



**FUEL TREATMENT**

**STAGES RALLY 2012**

**SUPPLEMENTARY REGULATIONS**

*SATURDAY 18th FEBRUARY 2012*

*AT KIRKISTOWN RACING CIRCUIT, CO. DOWN*



Last years winner Kenny McKinstry

Photo courtesy of Jonathan MacDonald

**Round 1 of the Carryduff Forklift Northern Ireland Rally Championship  
A Round of the North Armagh Motor Club Championship  
Round 1 of the Junior 1000 Rally Challenge Ireland**

**Organised and promoted by North Armagh Motor Club Ltd**



Dear Competitor,

Welcome to the first round of the 2012 Carryduff Forklift Northern Ireland Rally Championship incorporating the first round of the Junior 1000 Rally Challenge Ireland. Please find to follow the Supplementary Regulations for the **MAGIC BULLET STAGES RALLY**, sponsored this year by **MAGIC BULLET FUEL TREATMENT**

Please return your fully completed entry form (including appropriate fees and seeding information) to us promptly as entries will be awarded on a first come, first served basis. This event will again be held within the confines of Kirkistown Racing Circuit as the vast majority of you tell us that you enjoy this format. Vehicle scrutiny and documentation will take place at Kirkistown on the day before the event between 3.00pm and 9.00pm. There is opportunity for the scrutiny of a **limited** number of cars on the morning of the event but these will be allocated on a first come, first served basis, and be subject to a fee of £25.00, payable with the entry fee, to cover the additional administration and scrutineering costs.

Final Instructions No 1, including seeded entry list and scrutiny schedule, will be posted on the Club's website; [www.namcc.com](http://www.namcc.com) and on the Championship website; [www.nirally.com](http://www.nirally.com) and sent to any email addresses specified by Monday 13th February 2012. **Final Instructions No 1 will only be posted out to competitors if a stamped self-addressed envelope is attached to the submitted entry form.**

It should be noted that for all competing drivers and co-drivers on the event registration is FREE for the **Carryduff Forklift Northern Ireland Rally Championship**. Only those competitors who are members of North Armagh Motor Club Ltd will be eligible to score points towards the Club Championship.

We are deeply grateful to **Mr Stanley Watson of Global Fuel Treatments**, the sponsors of the rally. This event would just not be possible without his financial commitment and assistance.

If you are not competing, please come along to help us marshal – an invaluable job, as without the marshals we wouldn't have an event! On behalf of North Armagh Motor Club, **Magic Bullet Fuel Treatments** and the organising team I look forward to seeing you there.

**Martin Heaney – Clerk of the Course**



## Supplementary Regulations

1. North Armagh Motor Club Ltd. Will organise a National 'B' status Multi-Use Special Stage Rally on Saturday 18th February 2012 at Kirkistown Racing Circuit, County Down.
2. The meeting will be governed by the General Regulations of the Motor Sports Association Ltd. (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising Club may issue for the event.
3. MSA Event Permit Numbers; 68654. Issued 11 Jan 2012 (Carryduff Forklift Northern Ireland Rally Championship) and 68351. Issued 13 Jan 2012 (Junior 1000 Rally Challenge Ireland).
4. The event is open to fully elected members of a member Club of the Association of Northern Ireland Car Clubs and in respect of the Junior 1000 Rally Challenge Ireland must be a member of the Formula 1000 Club who hold a valid Competition Licence.
5. All drivers must produce a valid Stage Rally National 'B' or above Competition Licence. Co-drivers must produce a valid National 'B' or above Competition Licence. All Junior 1000 Rally Challenge Ireland drivers and co-drivers see championship regulations for licence requirements.
6. The event is a round of the Carryduff Forklift Northern Ireland Rally Championship, the NAMC Championship for Drivers and Navigators and the Junior 1000 Rally Challenge Ireland.
7. The Programme of the meeting will be:  
Scrutineering – Competitors will be required to attend Scrutiny on Friday 17th February 2012 (3.00pm - 9.00pm) or Saturday 18th February 2012 (6.30am - 8.00am) at Kirkistown Racing Circuit. Further information will be provided in Final Instructions Number 1. Competitors failing to attend Scrutiny on the date stated in their Final Instructions will be penalised as per SR 20.20 & SR 20.21. All vehicles presented at Scrutiny **MUST** have at least one crew member present to sign on. **Any vehicle presented at Scrutiny without a crew member will not be scrutineered, and SR20.20 will apply. Depending on individual circumstances, the organisers have the right to withdraw the crew from the event.** At Scrutiny cars will be examined for compliance with tyre and vehicle safety regulations as well as for Class eligibility. **All competitors entered in Classes 1 & 2 must show homologation papers in relation to the vehicle entered at Scrutiny, and must have them available for inspection at all times during the event.** Entrants should have full knowledge of the car and its eligibility for the Class entered. All vehicles must comply with MSA Technical Regulations J and R46-R48. A noise test will be carried out prior to vehicle scrutiny as per J 5.18. **Competitors requiring to carry video cameras must have prior written permission from the Clerk of the Course and present the written authorisation to the Chief Scrutineer at scrutiny.**  
On arrival at the Finish Control selected vehicles will be placed in Parc Ferme until Final Results have been published. **ALL VEHICLES MUST REMAIN IN THE SERVICE AREA UNTIL THE RESULTS HAVE BEEN FINALISED.**
8. The Rally will be run using Target Time and cars will start at thirty second intervals. Instructions on how to use the beam timing system will be provided in Final Instructions Number 2. The first car will start at 9.01am on Saturday 18th February 2012. Any competitor not signed on by 8.00am **WILL** be excluded and his/her place taken by a competitor from the Reserve Entry List, should one exist, or failing this he may be requested to take up a place at the end of the starting list. The event will contain 6 Special Stages (4 Special Stages (Stages 2-5) for the Junior 1000 Rally Challenge Ireland competitors). These stages will be timed to an accuracy of less than one minute. These Stages will take place on 95% tarmac surfaces. The entire route will be contained on Sheet 21 - 1:50,000 OSNI. The route, including Special Stages, will be defined in a map provided and will be contained within the grounds of Kirkistown Racing Circuit. The possession or use of pace notes is forbidden as per R25.9. **All competitors MUST be within the circuit by 8.00am on the morning of the event. All gates WILL close at 8.00am to facilitate stage set up.**
9. The Event will consist of 14 Classes as follows:  
**Class 1** - Group N cars up to and including 2000cc (see SR 9(2) & 9(3) for definition).  
**Class 2** - Group N cars over 2000cc (see SR 9(2) & 9(3) for definition).  
**Class 3** - Clubman cars up to and including 1450cc - 2 wheel drive only.  
**Class 4** - Clubman cars from 1451cc up to and including 1650cc not having more than 2 valves per cylinder - 2 wheel drive only.  
**Class 5** - Clubman cars from 1451cc up to and including 1650cc having more than 2 valves per cylinder - 2 wheel drive only.  
**Class 6** - Clubman cars from 1651cc up to and including 2100cc not having more than 2 valves per cylinder - 2 wheel drive only.  
**Class 7** - Clubman cars from 1651cc up to and including 2100cc having more than 2 valves per cylinder - 2 wheel drive only.  
**Class 8** - Clubman cars over 2100cc - 2 wheel drive only.  
**Class 9a** - WRC's manufactured prior to 31 December 2010.  
**Class 9b** - All other eligible cars (ref. R46 - R47.1.3) including FIA Super 2000, R4 and R4T cars.  
**Class 10** - Historic rally cars up to 1651cc registered before 31/12/81 (MSA Cat 1, 2 & 3. ref MSA 2012 Yearbook R49) **see SR 9.4**  
**Class 11** - Historic rally cars over 1651cc registered before 31/12/81 (MSA Cat 1, 2 & 3. ref MSA 2012 Yearbook R49) **see SR 9.4**  
**Class 12** - All cars registered for the Ford Fiesta Sport Trophy.  
**Class 13** - All cars registered for the Junior 1000 Rally Challenge Ireland (Copy of the championship regulations may be downloaded from [www.rpmpromo.com/irishjuniorrally](http://www.rpmpromo.com/irishjuniorrally)).
1. All cars must comply with current MSA vehicle regulations. **MSA/MI vehicle logbooks and a valid MOT certificate (if your vehicle requires it) should be available for inspection at scrutiny.**
2. Turbo engine capacity x 1.7; rotary engine capacity x 1.7.
3. Vehicle Regulations for Classes 1&2:
  - a) Cars eligible for Classes 1&2 are those which are, or have been, homologated in Group N as defined in FIA Appendix J. Also any series production car which has been available in N.Ireland.
  - b) The standard specification of any model shall be determined by FIA homologation papers in the case of former and current Group N cars, and by manufacturers or other workshop manuals in the case of all others.
  - c) In all cases, the degree of modification from standard shall be as provided for under FIA 2012 Regulations for Group N.
  - d) **The onus of proving eligibility for Classes 1 & 2 rests solely with the competitor.**
4. All Class 10 & 11 entries must have, **and produce on demand, the following:**
  - FIA, MSA or MSI Historic Vehicle Identity Form, which must be carried in the car at all times;
  - Vehicle Registration Document;
  - Valid MOT Certificate;
  - MSA or MI Stage Rally Log Book; and
  - Homologation Papers (Category 3 only).
5. The onus is on the competitor to enter the correct class.

10. Awards will be presented as follows:

**Overall Awards;** (*The 1<sup>st</sup> three overall crews forfeit Class awards*)

1 <sup>st</sup> Overall Crew -	<b>EUROCABLES</b> Perpetual Trophy and Trophies
2 <sup>nd</sup> Overall - Crew -	<b>Jim Kittle Memorial</b> Perpetual Trophy & 2 Trophies
3 <sup>rd</sup> Overall - Crew -	<b>B &amp; S Framing</b> Perpetual Trophy & 2 Trophies
1 <sup>st</sup> 2wd - Crew -	<b>Loughgilly Coal Stores</b> Perpetual Trophy
Class Awards;	
1 <sup>st</sup> In Class -	2 Trophies
2 <sup>nd</sup> in Class -	2 Trophies
3 <sup>rd</sup> in Class -	2 Trophies
4 <sup>th</sup> in Class -	2 Trophies (dependant on numbers entered)

11. The Entry List opens with the publication of these Supplementary Regulations and closes on Saturday 11th February 2012. Entries received after the closing date will not be accepted. The onus is on the competitor to ensure that entries being sent by mail are posted in sufficient time to be received by the closing date. Entries will be accepted on a first come, first served basis. **Entries received by Saturday 4<sup>th</sup> February will be accepted with the lower rate entry fee. Any entries received after this date must be accompanied by the higher rate entry fee.**

12. The Entry Fee

**Classes 1-12 - £195.00 Sterling (lower rate - by 4<sup>th</sup> Feb) / £220.00 Sterling (higher rate 5<sup>th</sup> - 11<sup>th</sup> Feb)**

**Class 13 - £130.00 Sterling**

**Club membership £10.00. Saturday scrutiny fee £25.00.**

All cheques should be made payable to NAMC Ltd. All entries must be made on the Official Entry Forms and accompanied by the appropriate fees. Entry forms received without payment will be returned. Entries by telephone **WILL NOT** be accepted. Written acceptance or refusal of entries will be acknowledged by the issue of Final Instructions Number 1. Entries withdrawn before 11th February will be refunded in full; entries withdrawn between 12th February and 18th February will be refunded subject to a £25.00 administration fee; refunds for withdrawals after 18th February will be at the organising Club's discretion.

13. The maximum entry for the meeting, including reserves, is 135. The minimum is 80. The minimum for each Class is 5. Should any of the above minimum figures not be met, the Organisers have the right to either cancel the event (D29) or amalgamate Classes as necessary. If cancelled, entry fee will be refunded less £20 administration fee. The order of starting will be at the organisers' discretion, but competitors are asked to fill out the Seeding Information section on the Entry Form to assist with this. **If this section is not filled in or found to contain false information, you WILL be seeded accordingly.** Once the Entry List has been published, there will be **NO** discussion regarding it.

14. Entry forms should be returned to:

**Entries Secretary;**

**Charlie Deering, 12 Sheridan Green, Portadown, Co. Armagh, BT63 5BN.**

**Tel: 07801670100** between 7.00pm and 10.00pm weekdays & 1.00pm and 6.00pm weekends ONLY.

**THIS IS THE ONLY TELEPHONE NUMBER TO BE CALLED REGARDING ENTRIES FOR THIS EVENT. OTHER COMMITTEE MEMBERS WILL NOT TAKE CALLS REGARDING THIS EVENT.**

15. Other Officials are:

<b>MSA Steward</b>	-	TBA
<b>Club Stewards</b>	-	William Fullerton & Peter Allen
<b>Clerk of the Course</b>	-	Martin Heaney
<b>Deputy Clerk of Course</b>	-	James Blane
<b>Asst. Clerk of Course</b>	-	Eric McCombe
<b>Entries Secretary</b>	-	Charlie Deering
<b>Secretary of the Meeting</b>	-	Simon Fullerton
<b>Safety Officer</b>	-	Darren Cassells
<b>Competitor Liaison</b>	-	Barry Taggart
<b>Chief Scrutineer</b>	-	Gavin McClean
<b>Chief Timekeeper</b>	-	Declan McAleer
<b>Results</b>	-	Paddy McCollum
<b>Chief Medical Officer</b>	-	Dr Stephen Reaney
<b>Chief Marshal</b>	-	Ashley Bolton
<b>Stage Commander</b>	-	Eddie Murphy
<b>Equipment Officer</b>	-	Lindsay Burke
<b>Chief Observers</b>	-	Jimmy Greer & Davy Hamilton
<b>Service Area</b>	-	Aaron & Eric Kilpatrick

For the purpose of enforcing these regulations all Senior Officials listed herein and those listed on the Official Notice Board in Documentation/Signing On will be appointed Judges of Fact, and may determine if a competitor has followed the correct route and obeyed the instructions regarding servicing, service areas, controls and split laps.

16. Provisional results will be published as soon as possible after the last car has completed the final stage.
17. Any protest lodged must be in accordance with C 5.1 - 6.6.
18. Entrants will be supplied with a map and details of the Special Stages at Documentation/Signing On. Servicing will be in an area specified by the Organisers.
19. Competitors will be identified by regulation size competition numbers which **WILL** be supplied by the Organisers. Competitors must make available an area on each side of the car for these. All competitors must carry within their vehicle a self contained Spill Kit capable of effectively absorbing minor spillages of up to 1.5 litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used Spill Kits are to be disposed of in accordance with local or National guidelines.
20. The penalty for lateness to be applied and performance will be assessed as follows:
  1. Achieving a time on a Special Stage which is less than the Bogey Time = **BOGEY TIME**
  2. Achieving a time on a Special Stage which is over stage maximum = **MAXIMUM TIME +10 SECS/MIN OVER MAX TIME**
  3. Achieving a time on a Special Stage which is over Bogey and under Target time = **ACTUAL TIME TAKEN**
  4. Not reporting at a Control = **10 MINS**
  5. Not completing a Special stage correctly (2 laps) = **TARGET TIME**
  6. Not performing a Special Stage correctly (missing corners, straight-lining chicanes etc) = **ACTUAL TIME + 10 SECONDS**  
Subsequent breaches = **ACTUAL TIME + 1 MINUTE**
  7. Failure to attempt a special stage = **10 MINS**
  8. Making a false (jump) start on a Special Stage = **AMOUNT OF JUMP START + 10 SECONDS** Subsequent false starts = **1 MINUTE**
  9. Every second and tenth of a second taken to complete a Special Stage = **1 SECOND & ONE TENTH OF A SECOND**
  10. For each minute under Target Time on a road section or in a service area = **20 SECONDS/min**
  11. For each minute over Target Time on a road section or in a service area = **10 SECONDS/min**
  12. For each minute before or after Due Time at Main Time Control (out) = **10 SECONDS**
  13. Breach of any statutory requirement concerning the use of a motor vehicle = **EXCLUSION**
  14. Excessive speed or driving likely to bring motor sport into disrepute = **1<sup>st</sup> Offence 10 MINUTES, 2<sup>nd</sup> Offence EXCLUSION**
  15. Excessive sound above MSA limits = **EXCLUSION**
  16. Receiving assistance contrary to R38.1.1 – R39.3.3 = **10 MINS**
  17. Breach of R 38.1.2 = **10 MINUTES**
  18. Breach of regulations R5.4,R15.1.2,R15.1.4 or R25.9 = **EXCLUSION**
  19. Failure to follow the instructions of an Official = **15 MINUTES**
  20. Failure to attend Scrutiny on allocated date = **£50.00 (donated to nominated Club charity)**
  21. Attending Scrutiny on an unallocated date = **£50.00 (donated to nominated Club charity)**
  22. Causing an obstruction = **TARGET TIME + 2 MINS (1<sup>st</sup> Offence) EXCLUSION (2<sup>nd</sup> Offence)**
  23. Refuelling in breach of event regulations = **5 MINUTES**
  24. Failure to start a special stage when instructed R25.8.2 = **10 MINS**
  25. Absence of a recorded time on a time card = **10 MINS**
  26. Failure to attend drivers briefing (If one is held) (Both crew members) = **5 MINS**
  27. Misconduct by any member of a service crew or competing crew = **EXCLUSION**

The following regulations have been amended as follows:

R15.1– To be classified as a finisher, a competitor must report in order to all Controls listed in the Map Book/Time Card, and report to Final Control within Maximum Cumulative Lateness with the car in which they started the event.

15.2.2 – In the event of a Tie, the competitor who has the greatest number of fastest stage times will be adjudged the winner. Failing this, the competitor with the fastest time on the last stage will be the winner, and then the penultimate stage, and so on until a winner can be determined.

R12.2.7 – Maximum Cumulative Lateness will be **5 minutes**.

R12.6 – Competitors will be required to reduce lateness by foregoing or reducing the appropriate amount of time in service.

21. Any competitor who practices, reconnoitres or otherwise examines a Special Stage or uses any other person(s) to do so on their behalf will be excluded from the event and will be reported to the MSA. **THIS WILL BE STRICTLY ENFORCED**. Members of the organising committee who are setting up the event are excluded from this requirement - without their help, there would be no event.
22. NOTE: Section R in 2012 MSA Year Book.
23. **There will be NO REFUELLING PERMITTED** during the event for safety reasons, unless in extreme circumstances and only with the prior approval of the Clerk of the Course. As the total event is less than 30 miles, there is no reason why 1 tank of fuel will not suffice. **YOU MUST ARRIVE WITH THE FUEL ALREADY IN THE CAR**, otherwise SR 20.23 will apply.
24. FUEL - the use of FIA Specification fuel (FIA Appendix J, Article 252, Article 9 – **maximum 102 octane**) will be permitted for all competitors contesting the MSA Northern Ireland Stage Rally Championship 2012 (J 5.13). Article 2.8 of the Championship Regulations applies. Competitors may also use fuel that complies with the MSA definition of pump fuel (see "The Terminology").
25. **INTERPRETATION OF REGULATIONS:** It is not the duty of any Marshal to interpret regulations or any other written instructions to a Competitor or to explain the meaning and/or effect thereof. It is the responsibility of the Competitor to read and understand the regulations and any other written instructions.
26. **ANY COMPETITOR OR TEAM MEMBER WHO ABUSES (VERBALLY OR OTHERWISE) A MARSHAL OR OFFICIAL WILL BE EXCLUDED FROM THE EVENT AND REPORTED TO THE MSA (A 10.2).**



Official Use

## North Armagh Motor Club Ltd

### MAGIC BULLET Stages Rally 18<sup>th</sup> February 2012

**COMPETITOR DETAILS; \*\* PLEASE USE BLOCK CAPITALS WHEN FILLING IN THIS FORM \*\***

	Driver	Co-Driver
<b>First Name</b>		
<b>Surname</b>		
<b>Address</b>		
<b>Postcode</b>		
<b>Tel No.</b>		
<b>Mobile No.</b>		
<b>Motor Club Membership</b>		
<b>Competition Licence No.</b>		
<b>E-mail Address</b>		

**All correspondence will be via e-mail.** Please indicate to whom correspondence should be sent: - Driver / Co-Driver. **If postal correspondence is required please provide a self-addressed envelope**

**CAR DETAILS;**

Make	Model	Capacity (cc)	Valves per cylinder	Registration No.	Class Entered

**SEEDING INFORMATION; Where do you think you should be seeded; (1-20)(20-40)(40-60)(60-80)(80+)Circle.**

Please detail the most recent relevant results (2009/2010/2011) of the **DRIVER**. (This **will** be checked)

Status	Event	Date	Class Position	Overall Position

**I ENCLOSE FEES AS FOLLOWS; \*\* Please make cheques payable to: NAMC Ltd. \*\***

Entry Fee – Classes 1-12 (Before 4 <sup>th</sup> Feb <b>£195.00</b> ) / ( <b>£220.00</b> From 5 <sup>th</sup> - 11 <sup>th</sup> Feb)	£.....
Entry Fee – Class 13 ( <b>£130.00</b> )	£.....
Club Membership Driver ( <b>£10.00</b> )	£.....
Club Membership Navigator ( <b>£10.00</b> )	£.....
Saturday Morning Scrutiny ( <b>£25.00</b> ) ***Limited Spaces***	£.....
<b>TOTAL REMITTANCE</b>	<b>£.....</b>

**IS PERMISSION SOUGHT TO CARRY IN-CAR VIDEO EQUIPMENT? YES / NO**

**26. UNDERSTANDINGS, DECLARATIONS & UNDERTAKINGS BY ENTRANTS, DRIVERS & PASSENGERS**

- (a) I declare that I have been given the opportunity to read the General Regulations of the Motor Sport Association and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and 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. Further, I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against any loss or injury caused through their negligence.
- (b) My age is ..... (If applicable state "Over 18 years"). If under 18 See D13(c).
- (c) I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.
- (d) I understand that should I at the time of this event 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.
- (e) I agree to maintain in good condition any Perpetual Trophies won by me, and to return them to the Hon. Secretary N.A.M.C. Limited when requested to do so.

<b>Driver's Signature</b> ..... <b>(Age if under 18)</b> ..... <b>Date</b> .....	<b>Navigator's Signature</b> ..... <b>(Age if under 18)</b> ..... <b>Date</b> .....
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**If any competitor is under 18 years of age this form must be countersigned below by an appropriate Parent or Guardian. See D 13 (c)**

<b>Full Name of Parent or Guardian Ref Driver</b> ..... <b>Tel. No</b> ..... <b>Relationship</b> ..... <b>Signature</b> .....	<b>Full Name of Parent or Guardian Ref Navigator</b> ..... <b>Tel. No</b> ..... <b>Relationship</b> ..... <b>Signature</b> .....
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**NEXT OF KIN:**

*In case of accident please contact;*

NAME	ADDRESS	TELEPHONE	RELATIONSHIP
Ref : <b>DRIVER -</b> _____	_____	_____	_____
Ref : <b>CO DRIVER -</b> _____	_____	_____	_____

**\*\* PLEASE USE BLOCK CAPITALS WHEN FILLING IN THIS FORM \*\***

# Important Information

- There is only 1 point of contact within NAMC for this event, **AND ONLY WITHIN THE HOURS STATED**. This phone will **NOT** be available outside these times. Other Committee members will **NOT** take calls regarding this event.SR14.
- Final Instructions No 1, including seeded entry list and scrutiny schedule, will be posted on the club website; [www.namcc.com](http://www.namcc.com), and on the Championship website; [www.nirally.com](http://www.nirally.com), and sent to any specified email addresses on 13<sup>th</sup> February 2011. Instructions will only be posted out if a self-addressed envelope is attached to the submitted entry form. A regularly updated list of accepted entries will be available on the club website once the first entries have been received.
- **Scrutiny takes place on Friday 17th February 2011 from 3.00pm until 9.00pm in Kirkistown Race Circuit.**
- Cars, vans & trailers may be left at Kirkistown overnight (at owner's risk) after you have attended Scrutiny - there will be security personnel present overnight to facilitate this. There is no charge for this service. **Overnight stay within the circuit may be possible but only by direct contact and arrangement with 500 Motor Racing Club of Ireland (Contact Tel: 028 4277 1325 or 4277 1169)**
- Failure to attend your allocated Scrutiny date will be penalised as per SR20.20. Turning up at Scrutiny on the morning of the event without prior authorisation **WILL** be penalised as per SR20.21, and we will **NOT** guarantee that you will be starting the event. **Depending on individual circumstances, the organisers have the right to withdraw the crew from the event.**
- **Carryduff Forklift Northern Ireland Rally Championship Registration** is provided FREE for all competing drivers & co-drivers.
- Please note SR23 regarding refuelling and the ensuing penalty SR20.23. **THIS WILL BE STRICTLY ENFORCED – THERE WILL BE NO EXCEPTIONS.**
- All vehicles presented at Scrutiny **MUST** have at least 1 crew member with them to attend Documentation/Signing On. Vehicles which arrive with no crew member will **NOT** be scrutineered. Crew members arriving later will mean that the vehicle will **NOT** be scrutineered until they arrive. Non attendance of a crew member will mean that SR20.20 will apply as the vehicle will be judged not to have attended allocated Scrutiny.
- All competitors entered in Classes 1 & 2 **MUST** show homologation papers **in relation to the vehicle entered at Scrutiny**. The onus for providing eligibility for Classes 1 & 2 rests solely with the competitor. A Championship Eligibility Scrutineer may be in attendance. Competitors entered in Classes 1, 2, 9a, 9b, 10, 11 & 12 **MUST** make provision to enable their engine, turbo or transmission to be sealed by a Scrutineer in accordance with FIA Regulations.
- Your MSA/MI vehicle logbook and valid MOT certificate (if your car is requires it) should be available for inspection at Scrutiny. All documentation must be originals, **NOT** photocopies. Your vehicle does **NOT** need to be taxed.
- **Those competitors wishing to carry in-car video equipment are reminded of the need to have the written consent of the Clerk of the Course before presenting the vehicle for scrutiny – SEE ENTRY FORM!!!**
- If you leave the Seeding Information section of the Entry Form blank, or include results which are false, **you WILL be seeded accordingly**. Please help us to seed you correctly by filling out the Entry Form in full. Once the Entry List has been published there will be **NO** discussion regarding it.
- Entry forms not accompanied by the appropriate fee will **be returned**. Telephone entries are **NOT** accepted.
- Should the maximum entry for the event (135 including reserves) be reached, all further entries received after that time will be returned.
- **By submitting an Entry Form, you are agreeing to abide by the Event Regulations as laid out in the Supplementary Regulations and any official written instructions.**

Thank you, and we look forward to seeing you at the Event! Martin Heaney – Clerk of the Course



## **MAGIC BULLET FUEL TREATMENTS**

Over the past 2 years we have conducted a number of dyno tests on both motorcycles and motorcars. All of these tests show positive improvement in both power and torque. All these tests were conducted by authorised test centres by qualified personnel. The results are just the tip of the iceberg remembering that Magic Bullet needs some time to work on older engines. However we have produced instant results in all types of combustion engines with only a minimum of mileage.

All the tests were conducted by running the bike or car on the rolling road and producing 'before' results. Putting the prescribed dose of Magic Bullet in the fuel tank and then riding or driving out for approximately half an hour – on average about 20-30 miles at the most. Then back on the rolling road for an 'after' test and seeing the results.

### **TVR Roar**



Whilst exhibiting at the famous TVR Roar show held in Cheshire we offered to put Magic Bullet in any TVR to demonstrate it's capabilities. Crazy Horses Racing (Rolling Road) were running dyno tests and we used their completely independent services to test volunteer cars. Two volunteers put the treasured vehicles through very rigorous dyno testing and after a 20 mile run out subjected their cars to a second dyno run. The results were fantastic and the dyno man was also suitably impressed. The results for the TVR Tuscan & Cerbera before and after Magic Bullet can be found on [www.addthemagic.com](http://www.addthemagic.com) or [www.magicbulletracing.com](http://www.magicbulletracing.com)

### **Sumo Power / JRM Motorsport**



Fuelled by the success of the TVR testing we invited Sumo Power to test Magic Bullet for Cars on any car of their choice. Rising to the occasion James Skyers who is an expert engine builder invited me down to their £1.5 million Superflow Dyno Facility to observe the testing in progress. First up was a Mitsubishi EvoX (standard) followed by staff members Renault Laguna and Mazda MX5. The Mitsubishi is brand new and the other two saloon cars were 8 and 10 years old respectively.

The results speak for themselves and the Mitsubishi produced a staggering increase in torque in a clean engine and the other two cars were credible considering they both had over 80,000 miles on the clock. We know that the product sometimes needs a bit more than a 20 mile run out in order to clean out all the remaining carbon deposit but nevertheless we still had a marked increase in power and torque – where it matters.

Full results including "wheelpower Vs RPM" tests can be found on [www.addthemagic.com](http://www.addthemagic.com) or [www.magicbulletracing.com](http://www.magicbulletracing.com)

### **Conclusion**

It does what it says on the label – anecdotal evidence can be viewed on the websites. What you don't get from dyno testing is the ride/drive experience – typically our users say "better idling speed control", "feels different – much quicker", "I got better mileage".