



2026 Super Classic Pre-99

Formula Ford 1600 Championship

Sporting & Technical Regulations

DRAFT COPY (v1)

Signed:

ALAN BOWLES - CHAMPIONSHIP COORDINATOR

Date:

26/01/2026



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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2026 Super Classic Pre-99 Formula Ford 1600 Championship is organised and administered by the British Racing and Sports Car Club (BRSCC) in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2026/TBC

Race Status: Interclub

Motorsport UK Championship Grade: C

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.2 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**

Alan Bowles

Mob: 07767 655733

Email: superclassicformulaford@brsc.co.uk

1.2.1.1 **Clerk of the Course**

Luke Souch (or his nominated deputy)

Tel: 01732 780100

Email: luke@brsc.co.uk

1.2.2 **Championship Eligibility Scrutineer**

Paul Hewer Ian Billet (or his nominated deputy)

Mob: 07960898234 07342286755

Email: scrutineer@btinternet.com ibillet@aol.com

1.2.3 **Championship Clerk of the Course**

Ian Danaher (or his nominated deputy)

1.2.4 **Championship Stewards**

D Scott, S Stringwell, S Roach, N Breed

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

NCR Ch.4 App.1 Art.1.2 The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided.

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 Motorsport UK Entrants Licence,

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence, as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7b applies).
- (d) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 Deleted

1.3.3.1 Deleted

1.3.4 All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials. ~~rounds when signing-on~~.

1.3.5 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 the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
- (e) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest

1.3.6 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 competitors must register for the championship by returning the [online](#) Registration Form with the Registration Fee to the BRSCC prior to the Final Closing date for the first round being entered.

1.4.2 The Registration fee is £125.00, payable to BRSCC.

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

1.4.4 Registration will be accepted from 15th January 2026 until the closing date for entries to the last round.

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

1.5 CHAMPIONSHIP EVENTS

1.5.1 The 2026 Super Classic Pre-99 Formula Ford 1600 Championship will be contested over the following rounds:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1 & 2	12 th April 2026	Brands Hatch Indy	BRSCC
3 & 4	9 th May 2026	Oulton Park International	BRSCC
5, 6 & 7	13 th & 14 th June 2026	Silverstone National	BRSCC
8 & 9	18 th & 19 th July 2026	Donington Park National	BRSCC
10 & 11	22 nd August 2026	Snetterton 200	BRSCC
12 & 13	12 th & 13 th September 2026	Anglesey International	BRSCC

1.5.2 **Champion of Oulton / Ian 'Diz' Smith Trophy**

Qualifying rounds will be:

- Rounds 3 & 4, all at Oulton Park

Separate races will not be run for the Champion of Oulton.

1.5.3 [Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.](#)

1.6 SCORING

1.6.1 Points will be awarded [separately for overall finishing positions and class finishing positions](#) per class (see 5.2.1) to competitors listed as classified finishers in the Final Results of each race, as follows:

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
32 points	27 points	24 points	22 points	20 points	18 points	16 points	14 points	12 points	10 points

11 th	12 th	13 th	14 th	15 th
8 points	7 points	6 points	5 points	4 points

All other finishers 3. Non finishers and qualified nonstarters 2 points. ~~Class Fastest lap in each class 2 points. Class Pole (having been set in the correct qualifying session) 2 points.~~

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.

1.6.1.1 Champion of Oulton

Points will be awarded according to overall finishing position in each race as follows: -

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
32 points	27 points	24 points	22 points	20 points	18 points	16 points	14 points	12 points	10 points
11 th	12 th	13 th	14 th	15 th					
8 points	7 points	6 points	5 points	4 points					

All other finishers 3. Non finishers and qualified nonstarters 2 points. Points will not be awarded for pole position or fastest laps. No dropped scores.

1.6.2 The Championship will be decided from the totals from all qualifying rounds, less two, and will determine the final Championship points and positions unless subject to the application of any penalty provided by NCR Ch.2 App.8 Arts.2.3-2.4. 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 point for fastest qualifying and/or race lap accrued in respect of the dropped round.

1.6.3 Ties will be resolved in accordance with NCR Ch.4 App.3 Art.4.

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 [Refer to Art. 1.3.5 regarding Guest Competitors](#)

1.6.6 All qualifying rounds in the Champion of Oulton will be counted, i.e. no dropped scores.

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

1.7 AWARDS

1.7.1 All awards are to be provided by the Organising Club unless agreed otherwise.

1.7.2 Per Event

Trophies will be awarded as follows:

1st, 2nd and 3rd Overall, plus 1st in each class.

1.7.3 Championship – End of Season

[Overall Championship Trophy: Awarded to the highest scoring competitor as shown in the overall final points table.](#)

Championship Trophies to the winner of each class as shown in the final class points table. Subject to a minimum of 5 registered competitors in each class, the organisers may also award trophies to 1st, 2nd and 3rd in each class.

Champion of Oulton - The Ian 'Diz' Smith Trophy will be presented to the driver with the most points at the end of the Champion of Oulton competition.

1.7.4 **Presentations**

Awards will be presented at the end of each round, or at the subsequent meeting. End of season awards will be presented at a designated end of season presentation ceremony.

1.7.5 **Entertainment Tax Liability**

Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the BRSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing at least 30 days before the payment is due.

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

1.7.6 **Title to all Trophies**

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the organisers in good condition within 7 days of them being requested to allow them to be reallocated.

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 EVENTS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 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 Event Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1.l applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 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 must notify competitors of the times and locations for all briefings in the Final Instructions for all meetings Events. Competitors must attend all briefings. If a driver misses a briefing they may be liable to a fine. Any Written briefing is an Official Document.

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 must complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify (NCR Ch.12 App.6 Art.3.1).
- 2.3.3 For all double header events, the grid for the first race will be set by fastest qualifying times, and the grid for the second race will be set by the results of the first race, with all non-finishers placed at the rear of the grid. For any triple header event, the grid for the third race will be set by the results of the second race, with all non-finishers placed at the rear of the grid.
- 2.3.4 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at their sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.
- 2.3.5 At the end of each session, all drivers must cross the Finish Line only once and should make their way directly to Parc Fermé.

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9.3) (1.6.4. above applies)
- 2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

2.4.3 At the end of each session, all drivers must cross the Finish Line only once.

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. Grids may be formed in a 1 x 1 formation or in a staggered 2 x 2 formation depending on the venue and circuit layout.

2.5.2. The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for the start of Green Flag lap.
- III. After completion of the Green Flag Lap vehicles will resume their Grid positions for a standing start.
- IV. A five second board will be used to indicate that the grid is complete after the green flag lap.
- V. The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.

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 lap or start the race are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition any driver unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap but 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 SIGNALS 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. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident, hence supplementing the Light Panels.

Cars may 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 declared a “No Contest” and available competitors will restart from their 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 Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

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

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal. Only vehicles which are proceeding under their own power, in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal will be classified in this first part (NCR Ch.12 App.6 Arts.9.1.c and NCR Ch.12 App.6 Arts.9.2-9.3 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Ch.12 App.6 Arts.9.1.d).

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 restarted and the results will be declared in accordance with NCR Ch.12 App.6 Arts.9.1.e, unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.7 PITS, PADDOCK & PITLANE 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 respect the Pit Lane speed limits.

2.7.3 **Refuelling**

May only be carried out in accordance with the NCR, [the Organising Club Regulations](#), Circuit Management Regulations and SR's or Final Instructions issued for ~~every meeting~~ [each Circuit/Event](#).

2.7.4 **Speed Limit**

Pit Lane Speed Limit will be 60kph unless otherwise stated in event 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/entrance as instructed.
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness 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. NCR Ch.3 App.6 Art.1.4 applies.

2.10 TIMING MODULES

2.10.1 All competitors will be required to fit Electronic Self Identification Modules (transponders) to their cars for the purposes of accurate timing. 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 who have rented a transponder will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

NCR Ch.12 App.6 Art.2.2 applies.

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 or by event bulletin.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

2.12.1 Should a Safety Car be deployed in any race, the Clerk of the Course may, at their sole discretion, extend the scheduled race duration by adding 5 minutes to the remaining time. Where possible, this will be communicated to the drivers by a '5-minute board' being displayed at the control line. Any time addition will only be implemented once per race. Additional Safety Car interventions will not have any further time added to the race duration. The decision of the Clerk of the Course shall be final.

2.13 **ONBOARD CAMERAS**

Where cameras are fitted, but not mandated by the organiser, they may be mounted in any location on the vehicle which is considered safe by the eligibility scrutineer. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. NCR Ch.7 App.9 applies.

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.

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.

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 MOTOSPORT UK'S RESPECT CODE

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 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). NCR Ch.7 App.12 Art.1.5 applies.

4. **SPECIFIC CHAMPIONSHIP PENALTIES**

In accordance with NCR Chapter 2 and these regulations.

4.1 **INFRINGEMENTS OF TECHNICAL REGULATIONS**

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.1.20-1.21.

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.2.2.a+b.

For infringements 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 NCR Ch.2 App.8 Art. 2.2.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 NCR Ch.12 App.10 Art.2.1.

4.2.2 For offences under NCR Ch.2 App.1 Arts.1.13-1.14, NCR Ch.12 App.7 Arts.1.6,1.8,1.9, the Clerk of the Course, at their 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 compliance with NCR Ch.2 Ann.A.

(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 they will receive written warning from the Organisers that their 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.

4.3 **SOCIAL MEDIA**

Social media, including, but not restricted to, facebook, Instagram, X (formerly 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.

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 NCR:

NCR Ch.1 App1, Ch.7, Ch.8, Ch.9 and Ch.12 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 Super Classic Pre-99 Formula Ford 1600 Championship is for competitors participating in 1600cc Formula Ford Single Seater Racing Cars built before 01/01/1999, which comply with the Regulations issued by the Ford Motor Company/British Racing & Sports Car Club (BRSCC).

The Championship will be split into four classes for cars manufactured as follows;

Class SCA	Super Classic A	Cars built from 1/1/90 to 31/12/98
Class SCB	Super Classic B	Cars built from 1/1/82 to 31/12/89
Class SCC	Super Classic C	Cars built from 1/1/72 to 31/12/81
Class SCD	Super Classic D	Cars built before 1972

The organisers reserve the right to accept entries from FF1600 cars built after 31/12/1998 on an invitation basis, but those competitors will not score Championship points. Article 1.3.5 of these regulations will apply, with the exception of 1.3.5 (c), unless the organisers choose at their discretion to provide specific invitation class awards (Art. 1.7.7 refers).

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 any aspect of 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 any of 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 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 competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any components as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

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 NCR Ch.10 App.5 Arts.2.3-2.4.

5.3 SAFETY REQUIREMENTS

The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply unless specified in the current Formula Ford Regulations issued by the Ford Motor Company.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

All cars must comply with the current Formula Ford 1600 Technical Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture.

5.5 CHASSIS

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

Subject to prior written approval from the Championship Eligibility Scrutineer, an aluminium-based crushable structure may be fitted within the nose cone area on vehicles where no such structure was originally provided by the manufacturer. The structure must be non-structural, serve solely as an energy-

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 SUSPENSIONS

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

5.9 TRANSMISSIONS

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

5.9.1 Only gearboxes and transaxles of a type appropriate to the age of the chassis may be fitted. Differentials must be of a type and design used in period. Later type differentials not originally fitted to that model of car in period are prohibited.

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/STEERING

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

5.13 TYRES

5.13.1 **Specification**

The tyres permitted in this championship are:

Avon ACB10 or ACB9 – Full sets only. Tyres can be those manufactured by Avon Tyres or by Nova Motorsport.

5.13.2 **Nominated Manufacturer(s)**

NOVA Motorsport

Avon Tyres

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**

~~There will be no tyre limit. A maximum of 4 new tyres may be used by a competitor at each event. There is no restriction on the number of previously used tyres.~~

5.14 **WEIGHTS**

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

5.16 **SILENCING**

Silencers must be maintained to comply with NCR Ch.7 App.8 at all times.

5.17 **NUMBERS AND CHAMPIONSHIP DECALS**

5.17.1 All cars must be identified by NCR Ch.7 App.10 specification numbers displayed in positions acceptable to the Timekeepers.

5.17.2 The BRSCL 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 BRSCL 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 National Court.

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club
Unit 25, Wheatley Business Centre
Old London Road
Wheatley
Oxford
OX33 1XW
Tel: 01732 780100
www.brsc.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 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.

6.3 Deleted

6.4 Deleted



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.