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2021 BRSCC Avon Tyres National Formula Ford 1600 Championship Regulations

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Esther Crook

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Date



1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2020 BRSCC Avon Tyres National Formula Ford 1600 Championship is organised and administrated by the British Racing and Sports Car Club (BRSCC) in accordance with the General Regulations of **Motorsport UK** (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: **CH2021/R068**

Race Status: **Club ***

Motorsport UK Championship Grade: **C**

- * Any driver competing in a Single Seat Racing Car, 0.5bhp/kg or greater (excluding driver weight), must be the holder of a Race National 'A' licence, as a minimum, with the exception of a Championship which has been authorised by Motorsport UK to set an alternative qualification. Motorsport UK Regulation (Q) 9.1.1.

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.2] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK 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 Co-ordinator

Esther Crook

Tel: 07713 165935

Email: esthercrook1@gmail.com

1.2.2 Eligibility Scrutineer

Stephen Rose

Mob: 07905 666960

Email: stephenrose1000@aol.com

1.2.3. Championship Stewards

S Stringwell, B Shewan, D Walton & **C Grounds**.

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

(G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G) 2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 Competitor Eligibility

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BRSCC and
- (b) be registered for the Championship and
- (c) be in possession of a valid current Motorsport UK Entrants Licence, where applicable.

1.3.2

Drivers and Entrant Drivers must:

- (a) be fully paid up valid membership card holding racing members of the BRSCC. Members of CCRC, SMRC, BARC, HSCC, MSVR or 500 MRCI, may compete in one event on a strictly one off basis – for the avoidance of doubt, for any subsequent rounds competitors must be racing members of the BRSCC.
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition (Racing) Club Licence*, as a minimum or
- (d) be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent [(H) 26.2 and FIA ISC Article 2.3.7b applies).
- (e) If participation in the Championship requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A competitor shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

*

Any driver competing in a Single Seat Racing Car, 0.5bhp/kg or greater (excluding driver weight), must be the holder of a Race National 'A' licence, as a minimum, with the exception of a Championship which has been authorised by Motorsport UK to set an alternative qualification. Motorsport UK Regulation 9.1.1.

Any non BRSCC member (CCRC, SMRC, BARC, HSCC, MSVR or 500 MRCI) taking advantage of a one off entry will NOT be eligible to score points in the championship and they will be invisible for the allocation of points. If they subsequently join the BRSCC and register to compete in further meetings, the one off event remains a non-points scoring event. They will be eligible for any race day awards/trophies.

The Championship consists of a National Pro class and a National Clubman class, with eligibility criteria defined as follows:

National Pro: any age of car with no class sub divisions

National Clubman: Separate classes

FF1600 split into the following classes for cars manufactured as follows:

Class P	Cars built from 1/1/99
Class SCA	Cars built from 1/1/90 to 31/12/98
Class SCB	Cars built from 1/1/82 to 31/12/89
Class SCC	Cars built from 1/1/72 to 31/12/81
Class SCD	Cars built before 1972

Rookie Cup

Drivers who wish to compete for the 2021 BRSCC National Rookie Championship must meet the following criteria: Have no FF1600 racing experience prior to 01/01/2021. **Drivers must register for the Rookie Cup before their first round.**

Previous experience in single seaters (non FF1600), junior racing (F4, Ginetta, Fiesta Junior, JSCC, etc.), saloon cars, prototypes, karting etc. would allow the driver to enter the Rookie Cup.

1.3.3

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

1.3.4

Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4

Registration

1.4.1

All drivers must register as competitors for the Championship by **completing** the **online** Registration Form, **using the following link** <https://brsc.co.uk/national-formula-ford-registration/> with the relevant registration Fee to the BRSCC prior to the Final closing date for the first round being entered.

1.4.2 The Registration Fee is £295.00.

The registration fee will also entitle a competitor to participate in the BRSCC Northern Championship.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.

1.4.4 Registration will be accepted from 1st January until the closing date for entries to the last round.

1.4.5 Upon registration class specific competition numbers for the Championship will be issued.

1.4.6 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters.

1.5. Championship Rounds

1.5.1 The 2021 BRSCC Avon Tyres National Formula Ford 1600 Championship is a championship for Kent engined cars separated into rounds counting towards classes for National Pro and National Clubmans. The Championship also includes the Triple Crown Pro & Clubman series and the Tourist Trophy Pro & Clubman series.

Events	Dates	DH/TH	Venue	Club	Nat	TT	TC
1	10/11 April	TH	Snetterton	BRSCC	✓	✓	
2	8/9 May	TH	Donington Park	BRSCC			✓
3	19/20 June	DH	Silverstone	BRSCC	✓		✓
4	10/11 July	TH	Anglesey	BRSCC	✓	✓	
5	7/8 August	TH	Brands Hatch	BRSCC	✓		✓
6	11 September	DH	Oulton Park	SMRC	✓	✓	
7	9/10 October	TH	Snetterton	BRSCC	✓		

DH = Double header TH – Triple Header

1.5.2 Separate races will not be run for the Tourist Trophy or Triple Crown series. Points for these series will be extrapolated from the results of the National series.

1.6 Scoring

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results of each race.

National Pro, National Clubmans, Tourist Trophy & Triple Crown

National Pro Points are awarded based on a competitors eligibility and OVERALL FINISHING POSITION, National Clubman Points are awarded based on a competitors eligibility and CLASS FINISHING POSITION as follows

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
32	27	24	22	20	18	15	12	10	8

All other finishers 3. Non finishers and qualified non starters 2 points. Fastest lap 2 points.

Overall or Class Pole (having been set in the correct qualifying session) 2 points.

In double and triple header races - Pole position bonus points will only be awarded for pole positions set in a designated qualifying session. Pole positions in grids set by previous race results, or second quickest qualifying times, or any other format, will not gain bonus points. The method of grid setting for each double and triple header event will be notified in the relevant final instructions.

Rookie Class

Points will be awarded for finishing positions only. 23 races per season, 4 drop scores. Exclusion from a race must count as a points scoring round of 0 points, **and cannot be used as one of the four dropped scores.**

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
32	27	24	22	20	18	15	12	10	8
11 th to last place – 3 points			DNF – 2 points.						

1.6.2 The final position and points for the National Pro class will be decided from the totals from all qualifying rounds

less four and the National Clubmans from all qualifying rounds less five, unless subject to the application of any Motorsport UK regulation C3.5 penalties. Drivers disqualified from results for sporting or technical infringements may not use that (those) round(s) as discarded rounds for the purpose of overall championship placing. The dropped score must also include any points for fastest qualifying and/or race lap accrued in respect of the dropped round. If any rounds are not completed, the dropped scores numbers will not be reduced. **Competitors will not be able to drop scores from the final event.**

All year end results are provisional until announced as official by the Organisers, that includes tables published on all BRSCC official websites.

1.6.3 Ties will be resolved according to Motorsport UK Regulation [W 1.3.4] of the Motorsport UK Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) Be deemed "Guest Competitors"
- (b) Not score points and for the purpose of points scoring will be ignored
- (c) Qualify for Event awards
- (d) Comply with eligibility criteria as prescribed in Article 1.3 above, with the exception
- (e) of 1.3.1(b) and 1.3.2(b) as appropriate.

1.6.6 All qualifying rounds in Triple Crown and Tourist Trophy Series will be counted, i.e. no dropped scores.

1.7 Awards

1.7.1 All awards are to be provided by: BRSCC

1.7.2 Per Round

Trophies will be awarded as follows:

National Pro 1st, 2nd and 3rd overall.

National Clubman: 1st, 2nd and 3rd in class

Rookie Class: 1st, 2nd and 3rd in class.

The above is subject to minimum class entry criteria. 1-4 entries 1st only. 5-7 entries 1st and 2nd only. 8 or more entries, 1st, 2nd and 3rd.

The national overall trophies will also cover the Triple Crown and Tourist Trophy rounds. Separate Tourist Trophy and Triple Crown Trophies will not be awarded.

1.7.3 Championship

National Pro	Trophies to 1 st , 2 nd and 3 rd overall
National Clubman	Trophies to 1 st , 2 nd and 3 rd in class
Triple Crown	Trophies to 1 st , 2 nd and 3 rd in class
Tourist Trophy	Trophies to 1 st , 2 nd and 3 rd in class
Rookie Class	Trophies to 1 st , 2 nd and 3 rd overall

Other available trophies & prizes:

Rookie Class The Rookie Class Champion will receive free race entries for the 2021 BRSCC National FF1600 Championship. The free race entries are non transferrable to any other BRSCC Championship/event or available as a cash alternative.

1.7.4 Presentations

Trophies will be presented for each meeting (as applicable) and shall be presented at the official championship award ceremony.

1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants with 10 days of the results being declared final after each event.

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK

does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6

Title to All Trophies

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

1.7.7

Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

Prize money may be paid subject to sponsorship

2. CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organiser in writing. D25.1.12 applies.
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves will be listed in the final list of entries published with Final Instructions or in a Bulletin.

2.2 Briefings

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings.

2.3 Qualification 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 should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify [Q12.4]
- 2.3.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.3.4 At the end of each session, all drivers must cross the Finish Line only once.

2.4 Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q12.15) (1.6.4. above applies). (2.3.3 and 2.3.4 above applies).

2.5 Starts

- 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 a Standing start. The minimum countdown procedures/audible warning sequence shall be:
 - 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
 - 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
 - A five second board will be used to indicate that the grid is complete after the Green Flag Lap.
 - The red lights will be switched on five seconds after the board is withdrawn.
- 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 pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start the race is required to indicate their situation as per Motorsport UK Regulation [Q 12.11.2]. In addition any drivers unable to maintain their grid position on the Green Flag

Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap but they MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

- 2.5.5 In the event that the starting lights fail the Starter will revert to using 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 Start Line and RED FLAGS will be displayed at the start line and at all Marshals 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, which will automatically become a parc ferme area, 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 two race laps completed by the Race leader**

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

- 2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled distance**

The Race will restart from the grid set out by the finishing order of part one, (as per Motorsport UK Regulation [Q12.15.2]). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

- 2.6.4 **Case C – More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with Motorsport UK Regulation [Q12.15.4], unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.7 Pits, Paddock and Pit Lane Safety

- 2.7.1 **Pits & Paddock**

Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

- 2.7.2 **Pit Lane**

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lanes.

- 2.7.3 **Refuelling**

May only be carried out in accordance with the Motorsport UK Regulations [Q12.25], Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

- 2.7.4 **Speed Limit**

Pit lane Speed Limit will be as per the Final Instructions.

2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down.
- II. remain behind any competitors ahead of them,
- III. return to the pit lane/paddock entrance as instructed,
- IV. comply with any directions given by marshals or officials
- V. keep their helmets on and harnesses done up while on the circuit or moving in the pit lane.

2.9 Results

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after

Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.
(Motorsport UK regulation (D)26.3)

2.10 Timing Modules

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 Qualification Races

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races. Details will be provided in the Final Instructions and Driver's Briefings.

2.12 Operation of Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 Onboard Cameras

These are MANDATORY. All competitors are required to carry an on board car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting or the Championship Stewards.

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK Regulations and be approved by the Eligibility Scrutineer in accordance with J5.20.14, J5.21-5.21.5 & J5.21.12-17. Cameras must be mounted ON THE SIDE - NOT TOP - OF THE ROLL HOOP in a central to left position behind the driver with the steering wheel, front wheels, wing mirrors and the road ahead in clear view.

In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied, which can include but are not limited to a points deduction of 25 points per offence for the Championship the competitor is registered for, even when this results in a negative score and / or a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor. The Clerk of the Course shall confirm the Championship penalty. The Organisers may also seek further disciplinary action by referring a driver to the Championship Stewards.

2.14 Parc Fermé

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their Deputy.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the eligibility scrutineer or their deputy.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Re-Scrutiny

Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK Regulation J3.1.2).

4. CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these Sporting Regulations.

4.1 Infractions of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulation [C 3.3].

4.1.2 Arising from post race Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulations [C 3.5.1 (a) & (b)].

For infractions deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C 3.5.1 (c)].

4.2 Additional Specific Championship Penalties

4.2.1 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulation [Q12.26].

4.2.2 For offences under Motorsport UK regulations [C1.1.5], [C1.1.6], [Q12.21.2] and [Q12.21.5], the Clerk of the Course, at his discretion, may impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty in accordance with Section C2.3 of the current Year Book.
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased.

4.2.3 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports he 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 could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.2.4 Social Media

Social media, including, but not restricted to, facebook, Instagram, Twitter etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the Motorsport UK 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. Competitors are advised to read the following sections of the Motorsport UK Yearbook Regulations:

Motorsport UK Regulations Sections [J 4.1] – [J 5] to [J 5.20.13] - Section Q, Motorsport UK Regulations Section B, Nomenclature & Definitions -Section K - Section L and relevant Formula Ford 1600 Technical Regulations for the age of the car issued by the Ford Motor Company specifically.

5.2 General Description

5.2.1 The BRSCC National Formula Ford 1600 Championship is for competitors participating in 1600cc Formula Ford Single Seater Racing Cars, which comply with the Regulations issued by the Ford Motor Company/British Racing & Sports Car Club (BRSCC).

FF1600 split into the following classes for cars manufactured as follows:

Class P	Cars built from 1/1/99
Class SCA	Cars built from 1/1/90 to 31/12/98
Class SCB	Cars built from 1/1/82 to 31/12/89
Class SCC	Cars built from 1/1/72 to 31/12/81
Class SCD	Cars built before 1972

The National Pro is for all classes.

The National Clubmans features classes as shown above. For all classes the onus is on the competitor to prove the eligibility of the car.

5.2.2 Examination of Vehicles

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/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such selection 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/series 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.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season.

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/championship/series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

No car may be removed from the circuit/venue prior to the conclusion of the race without the approval of the Clerk of the Course and Chief Scrutineer.

The organisers may review the performance of vehicles within the championship/series with particular regard to newly introduced vehicles/models, after every three championship/series rounds. This may result in the minimum weight being altered for any registered model.

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the championship organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact subject to Motorsport UK regulations [E4.1.3 and E 4.1.4] race meetings paragraph 3 and 4.

5.3 Safety Requirements

The following Articles of Motorsport UK Regulations Section K Safety Criteria Regulations will apply unless specified in the current Formula Ford Regulations issued by the Ford Motor Company: [K 1]; [K 1.4]; [K 1.6.3]; [K 1.6.4 (a) & (b)]; [K 2.1] to [K 2.1.3]; [K 3]; [K 4]; [K 5]; [K 6]; [K 7.1] to [K 7.4]; [K 8]; [K 9]; [K 10.1] to [K 10.4]; [K 11] & [K 13].

5.4 General Technical Requirements and Exceptions

5.5 Chassis

As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture

In addition the chassis may be identified by a Motorsport UK sealing tag, attached and recorded by the championship Eligibility Scrutineer. Any change of chassis may require a new seal being attached prior to any competition. Failure to comply may render the car ineligible.

5.6 Bodywork

As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture

5.7 Engines

As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture

Engine con-rod bolts may be replaced with alternative units. This is included in the current Ford Technical Regulations as Big-end cap bolts are free, whilst respecting the minimum weight.

5.8 Suspension

As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture

5.9 Transmission

As per the current Formula Ford Regulations issued by Ford Motor Company /BRSCC – relevant to year of Manufacture

5.10 Electrics

As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture.

LED rain lights are preferred.

5.11 Brakes

As per the current Formula Ford Regulations issued by Ford Motor Company /BRSCC – relevant to year of Manufacture

5.12 Wheels and Steering

As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture

5.13 Tyres

(Motorsport UK Regulation Section L 1 for Formula Ford refers)

5.13.1 Specification

National Pro Class - All cars run on Avon ACB10.

National Clubman - Class P to run on Avon ACB10. All other classes can run on Avon ACB9 or ACB10.

5.13.2 Nominated manufacturers: Avon

5.13.3 The use of any heating/heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection.

5.13.4 Tyre Limit

In National Pro and Clubman Class P, there will be a tyre limit, as follows:

Only one set of four tyres, plus one front and one rear tyre nominated as emergency spares may be used per race meeting and they must be registered with the eligibility scrutineer prior to the commencement of qualifying.

The nominated spare tyres and also the four nominated race tyres can either be brand new, or previously used (not necessarily nominated)

Emergency spares can only be used after consultation with the eligibility scrutineer.

There is no limit for tyre usage in general or private test sessions.

Nominated tyres which are subsequently deemed and approved - by the eligibility scrutineer, or his nominated deputy - to be damaged or punctured can only be changed to a nominated spare after consultation with the eligibility scrutineer.

Four tyres previously declared can be used at more than one meeting, but must be re-nominated for each subsequent meeting.

Each competitor must nominate, on the form provided by the Championship Organiser, the manufacturers numbers of the tyres for use at each event. This form must be handed to the Championship Eligibility Scrutineers at scrutineering and definitely prior to the start of the first qualifying session.

Only tyres nominated for that event are permitted in the Pit Lane during the official qualifying sessions and races.

Declared tyres for the meeting will be checked at various times during the day.

There is no tyre limit for the National Clubman classes, SCA, SCB, SCC and SCD.

5.14 Minimum Weight Limit

As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture

Minimum weight will be 500kg and this means the weight of the vehicle as it completes the event and is to include the fuel and the driver in full race kit. The minimum weight of the race car and fuel as it completes the event (without the driver), remains at 420kg.

5.15 Fuel Tank And Fuel

As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture

5.16 Silencing

Silencers must be maintained to comply with the section "B" provisions of Motorsport UK Regulation [J 5.17] & [J 5.18] at all times.

5.17 Competition Numbers/Decals

5.17.1 All cars must be identified by Motorsport UK Regulation [J 4.1] specification numbers displayed in positions acceptable to the Timekeepers

5.17.2 The BRSCC and sponsors decals must be displayed in an un-obscured position on both sides of the car to qualify for points and prizes.

5.17.3 The BRSCC and sponsors decals will be provided by the Championship Organisers, whereas Entrants are responsible for supplying numbers and backgrounds.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the Motorsport UK/MSK.

6.1 Race Organising Club and Contacts

BRSCC HQ

Suite 1 – Building 60
Churchill Square Business Centre
Kings Hill, West Malling
Kent ME19 4YU
Tel: 01732 780100
www.brscc.co.uk

6.2 Commercial Undertakings

6.2.1 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the championship or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double or triple header can be regarded as one event for the purposes of this regulation.

6.2.2 Trade Support

The organisers reserve the right to obtain support sponsorship for the championship usually by means of product for competitors. To qualify this may require fixing support logos on either side of the car

6.2.3 Vehicle Decals and Overall Patches

Decals to be displayed on either side of the vehicle. Overall patches displayed above chest height on the overalls.

6.2.4 Promotional Activities

Drivers may be required to participate in promotional activities at certain race meetings.