of up to a MAXIMUM of 25 thousandths of an inch. Should a cylinder head fail after it has been skimmed then a replacement must be obtained; this may then also be skimmed within the same tolerances.
- 3.2 The cylinder head must be the correct cylinder head for the make and model of the car entered. It is not permissible to replace the cylinder head with one from a larger engine car and or a different model of the car.
- 3.3 Any machining or polishing of any part of the cylinder head other than that detailed in 3.1 is also forbidden. In particular, any part of the inlet and or exhaust ports or chambers, the valve seats and or chambers.
- 3.4 Inlet and exhaust valves must be the standard size type and fitment for the make and model of car entered. Any machining lightening of the valves or any part of the valve is forbidden. After market valves are forbidden. Valve from any other specification of engine are also forbidden.
- 3.5 Valve springs, rockers and any part of the valve operating mechanisms must be as standard fitment for the make and model of car and any aftermarket items are forbidden.
- 3.6 Camshafts must be the original standard equipment camshaft(s) for the make, model and engine capacity of the car entered. No re-profiling of cam lobes and or bearings and or carriers is allowed. The use of aftermarket and or up-rated cam shafts is strictly forbidden.
- 3.7 It is permissible to adjust camshaft/s to bring valve timing back to standard after the head has been skimmed as per 3.1. The method of adjustment must be approved by the *Championship* Eligibility Scrutineer and noted on the car's Championship Vehicle Record Card.

ECUs

- 4.1 Engine Control Units (ECUs) must be standard and unmodified in any way from the original ECU for the make and model of car entered other than as detailed here.
- 4.2 The modification of any engine sensors and/or ancillary control unit for the engine is forbidden, especially to raise the rev limiter of the car, and/or fuel mapping, and/or ignition timing, and/or operating temperatures.
- 4.3 The fitting of any auxiliary and/or piggy back ECU is not allowed.
- 4.4 The fitting of any electronic device to attempt to increase the performance of a car is not allowed, i.e. aftermarket plug-in chips. All sensors that effect engine performance or operation must remain in their original position and operate to standard manufacturer's tolerances. No inline resistors or similar to attempt to disrupt signals to any engine sensors or ECUs are permitted.
- 4.5 Removal of certain functions such as anti-yaw, traction control etc. may only be carried out by the *Championship's* nominated company.
- 4.6 The ECU must be securely fitted to the body or frame of the competing car. The unit must be bolted or screwed securely with a minimum of two fixings. No temporary fixings such as Velcro, tie wraps or double sided tape will be permitted.
- 4.7 All ECUs will carry a *Championship* official seal. If there is a need to change your ECU the reason must be given and it must have a seal re-fitted by the *Championship* Eligibility Scrutineer before you start the next event. All ECUs must carry an official seal at all times. To facilitate a seal, it is required that at least two of the fixing bolts be cross drilled to allow a wire seal of 1/16th inch to be fitted. The registered driver will be required to sign a declaration supplied by the *Championship* stating that the ECU fitted to their car is standard, and unmodified in any way.
- 4.8 ECUs may be removed at any time and sent away to confirm they are standard to the manufacturer's specification to the *Championship's* nominated test company.
- 4.9 If an ECU is tested and found to not comply with these regulations in any form no matter how small and whether it provides any performance advantage or not, then the competitor will be deemed to have run that ECU since the date the *Championship* seal was applied and will forfeit all points scored from that date, up to and including the time the unit was tested.
- 4.10 The *Organiser* reserves the right to ask any competitor to run an ECU provided by the *Organiser* at any time during the season or at any time during an event.
- 4.11 If an ECU is suspected to infringe these regulations and is removed as per 4.8, and is found to not comply with regulations in any way other than modifications that are allowed in these regulations, and have been

carried out by the *Championship's* nominated company, then the cost of the ECU being checked will be borne by the competitor.

- 4.12 The *Organiser* reserves the right to attach any type of data logging equipment to a car. The data collected will be shared with the competitor. The *Organiser* and/or any outside expert(s) will interpret the data and decide whether any further tests are required.
- 4.13 All cars must have the manufacturer's OBD/OBD II or diagnostic socket working and mounted in such a way that easy access is available to attach diagnostic or ECU reading equipment by the *Organiser* and/or any person(s) nominated by the *Organiser* to perform such an action.
- 4.14 The wiring loom is free and may be modified and redundant wires removed. However the engine loom wiring and connections to both ECU and ODB and/or diagnostic port must remain. Removal of wires to either of these items that results in the *Organiser* and/or their representative(s) not being able to communicate fully with the ECU will be taken as the ECU having been modified and penalties will be applied as per 4.9.

BODYSHELLS

- 5.1 The body shell of the car may be freely strengthened including roll cage and suspension areas.
- 5.2 Gusset/triangulations panels (or similar), seam weld and weld on braces are all permitted.
- 5.3 Bolt-on strut braces across suspension turrets are permitted.
- 5.4 Carpets, headlinings and sound deadening may be removed.
- 5.5 All body shell panels must be of the original material as specified by the manufacturer for the age and model of the car. These panels should be of steel unless a composite material was used in the car's original manufacture. The replacement of standard steel items by composite or GRP is not allowed.
- 5.6 Additional or alternative instruments are permitted as are interior accessories e.g. intercom, trip meter etc.
- 5.7 Underbody guards are permitted.
- 5.8 Strengthening, adding or replacement of engine and/or gearbox mounts is permitted.
- 5.9 Brake and fuel lines are free and their positioning can be changed.
- 5.10 Bonnet and boot fastenings are free, all doors (except tailgate) must retain the original manufacturer's fastening and all doors must be able to be opened from the outside the car.
- 5.11 All glass areas **MUST** remain glass. The replacement by any other material than glass is **NOT** permitted. Glass must remain original factory thickness. All side glass must be covered with protective film as per MSA regulations.
- 5.12 A minimum of **FOUR** rear view mirrors must be fitted to all cars. They will consist of **TWO** interior rear view mirrors and two door mirrors. The standard interior rear view mirror location may be moved to allow free vision after the fitting of a roll cage, It must however be in such a position that it can be used by the driver. The second interior mirror must be fitted to the windscreen to allow the co-driver clear rearward vision whilst seated in his/her normal position. The door mirrors must be fitted in the original manufacturer's position and must be fully extended outwards at all times during an event. The door mirrors must be a single pane and should be the original equipment for the car or an equivalent aftermarket part with a surface area of not less than 100mm high and 150mm wide. It is permissible to substitute electrically operated door mirrors for manual versions on a cost basis but they must be the correct mirrors for the car and of the correct dimensions. A minimum of one replacement glass for each door mirror must be carried in the service vehicle to allow for replacement in the event of a breakage. If both door mirrors and replacements should be broken during an event then as a minimum **BOTH** internal mirrors must be installed to allow rear view for the driver and co-driver. In the event of a vehicle being registered prior to 1 August 1978 where only one mirror was required by law, then these cars must be retro fitted with door mirrors of the correct dimensions.
- 5.13 Lightening of the body shell is not permitted, however in the interest of safety and for the purpose of fitting equipment, removal or alteration of internal trim, mountings and brackets is not considered as lightening. Bonnets, boots/tailgates and doors must not be lightened and any strengthening bars **MUST NOT** be removed. Trim removal and drilling to affix handles or fittings are not considered lightening. Fixings may be removed, shortened or replaced with items made from any material.
- 5.14 The dashboard and instrument panel must remain in their original positions and must not be removed. The edges of the dashboard may be cut to allow the fitting of a roll cage. The dashboard (dash top) must be the original for the car; this item cannot be substituted for an aftermarket item.
- 5.15 Indicator and wiper/washers switches must remain in the original positions on the steering column and operate in such a position. It is permitted to fit secondary switches for wipers/washers/horn that can be operated by the co-driver.

- 5.16 Heaters must be fitted in all cars and where possible should be the original item for the car. The heater specifically **MUST** be able to blow warm air onto the screen of the car through the manufacturer's original dash top outlets or vents. The fan **MUST** be able to blow with a similar force as the standard manufacturer's fan when on full speed. This system must be capable of keeping at least 80% of the car's windscreen clear at all times. This applies even if a heated screen is fitted. For cars registered after 1 January 2014 the original manufacturer's heater box must be retained in full.
- 5.17 Air conditioning systems including pumps, condensers and or radiators may be removed.
- 5.18 The removal of the roof anti flex bar is allowed. The removal of the glove box is permitted.
- 5.19 The battery must remain fitted in the original position. The method of strapping the battery is free and the size of battery fitted is free.
- 5.20 Bumpers are not classed as trim and are not allowed to be lightened. The original steel back plates, or crash bars must be fitted. The drilling of holes in the bumpers themselves and/or the steel backing or crash bars will be classed as lightening and is not allowed.
- 5.21 Only factory wings or aerofoils are permitted. No aftermarket or altered versions are allowed.
- 5.22 Bonnet vents, scoops or any other modification to the bonnet area is not allowed. A bonnet vent will only be allowed if it was fitted as standard to the make and model of car entered.
- 5.23 A roof mounted vent pod is allowed.
- 5.24 Door cards must be fitted to doors; original door cards can be replaced with carbon fibre or such other parts. The original interior release handle must be retained and operational.
- 5.25 Tinted windows are allowed within the limits as laid down for a car to pass an MOT. The tinting must allow clear visibility, through all windows, if the SOS/OK board is held up within the car by either driver or co-driver.
- 5.26 The radiator grille or bumper air intakes must be fitted. It is permissible to replace these with another material to increase air flow but they must be fitted.
- 5.27 The removal of or replacement using a lighter material of the petrol filler cap or flap is not permitted.
- 5.28 The profile of the bodyshell must remain as standard, no modification to wings or wheel arches (i.e. widening) is allowed.
- 5.29 The minimum weight of the complete car inclusive of crew and crash helmets is **950kg**. Any car which has had its weight adjusted must comply with the new weight limit at all times.

Competitors may be subjected to weight checking throughout any event at any time from the start of the first stage to completion of post event scrutineering. Any car inclusive of crew found to be below 950kg at any time during an event will score 0 (zero) for that round. It will also count as one of their scoring rounds for the *Championship* and cannot be used as a dropped score. The results of the scales will be deemed as final. **IT IS YOUR RESPONSIBILITY TO ENSURE YOUR VEHICLE/CREW IS OVER THE MINIMUM WEIGHT AT ALL TIMES.**

BRAKES

- 6.1 Pads, linings and fluids are free.
- 6.2 ABS systems may be disabled or removed. If this requires the modification of any Electronic Control Unit then this must be carried out by the *Championship's* nominated company.
- 6.3 All major mechanical components of the braking system must remain as standard for the make and model of car entered, or a direct bolt on replacement from another model in the range. You may fit brakes of a higher specification model, but they must not be aftermarket products.
- 6.4 Extending the parking brake lever is allowed. The extension must be no more than 200mm in length and must follow the line of the existing lever (NO BENDS). The parking brake must continue to work as per MOT requirements.
- 6.5 Hydraulic handbrakes are not permitted.
- 6.6 A brake bias valve may be installed however it must be positioned in such a way that neither the driver nor co-driver can operate said valve whilst seated in the car.

TRANSMISSIONS AND DIFFERENTIAL

- 7.1 No modifications or machining to the standard gearbox are permitted.
- 7.2 All internal parts including gears **MUST** be standard showroom specification for the make and model entered. The transmission unit must be complete as originally supplied by the manufacturer for the make and model of the competing car. It is not permitted to replace any transmission parts with aftermarket parts or parts from another model. This will be deemed as a specialist box and is not permitted.
- 7.3 Up-rated gear linkages are permitted.

- 7.4 Replacing automatic gearboxes is permitted.
- 7.5 Limited slip or torque biasing differentials are not permitted.
- 7.6 Clutch linings, covers and release bearings are free.
- 7.7 Drilling or machining on any external or internal parts of the transmission, gearbox casing, differential casing or any of its ancillaries other than to facilitate the application of a seal is expressly forbidden.
- 7.8 The gearbox from a Toyota Aygo, Citroen C1 or Peugeot 108 (with final drive that is not 3.550 to 1) introduced from 27 May 2014 must not be fitted to any Aygo, C1 or 107 manufactured before this date.
- 7.9 The fitting of a Toyota Yaris final drive to any Aygo, C1 or 107 is forbidden.
- 7.10 Volkswagen Up, Skoda Citigo and Seat Mii models may only use the standard gearbox with 4.17 final drive. No other gearbox is acceptable for these models.
- 7.11 Final drive and gearbox ratio checks will be carried out at random throughout the year. If any car fails these checks then they will score 0 (zero) points for that event and the event will be counted as one of the six scores for the season and will not be allowed to be counted as a dropped score.
- 7.12 Up-rated drive shafts and/or CV joints are permitted providing there is no modification to the gearbox output to allow this.

STEERING

- 8.1 Aftermarket steering racks of higher ratio than standard are not permitted.
- 8.2 Power steering may be added or removed.
- 8.3 Conversion from left to right or right to left hand drive is permitted.

SUSPENSION

- 9.1 Suspension bushes may be changed for polymer material.
- 9.2 No all metal spherical, or composite or similar joints are allowed except as defined in rule 9.7.
- 9.3 Strut top mounting hole movement is permitted to optimise castor, camber or tracking angles.
- 9.4 All suspension mounting points MUST be kept in the same position as standard showroom specification, other than item 9.3, but may be strengthened.
- 9.5 Springs and dampers are free, however remote reservoir dampers are not permitted.
- 9.6 Struts, springs and dampers may be changed for an up-rated version, but MUST be attached to the original fixing points on the car and suspension components.
- 9.7 Heavy duty/fabricated strut top mounts or similar are permitted, including spherical joints. These MUST fit in the standard body shell location.
- 9.8 Rear coilovers are permitted as long as the top and bottom mountings of such items mount the car body and other suspension components in the original way.

SAFETY EQUIPMENT

- 10.1 All cars must comply with MSA safety regulations.
- 10.2 Five or six-point safety harnesses are mandatory.
- 10.3 Mud flaps must be fitted to all four wheels as per MSA regulation R48.1.12.
- 10.4 A self contained spill kit must be carried.

WHEELS

- 11.1 Wheels are free. However, the maximum total width of any wheel/tyre combination is to be 8" (Eight Inches). As approved by the MSA.
- 11.2 Permissible wheel sizes are as follows:
 - 11.2.1 Nissan Micra, Citroen C1, Peugeot 107, Toyota Aygo, Suzuki Alto, VW Up, Skoda Citigo, Seat Mii or any derivatives of these cars manufactured prior to 1 January 2014: 13 inch wheels with 175/60R x 13 tyres.
 - 11.2.2 Ford Fiesta: 14 inch wheels with 180/560R14 tyres.
- 11.3 The above tyre sizes are the only tyre sizes permissible for the 2018 *Championship*. Should you have a car that is not on the list please take advice from the Junior 1000 Ecosse Challenge Co-ordinator before buying your wheels and tyres.

TYRES

- 12.1 Only tyres listed by the *Organiser* are permitted. For 2018 these will be Yokohama A050 in Medium compound only. These will only be available from Wheels Around and branded WA9.

12.1.1 Yokohama A048R tyres size 160/540R13 in Medium compound already purchased from Wheels Around prior to the publication of these regulations and branded WA9 will additionally be permitted until 31 December 2018.

12.2 The use of these tyres has been approved by the MSA (MSA regulations Section L, List 1C).

12.3 Tyre prices will be advised in a separate bulletin.

12.4 Tyres can be purchased directly from Wheels Around and be couriered to you at your expense. Alternatively, they can be ordered in advance and supplied and fitted free of charge at events attended by Wheels Around. Contact Ronnie Thom at Wheels Around (07711 577148) or email Fiona@wheelsaround.com.

12.5 The use of tyre warmers is not permitted.

FUEL

13.1 Only commercially available pump fuel (petrol) will be permitted.

13.2 Bio ethanol fuel is not permitted.

13.3 Only factory fitted fuel tanks are allowed.

13.4 All cars must be equipped with the facility to provide a fuel sample per MSA regulation J5.13.7.

GENERAL POLICING

14.1 Each competing car will be issued with a Championship Vehicle Record Card at the beginning of the season.

This document will contain details of the competing car and details of measurements, Seals and any modifications approved by the *Organiser*. This document must be kept with the car's MSA Logbook and made available to any *Championship* Official or MSA Scrutineer upon request.

14.2 The *Organiser* may require any engine or transmission part or parts to be stripped for inspection. Sealing may be carried out with a view to stripping such components at a later date. Refusal to allow this will result in all *Championship* points up to and including the date of the requirement being forfeited. The cost of any stripping will be borne by the competitor.

14.3 The whole aim of this championship is to inspire and promote young talent. We do not want to find anyone in contravention of these regulations. You are given fair warning that the checks on cars will be stringent and regular. If you have any queries regarding anything written here please get in touch. We have said many times, if these pages don't say you can do it then assume you can't. If your engine has had anything done to it at all other than the head skimmed and the cam timing adjusted, then it is illegal. If your ECU has been touched in any way by anybody other than the *Championship's* nominated company then it is illegal. We want the talent to shine not the budget. Furthermore, the organisers reserve the right to instruct a competitor to take their car to a championship approved rolling road for a power check at any time. This will be at the registered competitor's expense.

COMPLIANCE

15.1 Competitors are reminded of the following technical regulations for which specific penalties for non-adherence are stated. This table is a summary only and reference should always be made to the relevant regulation(s) for full details of the requirements and penalties.

Regulation	Requirement / Situation	Penalty for non-adherence
1.1 - 2.12, 2.14 – 2.15	Engine is found to not be fully compliant with the regulations.	All championship points from the fitting of the seal up to and including the event at which the engine is found non-compliant shall be forfeited.
2.13	Rev limiters must operate within the range and limits as specified for that make and model of car.	Exclusion.
4.1 – 4.12	Engine Control Unit (ECU) is found to be modified and/or non-standard for the make and model of car entered, other than as permitted by the regulations.	Competitor will be deemed to have run the ECU since the date the <i>Championship</i> seal was applied and will forfeit all points scored from that date, up to and including the time the unit was tested.
4.13 – 4.14	Wiring loom connections to both ECU and OBD and/or diagnostic port must not be removed.	Removal will be deemed to be modification of the ECU. Competitor will forfeit all points scored from the date of sealing, up to and including the time the unit was tested.

5.29	Minimum weight of the complete car inclusive of crew and crash helmets is 950kg.	Competitor will score zero points for the event at which the weighing takes place. It will also count as a scoring round for the <i>Championship</i> and cannot be used as a dropped score.
7.1 – 7.12	Transmission unit must be complete as originally supplied by the manufacturer for the make and model of the competing car.	Competitor will score zero points for the event at which the final drive and/or gearbox ratio check takes place. It will also count as a scoring round for the <i>Championship</i> and cannot be used as a dropped score.
14.2	Refusal to allow the <i>Organiser</i> to have any engine or transmission part or parts to be stripped for inspection, or sealed for stripping at a later date.	All <i>Championship</i> points up to and including the date of the requirement will be forfeited.

FINAL2 2018



Child Safeguarding Policy Statement - 2017

The Junior 1000 Ecosse Challenge is fully committed to safeguarding the wellbeing of its members. All members should show respect and understanding for the rights, safety and welfare of others and conduct themselves in a way that reflects the principles of the Championship.

1. The Championship acknowledges its responsibility to safeguard the welfare of all young people entrusted to its care and is committed to working to provide a safe environment for all members.
2. The Championship confirms that it adheres to the MSA Safeguarding Policy and the procedures, practices and guidelines. The Championship will follow the guidance of the policy in the event of any concerns or allegations.
3. A child is anyone under the age of 18 engaged in any motor sport activity.
4. The key principles of this policy are as follows:
 - The welfare of the child is, and must always be, paramount to any other consideration.
 - Championship events and activities for young people will follow and adhere to the MSA Race 'n' Respect values and the MSA U18 Policy.
 - All participants regardless of age, gender, ability or disability, race, faith, culture, size, shape, language or sexual identity have the right to be protected from abuse or harm.
 - All allegations, suspicions or concerns of abuse, neglect, harm and poor practice will be taken seriously and responded to swiftly, fairly and appropriately.
5. The Championship recognises that all children have the right to participate in sport in a safe, positive and enjoyable environment whilst at the same time being protected from abuse, neglect, harm and poor practice. The Championship recognises that this is the responsibility of every adult involved, in whatever capacity, at the Championship.
6. The Championship will implement and comply with the MSA Code of Conduct.
7. The Championship will appoint a Championship Safeguarding Officer (CSO) to deal with any issues concerning Safeguarding and Child Protection and notify this person to all members.
8. The appointed Championship CSOs are RHONA DICKIE and CARRIE LAWRENSON. If you witness or are aware of an incident where you are concerned the welfare of a child has been put at risk you must, in the first instance, inform the CSO. If at any time you are not able to contact your CSO or the matter is clearly serious then you can either:
 - Contact the MSA Lead Safeguarding Officer.
 - Contact the Police or Children's Social Care.
 - Call the NSPCC 24 hour Helpline for advice on 0800 800 5000 or text 88858 or email help@nspcc.org.uk.
9. The Championship will follow MSA guidance and ensure that anyone that meets the eligibility criteria for a Disclosure check (DBS, or PVG in Scotland) until a satisfactory check has been returned.
10. The Championship will ensure that all its members, whether they are coaches, parents, competitors or officials will comply with all guidance and best practice as issued by the MSA. In summary, the following are **NOT** acceptable and will be treated seriously by the Championship and may result in disciplinary action being taken by the Championship, or the MSA:
 - Working alone with a child;
 - Being under the influence of alcohol whilst responsible for children;
 - Providing alcohol to children or allowing its supply;
 - Smoking in the presence of children;
 - Humiliating children;
 - Inappropriate or unnecessary physical contact with a child;
 - Participating in, or allowing, contact or physical games with children;
 - Having an intimate or sexual relationship with any child developed as a result of being in a 'position of trust';
 - Sharing the same immediate accommodation, e.g. overnight room, with children when away at events;
 - Making sexually explicit comments or sharing sexually explicit material.
11. The Championship will review this policy annually.

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Junior 1000 Ecosse Challenge 2018
REGISTRATION FORM

Category – DRIVER /CO-DRIVER *

Name: Sex: Date of Birth: Nationality:.....

Address: Phone Numbers: Day: Mobile:

..... Post Code: E-mail address :

Member of which Scottish Car Club?.....

Do you currently hold a UK Competition Licence?: YES / NO * If Yes, Grade:

Next of Kin: Parent/Guardian * Name:

Address:

.....

Phone Numbers: Day Mobile E-mail

Registration Fee Enclosed: **£40 (Driver) ***
£20 (Co-driver) *

Please send this form to the Membership Secretary:

Rhona Dickie
Underwood Farm
Tongland
Kirkcudbright
DG6 4NF

DATA PROTECTION ACT: You are advised that information from this form will be stored on a data retrieval system and may be used for publicity purposes.

Please tick here if you do not wish your details disclosed outwith the Championship.

Cheques payable to: The Junior 1000 Ecosse Challenge

Please request Championship bank details from the Membership Secretary if you wish to make a direct payment.

* Delete as appropriate

Junior 1000 Ecosse Challenge 2018 DECLARATION OF INDEMNITY

I declare that I have been given the opportunity to read the regulations of the Junior 1000 Ecosse Challenge (“the Championship”) and the General Regulations of the Motor Sports Association and agree to be bound by them. I also agree to be bound by any subsequent Bulletins issued by the Organising Committee of the Championship and by the Supplementary Regulations issued for any event included in the Championship. I declare that I am physically and mentally fit to take part in the Championship and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk.

I understand that motorsport can be dangerous and accidents causing death, injury, disability and property damage can and do happen. I understand that these risks may give rise to my suffering personal injury or other loss and I acknowledge and accept these risks. In consideration of the acceptance of this entry I agree that neither any one of or any combination of the MSA and its associated clubs, the organisers, the track owners or other occupiers, the promoters and their respective officers, servants, representatives and agents (the “Parties”) shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the Championship including but not limited to damage to property, economic loss, consequential loss or financial loss howsoever caused. Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify and hold harmless each of the Parties in respect of any loss or damage whatsoever and howsoever arising from my participation in this Championship.

I declare that to the best of my belief the driver possesses the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the Championship having regard to the courses and the speeds which will be reached.

I understand that should I at the time of the Championship be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of my vehicle, I may not take part unless I have declared such disability to the ASN which has, following such declaration, issued a licence which permits me to do so.

I have read and fully understood the Procedure for Control of Drugs and Alcohol as contained in the Competitors’ and Officials’ Yearbook Regulations H39, D35.1, G15.1.4 and have also fully familiarised myself with the information on the web sites referred to (www.ukad.org.uk and www.wada-ama.org) in particular the UK Anti Doping Rules which have been adopted by the MSA. Further, if I am counter-signing as the Parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor (UKAD Code Art 5.6.2) I hereby confirm that I give such consent for the minor concerned to be so tested.

I hereby agree to abide by the MSA Safeguarding Policy and Guidelines and the National Sporting Code of Conduct.

Signature	Name (in block capitals)
Age (if under 18)	Date

Any indemnity which is signed by a person who has not reached his/her 18th birthday shall be countersigned by that person’s Parent or Guardian, whose full name and address shall be given.

If I am the Parent or Guardian of the driver/co-driver, I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for the Championship and the General Regulations of the MSA. As the Parent/Guardian, I confirm that I have acquainted myself and the minor with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Part 3, Appendix 1. [Where the entry form is signed by a Guardian, a written and signed authorisation from the Parent to act as their representative must accompany the entry form.]

Signature of Parent or Guardian	Name (in block capitals)
Address	Date