ALLOY REPAIR CENTRE
FIESTA ST CHAMPIONSHIP

Fiesta ST
Championship

2026
SPORTING & TECHNICAL REGULATIONS

Mondello Park
SPORTS CLUB

1. SPORTING REGULATIONS

1.1 TITLE AND JURISDICTION

The Alloy Repair Centre Fiesta ST Championship is administered, promoted and organised by the Mondello Park Sports Club (MPSC), in accordance with the General Competition Rules and Appendices (GCR) of Motorsport Ireland (MI) incorporating the provisions of the International Sporting Code of the FIA and these Championship Regulations

Championship Permit No: P015/26

MPSC reserves the right to amend or vary the Sporting and Technical Regulations in accordance with MI Yearbook Appendix 41 Article 1.1 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MI approval, and all such statements will be issued by the use of Form RC1 to MI and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Championship Principal: Leo Nulty

1.2.2 Championship Representative: TBA

1.2.3 Championship Eligibility Scrutineer: Anthony Hoey, John Devine

1.2.4 Championship Stewards

Championship Stewards will be appointed in accordance with MI GCR 182 and may only adjudicate on any disputes, irregularities or appeals arising from a decision of the Class Registrar on the approved Championship regulations.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be:

a) a fully paid up valid members of MPSC,
b) registered for the Championship, and
c) in possession of a valid Motorsport Ireland Entrants Licence

1.3.2 Drivers and Entrant/Drivers must be:

a) a fully paid up valid member of MPSC,
b) registered for the Championship, and
c) in possession of a valid MI Race National B Licence or Motorsport UK equivalent, as a minimum, and
d) if under the age of 18, must be entered and accompanied by the holder of a current valid MI Minor Entrant Licence in accordance with MI GCR 108.2.3.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 REGISTRATION

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Championship Registrar prior to 12 noon on Monday before the first round being entered. Registration after this date will only be at the discretion of the Organisers. Registrations will be accepted once Championship Regulations have been published and are accepted on a “first come, first served” basis.

1.4.2 The Registration fee is €150. Once a driver has taken part in an official qualifying session, there will be no refund of the registration fee under any circumstances.

1.4.3 The Driver Registration form must be completed in full, signed by the driver and if applicable, by the Entrant and be accompanied by the Driver Registration Fee in full.

1.4.4 Acceptance or rejection of a Championship Registration will be at the total discretion of the Championship Organisers. The Championship Organisers reserve the right to revoke a competitor's Registration at any point during the season.

1.4.5 Competitors may choose their competition number, which will be allocated on a first come first served basis with priority given to competitors who competed in the previous year's championship wishing to retain their championship numbers. After 28 February numbers will be allocated by the Championship Registrar and will be the permanent competition number for the championship. Where no number is chosen, it will be allocated by the Championship Registrar. The Number "1" is reserved for the previous year's Champion.

1.4.6 Championship points will not be backdated and will only apply from the date the registration fee is paid

1.4.7 The Organisers reserve the right to enter a 'Celebrity/Guest' driver in any event. They will not score points but will be eligible for a trophy should their race result merit an award.

1.5 CHAMPIONSHIP ROUNDS

1.5.1 The Championship rounds will be contested at the following venues:

Rounds	Event Date	Venue	Club
1 & 2	18/19 April 2026	Mondello Park – National	MPSC
3 & 4	6/7 June 2026	Mondello Park – National	MPSC
5 & 6	4/5 July 2026	Mondello Park - International	MPSC
7 & 8	25 July 2026	Kirkistown	500MRCI
9 & 10	12/13 September 2026	Mondello Park – International	MPSC
11 & 12	18 October 2026	Mondello Park - National	MPSC

1.5.2 MI reserves the right to amend the composition of the Championship rounds at any stage of the season in accordance with MI Yearbook Appendix 41 Article 1.3.2

1.6 POINTS

1.6.1 Points will be awarded to registered Competitors listed as classified finishers in the Final Results in accordance with MI Yearbook Appendix 15 Article 6.1.3.1, with an additional 3 points being awarded for pole position from the qualifying session, 2 points for 2nd fastest, 1 point for 3rd fastest and 1 point for fastest lap in each race.

1.6.2 The totals from all qualifying rounds run less 2 if more than 10 rounds, or 1 if 9 or 10 rounds, will determine final championship points and positions. Where a competitor drops a round for scoring purposes, all points scored at that round (including qualifying points and fastest lap point) will be dropped.

1.6.3 For a race to qualify as a championship scoring round, a minimum of 7 starters is required.

1.6.4 Drivers excluded from results for a breach of the regulations for which the offence attracts penalty points whether recorded on their licence or not (e.g, MI Licence at MSUK permitted event or MSUK licence at a MI permitted event) or for a breach of the Technical Regulations may not use that event as discarded rounds for the purpose of overall championship placing.

1.6.5 Ties will be resolved in accordance with MI Yearbook Appendix 15 Article 6.10.

1.7 AWARDS

1.7.1 All awards are to be provided by MPSC.

1.7.2 Per Event
Trophies will be awarded to 1st, 2nd and 3rd

1.7.3 Championship
Trophies will be awarded to 1st, 2nd and 3rd

1.7.4 Bonuses
The Organisers reserve the right to provide additional awards for and during the Championship.

1.7.5 In the event of any provisional results or revision of championship tables being amended after any provisional presentations and such revisions affect the distribution of any awards and prize money (if applicable) the competitors concerned must return any such awards and prize money to the Class Championship co-ordinator in good condition within 14 days.

2 EVENT AND RACE PROCEDURES

2.1 ENTRIES

2.1.1 Competitors are responsible for sending to the Race Organisers correct and complete entries and entry fees prior to the closing dates for each competing round.

2.1.2 The organisers reserve the right to refuse an entry for the final event from a driver who has not competed in a previous round of the current championship.

2.1.3 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Event receives missing or corrected information or fee.

2.1.4 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Event in writing. If Driver/Vehicle changes are made after publication of Entry lists with Final Instructions, the Competitor concerned will be accepted in accordance with MI GCR 113.

2.1.5 Reserves will to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the official Assembly Area, they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the green flag lap or last car to take the start has passed the startline or pitlane exit, whichever is the later.

2.2 BRIEFINGS

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings.

2.3 QUALIFYING/PRACTICE

2.3.1 Should any Practice session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver may be required to complete a minimum of 2 laps in the car to be raced, and in the correct session, in order to qualify.

2.3.3 The grid for the first race will be set by the fastest lap time in qualifying. The top 6 finishers in the first race will be reversed in order for their starting position for the second race. The remaining finishers from 7th position in the first race will start the second race as per their finishing position in the first race.

2.3.4 The organisers reserve the right to require a driver, who entered for the final championship event having not competed in any previous championship round, to start from the Pit Lane for one or both races, regardless of his qualifying time.

2.4 RACES

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race.

2.5 START PROCEDURES

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via Standing Start
The minimum countdown procedures/audible warnings sequence shall be:

Signal	Instruction
I minute	Start engines/Clear Grid
30 seconds	Be prepared for the start of the Green Flag/Pace lap
Green Flag	Compete one Green Flag/Pace Lap and return to grid position
5 Seconds	Grid is complete, prepare for start. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 6 seconds later
Red Lights Off	Race start

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the Startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.4 Any car which fails to start, or falls to the back of the field behind the last car during the formation lap, and does not enter the pit road, must start the race behind the last line of the grid, must be stationary when the 5 second board is displayed, and must not retake their original grid position

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 SESSION RED FLAG

2.6.1 Should the need arise to stop any race or practice, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all marshal signalling points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2 Case A
Less than 2 laps completed by race leader. The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart will be replaced by reserves that will start from the back in reserve order. Gaps on the grid should not be closed up. The length of the restarted race shall be determined by the Clerk of the Course but under normal circumstances the race distance will be reduced.

2.6.3 Case B
More than 2 laps completed by the race leader but less than 75% of the total distance or duration. The race will restart from a grid set out by the finishing order of part 1. The result of the race will be the finishing order of part 2. The final result will not be aggregated. The length of the restarted race will be determined by the Clerk of the Course but under normal circumstances the remaining race distance will be reduced.

2.6.4 Case C
If the race leader has completed more than 75% of the race distance or duration at the time of the stoppage, the race may not be restarted unless the Clerk of the Course, in consultation with the Stewards of the Meeting deem it appropriate to restart the race. If the race is not restarted the results will be declared in accordance with MI GCR Appendix 40 Article 14.6.

2.6 RACE FINISHES

2.6.1 After taking the Chequered Flag drivers are required to:

a) progressively and safely slow down,
b) remain behind any competitors ahead of them,
c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
d) comply with any directions given by Marshals or Officials,
e) keep their helmets on and harnesses done up while on the circuit or in the pit lane,
f) place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy.
g) Attend any podium presentation that may be required.

2.6.2 Parc Fermé conditions apply from the moment of taking the chequered flag until the time that the cars are released from Parc Fermé. Cars must not stop at the pit garage/paddock on the way to Parc Fermé. Team members are not permitted in the Parc Fermé area unless authorised by the Scrutineer or other Official.

2.6 RESULTS

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

2.7 TIMING MODULES

All competitors must provide timing transponders to enable each competing vehicle to be timed. They should ensure that it is securely fitted in the approved bracket fitted in the designated place as indicated by the Chief Scrutineer or the Class Technical Liaison. This must be done prior to any practice or race. Transponder should be of the following type AMB260 and may be direct or battery powered.

2.8 CAMERAS

2.8.1 It is mandatory for all competitors to have video recording equipment fitted in their cars and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of circuit ahead (incorporating the steering wheel of the car) as would be expected to provide a representative driver's eye view.

2.8.2 All cameras must be in situ at the time the car is presented for pre-event scrutineering.

2.8.3 The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor. Competitors must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward-facing camera mandated, but any additional video recording equipment utilised on the car.

2.8.4 Failure to comply with this regulation may result in a penalty being applied by the Clerk of the Course as follows:

Offence	Penalty
Camera not fitted correctly	Verbal Reprimand
No Camera fitted	Exclusion
Part footage obtained from camera	Verbal Reprimand
No footage obtained from camera – 1st offence	Written Reprimand
No footage obtained from camera – 2nd offence	10 Second Penalty
No footage obtained from camera – 3rd offence	Exclusion

The Clerk of the Course will always consider whether there are exceptional circumstances why a penalty should not be applied. The above penalties are guidelines and the Clerk of the Course is empowered to apply other or

additional penalties

2.9 OPERATION OF THE SAFETY CAR

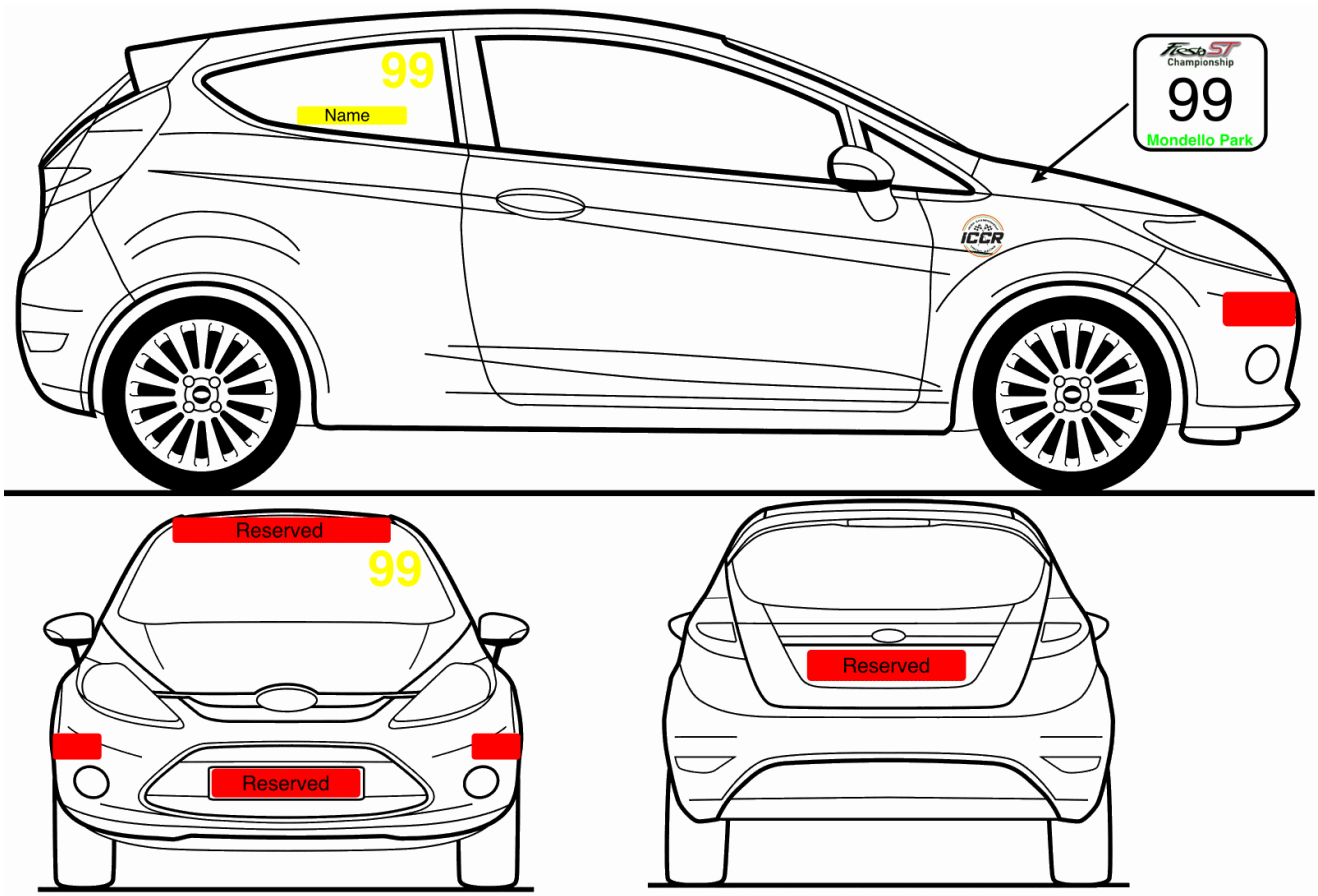
The Safety Car will be brought into operation and run in accordance with MI Yearbook Appendix 40 Article 12

2.10 NUMBERS AND DECALS

2.10.1 Both car and driver must meet the following requirements of livery during all practice, qualifying and races. Failure to comply shall incur a penalty.

2.10.2 All cars must be identified in accordance with MI Yearbook Appendix 6. In addition, the competition number must be displayed in the upper left of the windscreen and upper right of the rear windows in accordance with MI GCR Appendix 6 (I). The driver's name must also be displayed in both rear side windows. All numbers, number background for the bonnet and the drivers name decal will be supplied by MPSC and must be fitted unaltered.

2.10.3 Championship sponsors' decals must also be carried on each car which will be supplied by MPSC. Only one set of Championship sponsors' decals will be supplied free of charge by the organisers. Specific locations on the vehicle are reserved for Championship sponsors; locations are as stipulated in the diagram:



3 JUDICIAL PROCEDURES

3.1 Rounds

In accordance with current General Competition Regulations of Motorsport Ireland

3.2 Championship

In accordance with current General Competition Regulations of Motorsport Ireland

3.3 Additional Specific Championship Penalties

3.3.1 For an offence in a race where the offending driver is not classified, the Clerk of the Course or Event Stewards are entitled to impose a penalty of a grid position penalty in the next race/event.

3.3.2 Any driver found guilty of a driving offence which generates licence penalty points under Motorsport Ireland or Motorsport UK General Regulations (whether endorsed on the licence or not), will also have Championship points deducted proportionate with the severity of the points endorsement imposed. Any deduction of Championship points will double that of the associated race licence endorsement as shown below:

Penalty	Points Deduction
Formal written reprimand	loss of 4 Championship points
Fine, time or place penalty	loss of 6 Championship points
Exclusion from heat or race	loss of 8 Championship points
Exclusion from event	loss of 12 Championship points

3.3.3 Where a car is found to be underweight at post qualifying scrutiny the competitor will start from the back of the grid for the race. If a competitor is underweight at post-race scrutiny they will be excluded from the results but shall receive no other penalty as specified in 3.3.2 for being underweight.

3.3.4 Where a car is excluded from the results for a technical infringement (other than 3.3.3 above) the competitor will forfeit 20 championship points. Where a competitor has scored less than 20 championship points at the time of exclusion, their points tally will be recorded as a minus figure.

3.3.5 In the event of any breach of the Regulations, The Championship Stewards, on referral of the matter by the Class Principal, shall be entitled to impose additional penalties, including:

a) refusal of part or all further race entries, or
b) removal of all or any championship points scored by the competitor, or
c) exclusion of the competitor from the championship

3.3.6 In order to maintain standards of conduct, the Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports, they will receive written warning from the Organisers that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation may result in a referral to the Championship Stewards who shall be entitled to impose a penalty as defined in 3.3.2.

3.3.7 Competitors are reminded of their responsibility to comply with the Motorsport Ireland Social Media Policy of Conduct at all times. Organisers will monitor social media of registered competitors or any third party associated with them to ensure any content submitted online does not contain material that could be deemed to be threatening, harassing, bullying, illegal, obscene, defamatory, slanderous or hostile towards any individual, team or entity participating or officiating at Motorsport Ireland sanctioned events or the Governing Body, Motorsport Ireland. Reports of any such content will be immediately referred to Motorsport Ireland for review.

4 TECHNICAL REGULATIONS

4.1 INTRODUCTION

4.1.1 The following Technical Regulations are set out in accordance with the Motorsport Ireland specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

4.1.2 It is the competitor's responsibility to ensure that their car complies with these Technical Regulations, as published by the Organisers, throughout official practice, qualifying, and races at all times.

4.2 GENERAL DESCRIPTION

4.2.1 The Alloy Repair Centre Fiesta ST Championship is for competitors participating in Fiesta ST 150 Model cars. Eligible cars are 3 door hatch-back, built in the years 2004 to 2008 inclusive, with the Duratec HE 14 2 LITRE 150 BHP engine. Only standard ST chassis and parts and components for the Fiesta ST 150 models are permitted, and as amended by these regulations. **NO Mazda Exchange engines are permitted. Only Ford Fiesta ST as per Ford Part Number**

4.2.2 The car must retain the original VIN number in the various locations and the manufacturers VIN plate should also be fitted.

4.2.3 Examination of Vehicles

4.2.3.1 The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made, the competitor shall immediately place the car under the control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

a) Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or

b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car, they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or

c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the Organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

4.2.3.2 The stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at the premises designated and overseen by a Motorsport Ireland licenced Scrutineer.

4.2.3.3 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers or the Eligibility Scrutineer at least seven days prior to an event entered, to permit a written ruling in advance of any meeting at which it is intended to compete.

4.2.3.4 The Eligibility Scrutineer in conjunction with the organiser may request a competitor to change specific components under supervision on their car prior to qualifying and /or between qualifying and race 1 and/or between race 1 and race 2.

4.2.3.5 Where the promoters exchange any parts on a car, the promoter reserves the right to keep the removed part, which may then become the spare unit, or to exchange the parts back as they deem fit. This also applies in the case of an engine/ gearbox change.

4.2.3.6 The organisers will have a stock of equipment and replacement parts at events for use in eligibility checks on the following components:

Induction System
ECU's
Fuel Pressure
Valve Timing
Ignition Timing – Live Data
Gearbox
Front Suspension Units
Rear Suspension Units
Roll Bar Diameter and standard anti- Roll bar
Ride Heights
Vehicle Weight

4.2.4 All cars must be presented in a good condition, clean and tidy with any damage from a previous round removed or repaired. All cars must be repaired of body damage [if any] from the previous race/round when presenting for scrutiny. If a car suffers body damage in Race 1 it may or may not be allowed to race in Race 2. Any car which, in the opinion of the Chief Scrutineer, does not meet with these requirements will be excluded from the event

4.2.5 In the event that a component is sealed by the Eligibility Scrutineer for examination, and prior to that examination taking the place, the component is damaged such that it is not possible to confirm its compliance with the regulations, the Eligibility Scrutineer will automatically issue a non-compliance /reject report for the sealed parts.

4.2.6 A vehicle registered for the Championship may have a Championship Seal fitted at any time prior to or during a Championship season. This Championship Seal will be subject to the same conditions as set out in MI Yearbook Appendix 2 Article 28.9 except that the Eligibility examination must be completed no later than the forty fifth (45th) day after the final round of the Championship. When the competitor receives an instruction from the Eligibility Scrutineer for the sealed component to be examined, the onus shall be on the competitor to make arrangements with the sealing/Eligibility Scrutineer within thirty (30) days of this request to make sure the examination is carried out. Failure to give adequate notice of examination may result in personnel being unavailable to carry our checks within the stated time thus resulting in sealed components being deemed ineligible by default. A sealed component may not be removed from the vehicle without the written permission of the Eligibility Scrutineer.

4.3 SAFETY REQUIREMENTS

4.3.1 All cars must comply with these Technical Regulations, in addition to the safety requirements as listed in MI Yearbook Appendix 2 of the current MI Yearbook.

4.3.2 Full front and rear roll cage must be fitted to the car complying with MI Yearbook Appendix 2, Article 16 of the current MI yearbook. It is not permitted for the roll cage to protrude through the bulkhead into the engine bay. It is permitted to fit an OMP Bolt in cage. It is not permitted to seem weld the shell.

4.3.3 Vehicles must be equipped with an externally operated circuit breaker as per MI Yearbook Appendix 2 Article 22 of the current MI yearbook. The circuit breaker must be operable when the driver is normally seated irrespective of whether a safety harness is worn or not.

4.3.4 It is not permitted to have any ignition components, coils, chokes or black boxes located in the cockpit area of the car.

4.3.5 The car must be fitted with towing points front and rear. It is only permissible to use a strap to connect to the existing towing eye mounting point on the cars to avoid damage in a contact situation. Where a solid bracket is used, the towing eye must not protrude beyond the bodywork of the vehicle.

4.3.6 The use of a head and neck support system (HANS) according to the FIA Code, standard 8858-2002, is compulsory for all drivers. The helmet manufacturer must certify the tether anchorages and their mounting.

4.3.7 A plumbed in fire extinguisher as per MI Yearbook Appendix 2 Article 6.1 is mandatory and should be mounted in the passenger foot-well.

4.3.8 A currently FIA Homologated Driver's seat and six point harness in good condition must be used and fitted in accordance with MI Yearbook Appendix 2.

4.3.9 Drivers must wear current FIA homologated flame retardant overalls, underwear, socks, boots, balaclava and gloves. Flame retardant overalls must cover the arms to the wrists, the legs to the ankles and the torso to the neck during the competitive sections of the event. Clothing will remain valid for 5 years after the expiry date shown on the relevant FIA Technical List subject to being in adequate condition. See MI Yearbook Appendix 2 Article 23.

4.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

All cars must comply with the requirements in Appendix 2 of the Current MI yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained.

4.4.1 The word 'standard' as used within these technical regulations is defined as a description of components where: ***"the specified component is from the manufacturer's parts list at the time of production for the model/engine shown on the entry form or registration form".*** The Organiser reserves the right to use any means necessary to balance car performance in the interest of fair competition.

4.4.2 All air must flow through the Throttle body which may be sealed during an event and when measured must be a maximum of 55mm at the throttle body spindle.

4.4.3 No modifications are permitted beyond the repair or adjustment processes specified by the manufacturer at the time of production. Similarly, Checking/Eligibility will be by measurement and/or comparison to Genuine Ford spare parts supplied by the manufacturer's official agent for car the car at time of production. See Article 4.2.3.6 .

4.4.7 Disabled drivers (MI Yearbook Appendix 1 Article 12) are permitted to make modifications, approved by the Organisers and Motorsport Ireland, solely for the purpose of enabling operation of the vehicle control systems.

4.5 CHASSIS

4.5.1 Chassis must be as per manufacturer's dimensions and design and comply as per 4.2.1. VIN numbers will be checked to ensure the chassis is that of a standard ST car. It is not permissible to build a car from non ST VIN numbered Fiesta shell, it must be a road going version of the ST model. It is an ST class. The only alterations allowed to the shell are those needed to fit the safety equipment no other alterations are allowed with the exception of the fitment of jacking tubes in the sills for the use of sill stands.

4.5.2 The wheelbase for the car is as standard

4.5.3 The front track for the car is as standard

4.5.4 The rear track for the car is as standard

4.5.5 Ride height to be measured with a 95mm roller no part under the car should touch the roller with the driver in the car. This will be checked in the scrutiny bay. The floor will be deemed level for the purpose of these measurements or tests.

4.6 BODYWORK

4.6.1 Boot and bonnet catches must be removed, and bonnet pins and boot pins/springs added. Side/Drivers/Passenger and rear windows must remain and must be operational and the window mechanisms in full electrical working order and the glass must be covered by a shatterproof film in accordance with MI Yearbook Appendix 2 Article 19.2.

4.6.2 Front interior door cards can be removed along with head-cloth, carpets and rear seats. The driver's and passenger doors must have an interior fireproof door card fitted in accordance with Appendix 2 of the MI Yearbook. The driver's door intrusion bar must remain. The rear inner quarter panel Interior can be removed to allow access to repair quarter panel. You may not remove any material from the body structure, no drilling or lightening. It is not permitted to modify or remove the heater box.

4.6.3 All Airbags to be removed.

4.6.4 Front passenger seat to be removed.

4.6.5 Where a car has a sunroof fitted, it must be removed and sheeted in with steel and securely fitted to a standard that the scrutineer is satisfied with.

4.6.6 No modification or additions are permitted to the body shell to limit body roll.

4.6.7 It is not permitted to change the silhouette of the car.

4.6.8 All bodywork is to remain standard and standard bumpers should be fitted to the car with the exception of 4.6.2 above. Driver's door bar and bonnet internal cross brace structure must remain in place. No lightening of internal panels is permitted. It is permitted to fit a bolt in Front Strut brace between the 2 valances. It is not permitted to have a fixed/welded strut brace fitted.

4.6.9 The factory dash is to remain fitted to the car. It is permitted to modify or remove the airbag/dash support bar to facilitate roll cage installation.

4.6.10 It is not permitted to cut holes in the bodywork for lightening purposes or to increase airflow to the engine, suspension or braking system. However, it is permitted to run air ducts from the front fog lights back to the centre of the brake callipers, but you must retain the unmodified fog light surround.

4.6.11 Wheels must remain inside lines of body and not protrude beyond the arches.

4.6.12 It is permitted to fit non-slip material on the pedals.

4.6.13 A standard laminated front windscreen must be fitted.

4.6.14 The rear reflectors on the rear bumper may be replaced with a plastic blanking plate of the same dimension.

4.6.15 Interior mirror and two standard exterior mirrors must be fitted at all times in accordance with MI Yearbook Appendix 2 Article 4.2.3. No screws or tape on mirrors. Damage to any mirror must be replaced for the following race.

4.6.16 The struts for the rear boot lid must be fitted at all times.

4.7 ENGINE

4.7.1 The only engine eligible is as fitted to the Ford Fiesta ST150 [2004-2008 inclusive] HE 14 2.0 LITRE Duratec replacement unit. No modification to the specification of the engine is permitted. A Standard Air con Pump and Standard belt to be fitted. As Original Ford manufactured conrod bolts are now not available they may be replaced by alternative versions which have similar shape and dimension. Absolutely NO Mazda Exchange units permitted only original ST as per chassis Number. No Mazda Family cars engines can be used only Ford replacement units.

4.7.2 It is strictly forbidden to machine or remove any material from the Head or engine block other than for surfacing for head gasket and not exceeding the allowed compression ratio, unless permitted in these regulations. The term standard shall apply to that as manufactured by the Ford Motor Company and will include the tolerances as manufactured by Ford. If you are in any doubt then consult the Eligibility Scrutineer. A Power steering cooling kit must be fitted. No Skimming of the top of the Block is permitted.

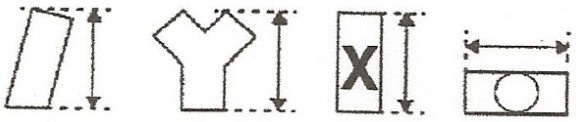
4.7.3 The engine must be mounted in the standard position. The mounting brackets and engine mounts are free which must be bolted to the standard production fitting points on the chassis/subframe. No lightening, balancing or polishing of any parts internal or external including head, block or crank.

4.7.4 The engine must run the standard valve adjustment mechanism and the standard valve timing as per manufacturer's specification. Only Ford ST spark plugs (Part No: 1315691/AGFS22IPJ) are permitted to be used as per chassis number.

4.7.5 All Camshafts must conform to the lift tables indicated below. Inlet/exhaust valve clearances as standard

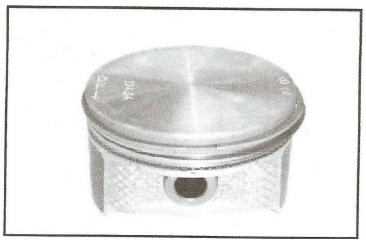
4.7.6 Engine Specifications

Number of Supports	3
Total minimum volume of a combustion chamber	48.5cm^3
Minimum volume of a combustion chamber in the cylinder head	41.3cm^3
Minimum height of the cylinder block	302mm (according to the drawing below)
Bore (standard)	87.5mm first oversize 0.5mm
Stroke	83.1mm



Pistons Must be a standard Ford ST Piston or a Kolbenschmidt Piston Part Number 99457620 with 0.5mm oversize, or a MAHLE Piston Part Number 0156102 with 0.5mm oversize, or NPR Europe (NE) Part Number 130 021 000721/71-2172-50 or Nural 87-423407_00 with 0.5mm oversize (specs same as below)

(a)	Sleeves Material	Ferrous Alloy
(b)	Number of rings no race rings permitted. Standard Con Rods no lightening or balancing or polishing.	3
(c)	Minimum weight 420g with pin and rings	
(d)	Distance from gudgeon pin centre line to highest point of piston crown	28.5 +/- 0.1mm
(e)	Distance (+/-) between the top of the piston at TDC and the gasket plane of the cylinder block	0.65 +/- 0.15mm
(f)	Piston groove volume	0.8 +/- 0.5cm^3

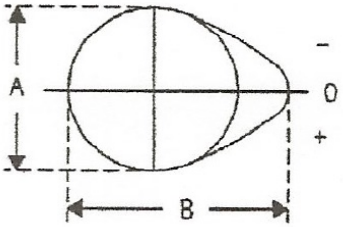


(g) No machining of Pistons allowed

Crankshaft – maximum diameter of crank pins. **47.0mm**
No Lightening or balancing of Crankshaft is permitted. You may regrind crank pins and journals, max removal of 0.5mm
Cylinder head – minimum height (block face to top of head) **123mm**
Thickness of tightened cylinder head gasket **0.5 +/- 0.2mm**

Camshaft
(a) Diameter of bearings **25.0mm**
(b) Cam dimensions

Admission	A = **33.0** +/- 0.1mm
Intake	B = **42.1** +/- 0.1mm
Echappement	A = **33.0** +/- 0.1mm
Exhaust	B = **41.1** +/- 0.1mm



The tolerances must be used with the same sign for A and B

Distribution/Timing
(a) Theoretical clearance for valve timing

Admission Intake	**0.25mm**
Echappement Exhaust	**0.30mm**

(b) Cam lift in mm (dismounted camshaft)

ADMISSION / INTAKE			
Rotation angle in degrees	Lift in mm (+/- 0.1mm)	Rotation Angle in Degrees	Lift in mm (+/- 0.1mm)
0	**9.12**		**9.13**
-5	**9.04**	+5	**9.04**
-10	**8.79**	+10	**8.78**
-15	**8.36**	+15	**8.34**
-30	**6.12**	+30	**6.03**
-45	**2.63**	+45	**2.55**
-60	**0.31**	+60	**0.34**
-75	**0.04**	+75	**0.11**
-90	**0.00**	+90	**0.00**
-105		+105	
-120		+120	
-135		+135	
-150		+150	

ECHAPPEMENT / EXHAUST			
Rotation angle in degrees	Lift in mm (+/- 0.1mm)	Rotation angle in degrees	Lift in mm (+/- 0.1mm)
0	**8.08**		**8.08**
-5	**8.00**	+5	**8.00**
-10	**7.74**	+10	**7.75**
-15	**7.33**	+15	**7.33**
-30	**5.11**	+30	**5.12**
-45	**1.69**	+45	**1.70**
-60	**0.29**	+60	**0.35**
-75	**0.03**	+75	**0.08**
-90	**0.00**	+90	**0.00**
-105		+105	
-120		+120	
-135		+135	
-150		+150	

A shift of +/- 2 degrees of the whole measurement is accepted

(c) Maximum valve lift

	Maximum valve lift
Admission / Intake	**8.9** +/- 0.2mm
Echappement / Exhaust	**7.8** +/- 0.2mm

with clearance according to (a) above

Admission / Intake

Number of springs per valve	**1**
Under a load of **34kg** the max length of the spring is **31.5mm**	
External diameter of the springs	**24.75 +/- 0.2mm**
Number of spring coils	**8.5**
Diameter of spring wire	**3.23 +/- 0.1mm**
Max free length of the springs	**48.1mm**
Springs may be compared to sealed sample.	

Echappement / Exhaust

Number of springs per valve	1
Under a load of 34kg the max length of the spring is 31.5mm	
External diameter of the springs	**24.75 +/- 0.2mm**
Number of spring coils	**8.5**
Diameter of spring wire	**3.23 +/- 0.1mm**
Max free length of the springs	**48.00mm**

Cylinder Head

The Cylinder head must be a Ford ST Part number, pre facelift 4m5g-6c0b25b, facelift 5s6g-6c0b2-ca. Absolutely no modification/machining to the head is allowed. Valves must be a standard Ford valve with original angles on valves/seats. No Machining/Lightening or balancing of pistons or ports is permitted.

Distributor/Timing

Theoretical clearance for valve timing Admission intake 0.25mm
Echappement Exhaust 0.30mm
Cam Lift or LOBE SIZE must be of A Ford part Number relevant to that year Model, For example a 2004 ST can only use a 2004 ST set of cams, 2005 ST must only use a 2005 set of Cams etc,
No modification to valve timing or ignition timing or components is permitted.

4.7.7 Prohibited Modifications

Polishing or reworking of any of the parts including the Inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head is strictly forbidden. The Complete engine/Power units can be swapped between models but ECU'S and wiring loom must remain with the car. The ecu numbers and wiring loom numbers will be checked with the VIN number. Flywheel or Pressure Plate cannot be Lightened or Balanced, it is only permitted to fit a standard Ford ST front Pulley.

4.7.8 No additional form of oil cooling is allowed on the engine.

4.7.9 No modifications are permitted to the cooling system. Power steering cooling kit is allowed

4.7.10 Air filter Kit option Pipercross cone filter part number PK308 can be used or a standard ST Air filter System. When using the kit option, no extra pipes or parts to be added. You are allowed a to fit an oil catch tank to the rocker cover to aid breathing or prevent oil leaks. No other modification is allowed to the crankcase breather system.

4.7.11 All cars must a run a vehicle specific Championship ECU map at all times as supplied by Protune Ireland at the competitor's cost. This map shall be regarded as the only software permitted to be installed and used. Under no circumstances may this map be modified. At any time, the Eligibility Scrutineer or his appointed representative is permitted to check compliance with the control software. The penalty for non-compliance shall be exclusion.

4.7.12 The fuel injection system must remain standard, and no modifications are permitted. The standard fuel lines must be used, and no additives are allowed to the standard pump fuel as per MI regulations. Part number for Fuel Pump is 5s6y-9h307-bd and fuel pressure regulator must be the standard Ford Unit for the VIN Number. See 14.4 Fuel pressure to remain standard for Ford specifications. You may be required to fit a valve for sampling fuel.

4.7.13 The Throttle Body / Inlet Manifold for the respective models must remain as standard and as per the production engine and relevant chassis number. The components are not interchangeable between engines, and it is not permitted to fit an oversized throttle body from another Duratec engine. IT IS NOT PERMITTED TO ADVANCE/ALTER THE CAM/CAMSHAFT TIMING AND THIS WILL BE CHECKED RIGOROUSLY AT EACH EVENT. The throttle body may be sealed to the manifold before start of the season. All bolts must be drilled to facilitate sealing by the MI Scrutineers as per MI Yearbook Appendix 2.

4.7.14 The top engine cam cover and Rocker Cover mating plate, along with the R/H upper cam cover retaining bolt should be drilled as per MI Yearbook Appendix 2 to allow for sealing of the engine.
Drill camshaft cover bolt at opposite end of engine to camshaft pulleys. Drill two sump bolts, drill two bell housing bolts. All holes must be present.

4.7.15 Where air conditioning is fitted it is permitted to render this inoperable by removing compressor, radiator and pipes up as far as fire wall under bonnet side. All other components must remain.

4.8 SUSPENSION

4.8.1 Front Suspension

4.8.1.1 Only the GAZ Championship specified suspension units as supplied by GAZ UK or their agents and assembled in accordance with manufacturer's specifications may be used. The GAZ kit number is GHA368MM or GGA468MM, all parts supplied in the kit must be used, i.e., springs, top mounts etc. These must be fitted to an unmodified front stub axle assembly. However, it is permitted to fit a machine retaining washer to prevent the front bearings from moving out of position and therefore allowing the wheel to become detached from the front transmission unit. A competitor may be asked to remove their suspension for it to be sent away to be checked for conformity to the regulations. A competitor may be required to swop out a front shock with a control unit at any time during an event by the Organisers.

4.8.1.2 It is not permitted to tamper with the suspension unit or to change the oil within it or to change the front suspension insert other than the specified Gaz Championship Shock.

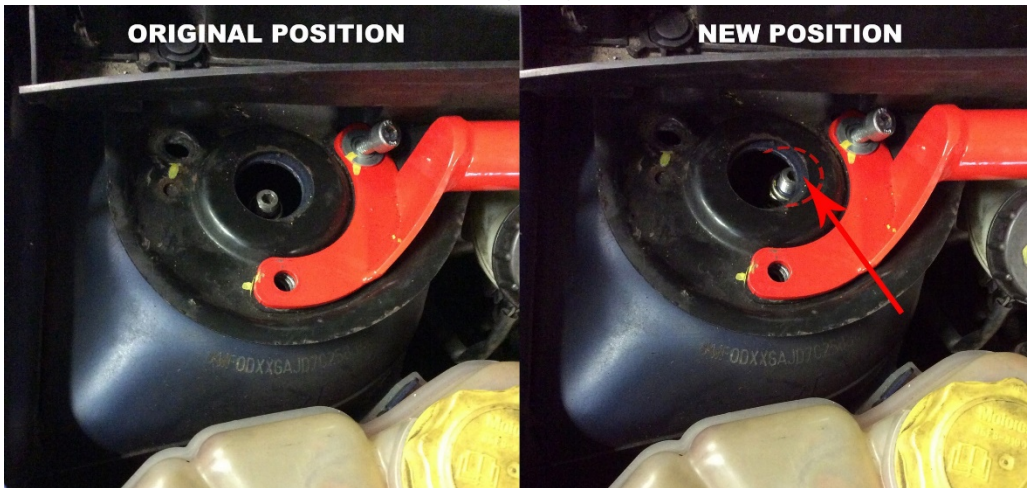
4.8.1.3 No mechanism is permitted to vary the amount of camber or castor which must remain standard. Front tracking is free. Maximum Camber is 3 degrees 50 min Negative.

4.8.1.4 All suspension bushes must be of standard Ford ST part number construction and fitment. With the exception of the back of the front wishbone, it is permitted to replace with a Powerflex BUSH. Part number PFF19-1102BLK.

4.8.1.5 Suspension arms must remain standard in shape, size and position and must be mounted in the standard locations. No modification or additions are permitted to the suspension pickup points, in line with 4.8.1.3 above. Only standard original Ford wishbones are allowed.

4.8.1.6 The GAZ control spring must be used and unmodified as per sealed unit.

4.8.1.7 The front top mounting mechanism is manufactured by GAZ specifically for the series. The top mount alters the position of the piston rod, to allow space for piston rod and access to the piston rod top nut a small amount of material can be removed from the suspension turret top as per drawing diagram. The three bolt holes for the top mount must be unmodified and remain in their original position.



4.8.2 Rear Suspension

4.8.2.1 Only the GAZ Championship specified suspension units may be used, as supplied by GAZ UK and assembled in accordance with manufacturer's specifications. The GAZ kit number is GHA368MM or GGA468MM, all parts supplied in the kit must be used and be mounted in the standard locations to the existing and unmodified mounting points. The scrutineers can request that your suspension can be sent back to manufacturer for testing and a full report will be given to scrutineers after the test. A competitor may be required to swop out a rear shock with a control unit at any time during an event by the Organisers.

4.8.2.2 It is not permitted to tamper with the suspension unit or to change the oil or valving within it only specified sealed units are permitted.

4.8.2.3 The original unmodified rear beam must be fitted and mounted in the original and unmodified location. No welding, cutting or bending of the rear beam is permitted
It is permitted to remove the rear brake back plates and fit a maximum of two shims per side max 2mm. All shims must be in contact with the majority of the surface area between axle beam and stub axle and retained in place by all four existing bolts. Shims must be used for tracking purposes only.

4.8.2.4 The GAZ control spring must be used.

4.8.2.5 The top mounting mechanism must be assembled correctly and in accordance with the manufacturer's specification. As per sealed sample.

4.8.3 The Front Anti roll bar must be a Ford Fiesta ST part number 2s61-5494-RB standard unit of 19mm diameter, of standard construction and must be mounted in the original location with the ford ST standard links. No rear Anti Roll bar is permitted.

4.9 TRANSMISSIONS

4.9.1 The only gearbox permitted is the standard 5 speed unit as fitted to the production Ford Fiesta ST 150 2004-2008 car with the following ratios:

1st	3.583:1
2nd	2.038:1
3rd	1.414:1
4th	1.108:1
5th	0.878:1
Reverse	3.615:1
Diff Ratio	3.824:1

All gears must be standard profile and number of teeth. The onus is on the competitor to ensure the internals of the gearbox and differential are correct.

4.9.2 The Differential must be standard with a ratio of 3.824:1 or Quaife ATB Diff (Part No QDF7Z). All Gearboxes may have a seal fitted to the end cover. Bolt and end cover must have required holes drilled for sealing. Main case. See photo 2

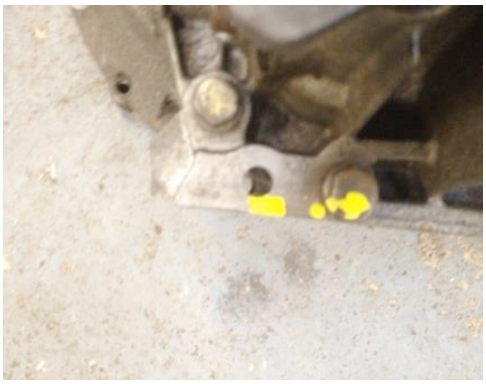


Photo 1

Photo 2

4.9.3 The clutch pressure plate may be replaced by an aftermarket item, but it must be the same size and dimension as the standard item. A paddle clutch disc of the same nominal diameter may be fitted.

4.9.4 It is not permitted to lighten the flywheel. Flywheel weight as standard.

4.9.5 It is permitted to baffle the standard ST sump

4.9.6 The gearbox mounts are free

4.9.7 The Ford Gear Actuating Shaft Insert Slider Part Number 1225337 may be replaced by a part constructed from a different material but made to the same dimensions as the original part.

4.9.8 The gear selection cables may be replaced by an uprated cable assembly. No quick shift modifications are permitted.

4.9.9 You may be asked to remove the gearbox at the end of the event which will be sealed and may be taken by the MI Scrutineer for examination

4.10 ELECTRICS

4.10.1 Headlights and brake-lights must remain as standard and be operational.

4.10.2 A rear rain light in accordance with MI Yearbook Appendix 2 Article 2.2 must be fitted and operational.

4.10.3 It is permitted to replace the standard battery with a competition type and to move the battery inside the vehicle and locate it in the passenger's area. Where a dry battery is located in this area it must be of sealed construction and placed in a properly secured and securely fixed in a battery box.

4.10.4 The standard alternator must be fitted, connected and providing a charge when the engine is running.

4.10.5 It is not permitted to fit any additional switches in or around the dash panel or to connect into the vehicle wiring loom or any of the engine / exhaust sensors. The standard fog light switch to be used for the Rain light switch.

4.10.6 All wiring looms to be standard. When 4.10.3 is used battery leads may be lengthened. The only other changes permitted are those needed to comply with MI Yearbook Appendix 2 – Article 22 (General Circuit Breaker)

4.10.7 No switches or wiring to be fitted to make the ABS inoperative. The ABS must be working at all times. The scrutineers may plug a diagnostic tool in to retrieve live data on the ABS.

4.10.8 No Data Logging systems which use a wired or wireless connection to any of the car's systems are permitted, with the exception of SOLO DL which can be connected via OBD port only. Similarly, no additional gauges are permitted.

4.10.9 Headlights must remain complete and working. They should have tape applied in a manner which still allows some visibility of the light when illuminated, or have a clear filament applied.

4.10.10 The ODB port must be operational at all times and be able to communicate with all relevant control units.

4.11 BRAKES

4.11.1 The standard brake pads can be replaced by competition pads of the same dimensions. The material is free.

4.11.2 It is permitted to replace the standard brake fluid with a higher temperature fluid.

4.11.3 Only steel piping to and from the ABS Unit may be used, made to the same shape and size as the original. No copper or copper nickel. They must look the same and take the same route

4.11.4 Only Standard Ford ST Callipers and Discs front and rear are permitted. As per sealed sample.

4.11.5 Only standard Ford Unmodified Brake Discs front and Rear can be used. As per sealed sample

4.11.6 ABS must be fully functional/ operational and ABS light must be working at all times.

4.11.7 It is permitted to replace the standard flexible brake hoses with aero-quip / braided replacement pipes.

4.11.8 Standard master cylinder only and ABS must match your chassis number.

4.11.9 A brass/bronze/nylon bush may be fitted in the sliders of the front calliper brackets.

4.12 WHEELS/STEERING

4.12.1 No modifications are permitted to the Steering System/Mechanism. No Quick racks or Motorsport racks allowed.

4.12.2 The steering lock must be disabled, and the roller pin removed from the steering barrel to allow any Ford key to operate the ignition switch. This is to facilitate easy changing of the ECU's.

4.12.3 It is permitted to fit a racing steering wheel in place of standard ST Wheel

4.12.4 Only permitted wheel is the Team Dynamics Wheel/Rim. The Team Dynamic Rims 15 x 7 inch Pro Race 1.2 with offset 35mm

4.13 TYRES

4.13.1 The Championship will run a specification tyre. The only tyre permitted is Nankang AR-1 195/50R15. Competitors will be required to carry tyre company logos on designated parts of the car. The sole tyre supplier for the Championship is Murray Auto Services Ltd trading as Murray Motorsport.

4.13.2 Competitors will be permitted to use a maximum of 14 tyres throughout the championship and must be on the vehicle during all qualifying and races. Competitors must submit a signed Tyre Declaration Form for the tyres they wish to use prior to qualifying at each event to the Organisers.

4.13.3 Tyre barcodes will be checked after qualifying and racing and where a car has run a tyre with an incorrect barcode, or with no barcode, this will constitute a technical infringement.

4.13.4 The Organisers reserved the right to

- vary the maximum number of tyres specified in 4.13.2
- introduce an alternative procedure for the control of the number of tyres used by each competitor.

4.14 WEIGHTS

4.14.1 The minimum weight for the car and driver combined before, during or after practice, timed practice, qualifying or race must be no less than 1110 kilograms.

4.15 FUEL TANK/FUEL

4.15.1 The car must run on Standard/Forecourt pump fuel and must not be over 99 Octane and must run through standard fuel filters. Fuel checks will be made randomly throughout the Championship. No Fuel additives, Octane Booster or High Octane fuel is allowed. Any competitor caught with non-compliant fuel as per the fuel sample tested, will be excluded from the event. The Scrutineers decision on Fuel sample results will be FINAL. This may be checked at any time against a standard fuel sample. It must be possible to take a fuel sample via a recommended dry break fuel sampling coupling. In addition, competitors must carry and make available a 600mm minimum length of hose to which, where necessary, the appropriate mating part is to be attached. Cars must have sufficient fuel for a fuel test at any time during an event. Minimum volume required is 3.5 litres.

4.15.2 The fuel tank and location must remain as standard. No alteration to the internals of the fuel tank is permitted.

4.15.3 The fuel supply system must remain as standard. It is not permitted to modify or interfere with any of the fuel supply pipes or fuel pressure.

4.15.4 Fuel Pressure will be standard as Ford set it. Only Standard Fuel Ford ST Injectors with part number 1s7g-9f5936a are permitted. The fuel pressure regulator and fuel pump must retain its original position and unmodified.

4.15.5 The organisers reserved the right to introduce a control fuel/supplier and competitors will be notified by a Championship Bulletin.

4.16 SILENCING

4.16.1 The standard exhaust manifold must be used. It is permitted to remove the catalytic converter. It is permitted to remove the centre box. Replacement standard size exhaust pipe must be used. It is permitted to replace the back box. The noise emissions must comply with the MI 105dB rule, measured 0.5 metre from the exhaust outlet at an angle of 45 degrees from the exhaust with the engine revving to 4,500 RPM.

4.16.2 Induction and exhaust noise levels must not be offensive to the public. The exhaust system must remain in place and in operation throughout the event.