



Junior 1000 Rally Championship Regulations

PROVISIONAL

Abbreviation List

CLO	Competitor Liaison Officer
ECU	Engine Control Units
DBS	Disclosure and Barring Service
MSUK	Motorsport UK
PCA	Production Car Autotests

**The Formula 1000 Rally Club will organise the Junior 1000 Rally Championship in 2019 in accordance with the Motorsport UK (MSUK) regulations, these Championship Regulations and the Supplementary Regulations of the qualifying rounds.
Permit Number: TBA**

1. Eligible Competitors

1.1. All competitors MUST be a member of the Formula 1000 Rally Club and MUST enter under the Formula 1000 Rally Club in order to compete and score points. This must be shown on any seeded entry list. Competitors can also enter an event using their respective local car club, i.e. F1000/NWCC. Failure to enter under the F1000 Rally Club will result in 0 points being scored for that round, it will also count as 1 of a competitor's 8 scores in the championship. Entering as J1000 is acceptable, but F1000 Rally Club is preferable.

The membership will be valid from the 1st January 2019 until the 31st December 2019 inclusive.

The following fees apply:

Club Membership £10

Championship Registration for Driver:

First Registration £120 inclusive of a club jacket, subsequent registrations £70 both including club membership.

Championship Registration for Co-Driver £25 including club membership.

1.2 For a Junior to be eligible to score points, **both** crew must be members of the F1000 Rally Club.

1.3. Juniors must register for the championship to be eligible to compete. Co-drivers do not have to be registered for the championship, however they have to be members of the F1000 rally club.

1.4. ALL members MUST pay the £10 club membership fee.

1.5. Competitors who register for the Junior 1000 Rally Championship, and pay the correct fee, will also be entitled to compete in the 2019 Brick & Steel Junior 1000 Ecosse Challenge and 2019 Junior 1000 Rally Challenge Ireland. No further fee is required; however a registration form must be completed. They will not score points. To be eligible for points, the correct fees must be paid to the relevant championship organisers.

2. Specific Driver Requirements

2.1. Drivers must be a minimum of 14 years old to compete. Drivers may compete until the 31st December in the year of their 17th Birthday.

2.2. Minimum height of 1.40m.

2.3. Must have completed a minimum of 3 Production Car Autotests (PCA), one of which MUST be an F1000 organised or observed event.

2.4. Drivers must have passed the Junior 1000 Championship entrance test.

2.5. Drivers will not hold their own licence, instead licences will be held by the Junior 1000 Rally Championship Co-ordinator. Therefore it will be the Championship Co-ordinator who acts on behalf of the committee when matters involving licences arise.

3. Specific Co-Driver Requirements

3.1. Must hold or qualify for a Stage Rally National A or higher-grade licence (drivers' licence).

3.2. Must be 21 years of age or older.

3.3. Must be Child protection accredited.

3.4. Parents/ Guardians CANNOT co-drive for their own son/ daughter.

3.5. Brothers/ Sisters are able to co-drive for Junior Drivers provided points 3.1-3.3 inclusive are not contravened.

3.6 Co-Drivers will be responsible for providing their own **Disclosure and Barring Service (DBS)** check. (replaces the old CRB check)

3.7 A passport supplied by the Formula 1000 Rally Club may be used as proof that a co-driver complies with all necessary requirements for co driving a Junior according to MSUK regulations. This option is at the discretion of the Formula 1000 Committee.

4. Other Requirements

4.1. Any protest regarding car eligibility must be made on the official Junior Formula 1000 protest form by the co-driver (See Appendix 1). This form is also available at www.formula1000.co.uk as 'Technical Challenge Form'. As the co-driver is over the age of 18, they will assume full responsibility for any protests the crew may wish to submit. Each protest will incur a fee to enable a thorough check of the vehicle in question. The amount of the fee payable will be to cover F1000 club costs and will therefore vary to reflect the amount of work involved. Protest forms must be forwarded or given to a F1000 Technical Officer or Junior 1000 Championship Co-ordinator or Club Chairman.

Queries or comments about technical matters on a fellow competitor's car may ONLY be made by the co-driver and on the correct form. Any other parent, guardian, team member or associate who attempts to raise technical issues in any other way, at any time, may be responsible for the Junior they represent being excluded from the championship.

Any member in breach of 4.1 will be reported to the Formula 1000 committee who will review the breach and issue an appropriate penalty which may be up to and including exclusion.

New for 2019 will be the MSUK Respectful Conduct form (Appendix 2). This form sets out the procedures which the F1000 Rally Club will follow in relation to rule 4.1 above. For clarification on the procedure, any parent/ guardian or other person, inclusive of the Junior in question who breaches this rule will be given a written/verbal warning. This written/verbal warning is the first for the Junior to which the offender is attached. Any second indiscretion by any associate of the Junior will result in a 2nd and final written warning. Should any associate of the Junior subsequently be in breach of rule 4.1, their respective Junior will be excluded from both club and championship with no right to re-apply for a minimum of 3 yrs.

Any discipline infringements shall have the right to an appeal hearing held by the F1000 committee. Anyone wishing to appeal must do so in writing to either the Club Secretary, Chairman or Championship Co-ordinator within 2 weeks of the date of the alleged offence. A hearing will be held at a further date to be announced by the F1000 committee and shall include no less than 3 members of the committee. Their decision will be final and no such further appeals may be considered on that singular discipline issue.

PLEASE NOTE RULE 4.1 WILL BE STRICTLY ENFORCED!!

4.2. Any queries regarding championship points must be addressed to the Junior 1000 Championship Co-ordinator. There will be no fee incurred.

4.3. An F1000 appointed technical official shall be present at every Junior round. Their word will be final on Junior cars eligibility. Any car that the named technical official deems illegal may not be permitted to start the event or, in the case of technical discrepancies being discovered during or immediately after any event, championship points may be forfeited.

All Juniors are reminded that they MUST pass all other safety aspects of the rally (i.e Scrutineering, Noise Test etc).

4.4. Any parent/ guardian/ team member or Junior who, in the opinion of the event or championship organisers, is found to be causing disruption during any meeting or at any other time will be reported to the F1000 Committee. The F1000 committee will evaluate the scale of the disruption based on Appendix 3 and issue the resulting Respectful Conduct Form above in 4.1 – should any disruption result in a level 3 violation, the F1000 committee shall exclude the disruptive parent/guardian/ team member's Junior driver from the championship and club for a minimum of 3yrs. There will be no appeal to any level 3 offence. Level 1 or 2 offences will follow the same procedure as set out in 4.1 above in conjunction with Appendix 2.

4.5. Any contact between Juniors or their vehicles which, in the opinion of the Event or Championship organisers was deemed to be inappropriate or deliberate, will result in any guilty party being excluded from the Championship and club

4.6. Exclusion from the Championship will also result in the withdrawal of their Junior Licences, with immediate effect.

4.7 The F1000 committee reserve the right to request, and be supplied with, a copy of all in car camera recordings.

4.8 Competitors, team members and club members are reminded of their obligation when using social media in line with the MSUK requirements stated in the current Blue Book. Any breaches of rule 4.8 will result in the procedure set out in 4.1 being followed, in conjunction with Appendix 3.

4.9 When a junior is driving a car in the service area or adjacent land then they must be accompanied by an adult holding a full driving licence. When moving the car on/off trailer or parking at their respective service point, then the junior must be guided by an adult 'banks person'. Penalty for non compliance is exclusion from the event. This is a level 2 offence and as such, additional penalties as set out in Appendix 3 will be applied.

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

5. Licence Application

5.1. Junior Drivers will NOT hold their own Licence's. The following procedures MUST be completed in order to qualify for a Junior Licence.

5.2. Junior Drivers must complete a BARS examination at a licensed BARS centre. BARS examiners will be required to fill out the relevant section of the current MSUK Licence Application form showing successful completion of the BARS course.

5.3. In order to compete in the Junior 1000 Championship, Junior drivers must also complete and pass an additional test as required by the Formula 1000 Club. This is intended as a safety measure to ensure all Juniors have sufficient control before being allowed to compete.

Details of this test will be published on www.formula1000.co.uk or by contacting the Junior Championship Co-ordinator.

5.4. Junior Drivers will be required to complete three PCA's. One of the three PCA's must be an F1000 Rally Club organised or observed event. If the Clerk of course is satisfied that the Junior Driver has completed the PCA in a competent and safe manner they may sign your PCA Signature Card. The PCA Signature Card holds a record of your PCA signatures. To clarify – You require three Clerk of Course Signatures, any two plus one F1000 Signature. The PCA Signature Card is available to download from www.formula1000.co.uk or by contacting the Junior Championship Co-ordinator.

5.5. Once part's 5.2-5.4 have been completed, Junior Drivers will be required to send all necessary forms to the club Licence Secretary. This includes MSUK application form, PCA Signature Card and any championship/ licence fees. Juniors who have previously completed sections 5.2-5.4 will not be required to follow 5.2-5.4 in subsequent years but MUST still send their Junior Licence application to the club Licence Secretary. All cheques should be made payable to F1000 Rally Club except when applying for the MSUK Competition licence. The directions for payment of this licence are on the MSUK licence application form. Once the Championship Co-ordinator has received the forms, they will apply to the MSUK for the Junior Licence. All forms must be completed correctly. Incomplete forms will not be processed.

If you have any questions or are uncertain that you have completed your forms correctly then please ring the Licence Secretary or Club Secretary (between 9-5) and they will gladly help out as best they can.

Once the licence has been processed by MSUK the F1000 Championship Co-ordinator will be notified. The Junior Driver will be informed of their successful application in due course.

5.6. Juniors will be given a membership card bearing their club and championship registration number. This MUST be brought to, and produced at, signing on for every event that they intend to compete on. Failure to produce the membership card may lead to the Junior in question not being permitted to start. The Club Secretary, the Junior Championship Co-ordinator, the Chairman or the Organisers of the event will make the decision.

5.7. The "Official" licence will be kept by the Junior Championship Co-Ordinator (or acting representative) who will be on hand at Signing-On to make sure all documentation can be completed correctly. The J1000 Club Secretary, Junior Championship Co-ordinator and technical officer reserve the right to send another member in their place if matters arise rendering one or more of them unavailable.

5.8. The MSUK and the F1000 Championship Secretary reserve the right to refuse or withdraw any Junior

licence.

6. Championship Format

6.1. The Junior 1000 Rally Championship will consist of the following events, all of which are multi-use stage rallies on sealed surfaces. **Dates subject to adjustment.**

Event	Junior Calendar 2019 Venue	Date
Ormco Stages *	Jurby Airfield, IOM	9th February 2019
Questmead Stages	3 Sisters, Wigan	3 rd March 2019
DCC Stages	Ingliston, Edinburgh	31 st March 2019
D'Isis Stages	Mira	27 th April 2019
John Overend Memorial	Melbourne, York	12 th May 2019
Mid Summer Stages	Caerwent	9 th June 2019
Brawdy Stages	Brawdy	7 th July 2019
Solway Coast Rally	Solway Coast	4 th August 2019
Wethersfield Stages Rally	Wethersfield	29 th September 2019
Fairfield Merlin Stages	Pembrey	20 th October 2019
Glyn Memorial Rally **	Anglesey	23 rd & 24 th November 2019

Reserve 1 – SMC Stages – Anglesey

Reserve 2 – Heroes Stages – Weeton

* **NB-** Ormco is a non-scoring round, it has been added to allow competitors to get back into competition and for new competitors to compete without pressures – Competitors are encouraged to enter.

** If required the Glyn Memorial may be used as 2 scoring rounds (1 round for each day of the event) – Competitors will be informed of this by email or through the website.

6.2. Juniors are allowed to compete in all events listed on the calendar above. Reserve events may only be entered if they are incorporated into the main calendar. The championship has 8 scoring rounds from which the best 6 scores will count for the championship.

6.3. Junior Competitors **MUST** inform 1 of either the Championship Co-Ordinator, Chairman or Club Secretary that they do not wish to score points on a given event. This **MUST** be done in writing and have been received before the first car of the rally enters MC1.

6.4 The Glyn Memorial Rally is Mandatory for all crews. Failure to attend will result in a competitor scoring 0 points and it will be counted as 1 of their 6 scores.

7. Classes

There will be NO classes.

8. Points

8.1. Points will be scored based on performance on each event. No points will be awarded for events tackled before registration.

8.2. Points will only be scored on the designated challenge rounds.

8.3. Overall: 30pts for 1st, 28pts for 2nd, 26pts for 3rd, 25pts for 4th, and so on down to 1pt for 28th.

8.4. All competitors who start will score 1pt until they reach their maximum allowed scores.

8.5. The competitor can start all scoring rounds with the best six scores counting towards the championship from 8 rounds (Please read section 15.).

8.6. The minimum number of events required to constitute a championship is 4. If the number of events

available fails to reach the minimum numbers above then the committee reserve the right to cancel or adjust the championships as deemed necessary.

8.7. If an event is cancelled or unable to meet F1000 Rally Club requirements a suitable replacement may be found. All members will be informed of this by email, if email address is supplied to the Membership Secretary, by notice on the Formula1000 website or by post.

8.8 In the event of a tie, a tie decider WILL be used. There are three steps to deciding who wins.

Step 1 – The contender with the highest number of wins is the champion.

Step 2 – The winner of the first encounter (of the calendar year) between the tied contenders will be champion.

Step 3 – If steps one and two fail then the person who scored most first in the calendar year will be champion.

Please note that the tie decider is used to separate people on the same score and does not mean that if you have won more events you are automatically Champion. You MUST be one of the contenders on the same points.

9. Results

9.1. Results will be published after each round as soon as possible on the Formula 1000 website.

9.2. The final championship results will be published once the championships are complete and will be posted as provisional for two weeks to allow any enquires or disputes to be handled. This period may be extended at the discretion of the Club Secretary, Junior Co-ordinator or Chairman.

10. Awards

10.1. All competitors MUST have started a minimum of 3 championship events in order to be eligible for an award.

10.2. Awards may be added or removed at the committee's discretion.

10.3. O/A awards will be awarded to both drivers and co-drivers.

10.4. Provisional list of awards:

1st o/a

2nd o/a

3rd o/a.

10.5. Any perpetual trophies remain the property of the F1000 Rally Club. These MUST be returned to the Championship Co-Ordinator by the 30th November 2019 or on request, whichever is the sooner.

10.6. Any damage or loss of a perpetual trophy will result in the winner for that year being billed the total amount to replace the award/s, plus a fine of £250.

10.7. Winners of a perpetual trophy will be required to fill in a form acknowledging having taken temporary ownership.

10.8. For cars registered before 1st January 2003 – Competitors with cars registered before 1st January 2003 there will an award for overall championship points for the season. Points will be awarded as per 8.3, with an additional 1 point for starting. Best 6 scores from 8 starts. Points will be awarded for each Pre 03 competitor and not for where they finish in the overall Junior classification e.g. 1st Pre 03 scores 31, 2nd scores 29 etc, not that 1st Pre 03 finishes 4th Junior and scores 25, 2nd Pre 03 finishes 8th Junior and scores 22. Nominated events will be the same ones a competitor scores on in the overall championship, you are not allowed to nominate 2 different sets of 8 events to score points on.

10.9 Rookie Trophy - An award for the highest placed rookie in the overall championship at the end of the season. A Rookie is either a Junior new to the championship or has competed in no more than 3 events in the previous season.

10.10 English Trophy – A trophy for the top finishing English Driver over the season. Must be a resident in

England, based on their residential post code

10.11 Welsh trophy - A trophy for the top finishing Welsh Driver over the season. Must be a resident in Wales, based on their residential post code. The Top 3 Overall Championship winners are not eligible for either English or Welsh Trophies. Provided their cars are eligible for the Pre 03 Championship then competitors will be eligible for both Overall and Pre 03 Championship Trophies.

11. Disputes

11.1. In the event of any dispute a written query must be addressed to the championship stewards who shall be any three from current Chairman, Club Secretary or Championship Co-Ordinator.

12. Advertising and Sponsorship

In order to score championship points, competitors are required to display decals promoting both the championship and club supporters. These decals must be fixed in specific locations as detailed in these regulations (see Appendix 4). Failure to display correctly positioned decals at any time during a championship round may result in loss of points for that event. The decision regarding the application of point's loss for incorrectly displaying championship decals lies solely with the F1000 Technical official. Decals are available to purchase from the clubs website and MUST be done so before any championship round that they are required for. There are several payment and Delivery options available on the website. Failure to display Championship decals will not result in the Junior Driver being refused a Start on the event. Competitors who fail to display correct championship decals on any of their nominated or forced non-scoring rounds will receive 0 points and that event will be counted as 1 of their 6 scores for the championship. We expect all cars to maintain the excellent Championship Standards that have been set at any time they are competing on Junior Rounds. Competitors are advised to send all press releases, video clips or any other form of media coverage to the website administrator, the club's nominated video footage provider or any committee member so that they can be put up on the website.

13. Testing

NO Testing will be allowed at any venue that a junior is to compete at after the publication of the event regulations. Testing is defined as driving a vehicle at the venue used by the Junior event.

Exceptions are;

1. A Junior may test at this venue after the publication of the regulations if they do not enter the event
2. If the test is arranged by the F1000 Rally Club, and is open to all Juniors. This test must be officiated by the F1000 Rally club.

3. All Rally Track days at Anglesey Circuit are now classed as F1000 Official Test Days and as such any crews wishing to partake in them may do so. Should the F1000 committee deem a Junior requires assessment before they can compete on a Rally track day, the assessment will be undertaken at the venue by a nominated representative of the club. In most cases the assessment will be carried out by the club Competitor Liaison Officer (CLO).

14. Eligibility Checking

At any time during or immediately after an event, a Junior may be asked to attend Championship eligibility checking. They will be issued with a form stating the time of issue, date, event, their event number, car make/model and crew names. They will be asked to sign acknowledgement of having received the form.

Failure to attend, for whatever reason, once the crew have been issued with this form, will result in the crew scoring a 0 for that round. It will also count as one of their counting scores for the championship, (one of the six) and cannot be used as a dropped score. If a crew retires during the event, whilst having been issued with this form, they must seek the permission of the Technical officer or Junior co-ordinator to not attend post event eligibility. If either the Technical officer or Junior co-ordinator want the vehicle at post event eligibility, the vehicle must be presented to them, no matter what state it is in.

The outcome of all eligibility checks will be made available for all registered competitors and published.

15. Exclusions

If a competitor is excluded from an event for any reason, either by the event on which they are competing on or by the Formula 1000 Rally club, then the event they are excluded from will count as one of the competitors

scoring rounds, i.e. one of the 6, if the championship is 6 from 8 scores, and **not** one of their dropped score.

16. In-car Camera's

It is encouraged that the Juniors carry an In-car camera to enable the Junior driver to review the event and learn from the data collected. The F1000 club reserve the right to obtain a copy of the in-car recording from all events and the recording can be used to review driving standards. F1000 club also reserve the right to install an in-car camera into any of the F1000 competing cars.

Contacts – See Appendix 5

FORMULA 1000 TECHNICAL REGULATIONS 2019

The following regulations are set out in accordance with the MSUK specified format and it should be clearly understood that if the following text does not say that "you can do it", then you should work on the principal that you cannot.

By joining the F1000 Rally Club you declare that you have read and fully understood the regulations before you start your first event of the 2019 season. By joining the F1000 Rally Club you agree to be bound by these regulations in their entirety.

IT IS YOUR RESPONSIBILITY TO ENSURE THAT YOUR CAR IS LEGAL IN ALL RESPECTS AT ALL TIMES.

Failure to accept these rules will invalidate your Junior 1000 Status. The "Committee" referred to in these regulations are the elected members of the committee of the Formula 1000 Rally Club for 2018/2019 or The Technical Team thereof.

Unless otherwise stated in an individual regulation, the penalty for any breach of regulations 1.1-15.6 below is exclusion. Exclusion carries the penalty of 0 points scored for that event and it will count as 1 of the competitors 6 scores.

GENERAL DESCRIPTION

The aim of the championship is to encourage competition cars of less than 1000cc engine capacity, that handle and stop well, are reliable and cheap to run and can be used on other events with minimal changes. These regulations are for stage rally cars and require an MSUK Competition Log Book.

The prime objective of these regulations is to facilitate equality of performance between different types of cars.

The organisers reserve the right to adjust the regulations to equalize power to weight ratios should any one car or type of car become dominant. i.e. additional ballast may have to be carried, even if the car complies with the weight limit for the championship.

Exceptionally the committee reserve the right to change any of these rules, at any time in order to facilitate safe and fair competition. Changes will be publicised by e mail to all registered competitors. Details will also be posted on www.formula1000.co.uk. A time of 7 days will be allowed from initial notification to implementation.

THERE WILL BE NO LENIENCE IN THIS TIME INTERVAL.

CLASSES

There will be no classes within the junior championship.

1. AGE OF VEHICLE

Eligible vehicles must be of a model year of at least three years old. Therefore, the newest model year that will be allowed for 2019 is a 2015 model year car. The car may be registered in the first two months of the following year but must be proved to be manufactured in 2015. In the event of a car being registered in the first two months of the following year the competitor must be able to prove beyond all doubt that the car left the factory no later than 31st December 2015

Furthermore, no parts are allowed to be fitted from donor vehicles that are newer than the 2015 model year and specifically the latest Aygo/C1/108 gearbox. This includes casings, mountings, gears and any internal parts of the gearbox and or differential including bearings, pins, selectors or linkages.

The following pages give the specific details regarding all aspects of the Technical Regulations please take time to read them. A lot of time and effort has gone into these to ensure that we have a fair and friendly championship. These regulations will be enforced rigidly throughout 2019.

1.1. Engines must be a maximum capacity of no more than 1000cc. There is no re-bore allowance. If your engine is worn or suffers a failure, then a replacement engine of the same type and of the correct capacity and of the same related model may be fitted. The fitting of a later engine from a newer model is not allowed, e.g. a Micra K11 engine cannot be fitted to a K10. If such replacement is not available, then re-boring for the purposes of re-lining the engine to the correct capacity and stroke is allowed. Re-boring an engine and short stroking by swapping or modifying the crank in any way so as to achieve the correct engine capacity is strictly forbidden.

1.2. It may be permitted to transplant a sub 1000 engine into an originally higher specification car. E.g. Nova GTE with a sub 1000cc Vauxhall engine. (Please if you think this may apply to you then contact the club Technical Officers for clarification BEFORE you spend time and money).

1.3. Diesel engines are not allowed.

1.4. Rotary (Wankel) engines are not allowed.

1.5. Hybrid cars are not allowed.

1.6. Forced induction in any form is not allowed, whether engine, exhaust, electric, wind or motion driven.

1.7. Air filters must be fitted; open ram pipes are not allowed.

1.8. For the purpose of these regulations' models of any differing specification including alternate manufacturers names will be considered the same vehicle. K11 Micra's of any age are considered the same as each other. Toyota Aygo, Citroen C1, Peugeot 107 are considered the same. Nissan Pixo and Suzuki Alto are considered the same. New model Toyota Aygo, Citroen C1 and Peugeot 108 are not considered the same vehicle as each other or their earlier model versions. For clarification please contact the club Technical Officers.

TECHNICAL REGULATIONS IN DETAIL.

The following text is in addition to sections (J) 5-5.20.13 and (R) 46-48.10.10 of the current MSUK Competition Yearbook (Blue Book).

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

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

ENGINES

ENGINES PART 2 (DETAIL)

2.1 Carburettor or fuel injection is only permitted as originally fitted to the sub 1000cc engine. This includes fuel injectors which must remain the standard injectors fitted to that specification of engine by the manufacturers, larger injectors or injectors from another model or engine are forbidden. Throttle bodies must also remain as standard and contain all the components as the car left the factory. The machining, enlarging or any other type of modification is not allowed. The diameter of the throttle body and any butterflies or bridges must remain within the manufacturer's tolerances for that model and year of car. The throttle body may not be replaced with any such item from another model of that car or any other car in the manufacturers range.

2.2 Air filter and trunking are free but must be fitted. These may be modified to aid air flow but all incoming air must pass through the air filter, i.e. no bypass systems. Filters must not be outside the body area of the car or protrude through any part of the body, grille or bumper area of the car.

2.3 Cold air boxes may be fitted.

2.4 Carburettor/s may be set up to optimise jetting.

2.5 Fuel pumps are free.

2.6 Adjustable fuel pressure regulators may be fitted.

2.7 The inlet manifold must be original and unmodified in any way. The exhaust manifold must remain standard up to the entry of the catalytic converter or other junction whichever is sooner. Vehicle must comply with MSUK Blue Book J5.16.7 in relation to fitting of catalytic converters.

2.8 The routing of exhaust pipes and silencers is free from the exit of the exhaust manifold, with reference to (J) 5.16 1-7. Exhaust by pass systems are not allowed.

2.9 It is permitted to fit a sub 1000cc engine into a car of the same model, but all other performance related parts must be from that sub 1000cc engine. E.g. when fitting a 993cc engine into a 1300cc Corsa it is not permitted to use the fuel injection from the 1300cc engine.

2.10 Modifications of any kind to the engine block, any internal engine parts or rotating masses are not

allowed except as detailed in the cylinder head section of these regulations. Non-original steel cranks or bottom ends are not allowed. Modifications such as balancing and or lightening are not allowed. The lightening or balancing of con rods and or crankshafts is forbidden. The use of non-standard pistons and or gudgeon pins is forbidden. The machining and or lightening of flywheels is forbidden. If an engine block is no longer available for the car e.g. classic Mini, it is permitted to machine the top of the block of a larger cc engine of the same make to bring the engine to the correct displacement as long as the bore and stroke of that engine are not changed.

2.11 Oil coolers may be fitted. These must be contained within the profiles of the body, grille and bumper area.

2.12 Radiators may be modified and increased or decreased in either size or number. Location may be altered from the standard position.

2.13 Rev limiters whether electronic, fuel or mechanical are to remain unchanged from standard specification for that make and model of car. The rev limiter must operate within the range and limits as specified for that make and model of car. NO tolerance will be given for cars that do not comply and the penalty for this will be exclusion.

2.14 The drilling and or machining of any parts of the engine and any of its ancillaries other than to facilitate the application of a seal is expressly forbidden. This is deemed as lightening and includes any grinding or machining of lips ridges or any other webs or excess metal on any engine parts.

2.15 Engines must be made available for sealing at any time that the Technical Team requests. To facilitate this seal, it is required that at least two head/cam cover bolts be cross drilled to allow a wire seal of 1/16th inch to be fitted. For any engine which carries a seal that needs to be replaced, approval must be sought from the technical team before any changes can occur. Any engines without a seal may have seals imposed on them should they suffer a failure, with the Technical Team reserving the right to inspect that engine. If anything within a sealed motor is found to be illegal, the competitor involved will be disqualified from the championship with no right to appeal.

CYLINDER HEADS

3.1 It is permitted to skim the cylinder head up to a maximum of 25 thousand of an inch. A cylinder head may only be skimmed once. Should a cylinder head fail after it has been skimmed then a replacement must be obtained, this may then also be skimmed within the same tolerances.

3.2 The cylinder head must be the correct cylinder head for the make and model of the car entered. It is not permissible to replace the cylinder head with one from a larger engine car and or a different model of the car.

3.3 Any machining or polishing of any part of the cylinder head other than that detailed in 3.1 is also forbidden. In particular, any part of the inlet and or exhaust ports or chambers, the valve seats and or chambers.

3.4 Inlet and exhaust valves must be the standard size type and fitment for the make and model of car entered. Any machining lightening of the valves or any part of the valve is forbidden. After market valves are forbidden. Valve from any other specification of engine are also forbidden.

3.5 Valve springs; rockers and any part of the valve operating mechanisms must be as standard fitment for the make and model of car and any aftermarket items are forbidden.

3.6 Camshafts must be the original standard equipment camshaft/s for the make, model and engine capacity of the car entered. No reprofiling of cam lobes and or bearings and or carriers is allowed. The use of aftermarket and or uprated camshafts is strictly forbidden.

3.7 It is permissible to adjust camshaft/s to bring valve timing back to standard after the head has been skimmed as per 3.1

Engine Control Units (E.C.U's)

4.1 ECU's must be standard and unmodified in any way from the original ECU for the make and model of car entered other than detailed here.

4.2 The modification of any engine and or ancillary control unit for the engine is forbidden. Especially to raise the rev limiter of the car, and or fuel mapping, and or ignition timing.

4.3 The fitting of any auxiliary and or piggy back ECU is not allowed.

4.4 The fitting of any electronic device to attempt to increase the performance of a car is not allowed. i.e. aftermarket plug in chips. All sensors that effect engine performance must remain in their original position and operate to standard manufacturers tolerances. No inline resistors or similar to attempt to disrupt signals to any engine sensors or ECU's are permitted.

4.5 Removal of certain functions such as anti-yaw, traction control etc. may only be carried out by the Formula 1000 Rally Clubs nominated company.

4.6 The ECU must be securely fitted to the body or frame of the competing car. The unit must be bolted or screwed securely with a minimum of two fixings. No temporary fixings such as Velcro, tie wraps or double sided tape will be permitted.

4.7 All ECU's will carry a Formula 1000 Rally Club official seal. If there is a need to change your ECU the reason must be given and it must have a seal re fitted by the technical team before you start the next event. All ECU's must carry an official seal always.

4.8 ECU's may be removed at any time and sent away to confirm they are standard to the manufacturers specification to the Formula 1000 Rally Clubs nominated test company.

4.9 If an ECU is tested and found to not comply with these regulations in any form no matter how small and whether it provides any performance advantage or not, then the competitor will be deemed to have run that ECU since the date the Formula 1000 Rally Club seal was applied and will forfeit all points scored from that date, up to and including the time the unit was tested.

4.10 The technical team reserve the right to ask any competitor to run an ECU provided by the club at any time during the season or at any time during an event.

4.11 If an ECU is suspected to infringe these regulations and is removed as per 4.8, and is found to not comply with regulations in any way other than modifications that are allowed in these regulations, and have been carried out by the Formula 1000 Rally Clubs nominated company then the cost of the ECU being checked will be borne by the competitor. The charge for this is approx. £160.

4.12 The Formula 1000 Rally Club reserve the right to attach any type of data logging equipment to a car. The data collected will be shared with the competitor. The championship and or any outside expert will interpret the data and decide whether any further tests are required.

4.13 All cars must have the manufacturers OBD/OBD II or diagnostic socket mounted in such a way that easy access is available to attach diagnostic or ECU reading equipment by the technical team and or any person nominated by the Formula 1000 Rally Club to perform such an action.

4.14 The wiring loom is free and may be modified and redundant wires removed. However the engine loom wiring and connections to both ECU and OBD and or diagnostic port must remain. Removal of wires to either of these items that results in the technical team and or their representative not being able to communicate fully with the ECU will be taken as the ECU having been modified and penalties applied as per 4.9.

4.15 The nominated company for all cars bar Nissan Micras to which ECU's will be sent is Dyno Tech. 53 Nottingham Road, Ripley, Derbyshire. DE5 3AS. The nominated company for Nissan Micras is TBA. Should this change at any time you will be informed in writing.

BODYSHELLS.

5.1 The body shell of the car may be freely strengthened including roll cage and suspension areas.

5.2 Gusset/Triangulations panels (or similar, seam weld and weld on braces are all permitted.

5.3 Bolt on strut braces across suspension turrets are permitted.

5.4 Carpets, headlining's and sound deadening may be removed.

5.5 All body shell panels shall be of the original material as specified by the manufacturer for the age and model of your car. These panels should be of steel unless a composite material was used in the cars original manufacture. The replacement of standard steel items by composite or GRP is not allowed.

5.6 Additional or alternative instruments are permitted as are interior accessories e.g. intercom, trip meter etc.

5.7 Under body guards are permitted.

5.8 Strengthening, adding or replacement of engine and/or gearbox mounts is permitted.

5.9 Brake and fuel lines are free and their positioning can be changed.

5.10 Bonnet and boot fastenings are free, all doors (except tailgate) must retain the original manufacturers fastening and all doors must be able to be opened from outside the car.

5.11 All glass areas MUST remain glass. The replacement by any other material than glass is NOT permitted. Glass must remain original factory thickness. All side glass must be covered with protective film as per MSUK Blue Book.

5.12 A minimum of four rear view mirrors must be fitted to all cars. They will consist of two interior rear view mirror and two door mirrors. The first interior rear view mirror location may be moved to allow free vision after the fitting of a roll cage, it must however be in such a position that it can be used by either the driver or navigator as required. The second interior mirror is for the use of the navigator only and must be mounted in such a position that it can be used whilst that person is seated and belted in the car. The door mirrors must be fitted in the original manufacturers position and must be fully extended outwards at times during an event. The door mirrors must be a single pane and should be the original equipment for the car or an equivalent aftermarket part with a surface area of not less than 100mm high and 150mm wide. It is permissible to substitute electrically operated door mirrors for manual versions on a cost basis but they must be the correct mirrors for the car and of the correct dimensions. A minimum of one replacement glass for each door mirror must be carried in the service vehicle to allow for replacement in the event of a breakage. If both door mirrors and replacements should be broken during an event then as a minimum an internal mirror must be installed to allow rear view for the navigator. In the event of a vehicle being registered prior to 1st August 1978 where only one mirror was required by law, then these cars must be retro fitted with door mirrors of the correct dimensions.

5.13 Lightening of the body shell is not permitted, however in the interest of safety and for the purpose of fitting equipment, removal or alteration of internal trim, mountings and brackets is not considered as lightening. Bonnets, boots/tailgates and doors must not be lightened and any strengthening bars MUST NOT be moved from standard position in the vehicle or removed altogether. Trim removal and drilling to affix handles or fittings are not considered lightening. Fixings may be removed, shortened or replaced with items made from any material.

5.14 The dashboard and instrument panel must remain in their original positions and must not be removed. The edges of the dashboard may be cut to allow the fitting of a roll cage. The dashboard (dash top) must be the original for the car; this item cannot be substituted for an aftermarket item.

5.15 Indicator and wiper/washer's switches must remain in the original positions on the steering column and operate in such a position. It is permitted to fit secondary switches for wipers/washers/ horn that can be operated by the navigator.

5.16 Heaters must be fitted in all cars and where possible should be the original item for the car. The heater specifically MUST be able to blow warm air onto the screen of the car through the manufacturers original dash top outlets or vents. The fan MUST be able to blow with a similar force as the standard manufacturers fan when on full speed. This system must be capable of keeping at least 80% of the cars windscreen clear at all times. This applies even if a heated screen is fitted and must meet this criteria even with the screen turned off. For cars that will be registered after 1st January 2014 the original manufacturers heater box must be retained in full.

5.17 Air conditioning systems including pumps, condensers and or radiators may be removed.

- 5.18 The removal of the roof anti flex bar is allowed. The removal of the glove box is permitted.
- 5.19 The battery must remain fitted in the original position. The method of strapping the battery is free and the size of battery fitted is free.
- 5.20 Bumpers are not classed as trim and are not allowed to be lightened. The original steel back plates, or crash bars must be fitted. The drilling of holes in the bumpers themselves and or the steel backing or crash bars will be classed as lightening and is not allowed.
- 5.21 Only factory wings or aerofoils are permitted. No aftermarket or altered versions are allowed.
- 5.22 Bonnet vents, scoops or any other modification to the bonnet area is not allowed. A bonnet vent will only be allowed if it was fitted as standard to the make and model of car entered.
- 5.23 A roof mounted vent pod is allowed.
- 5.24 Door cards must be fitted to doors; original door cards can be replaced with carbon fibre or such other parts. The original interior release handle must be retained and operational.
- 5.25 Tinted windows are allowed within the limits as laid down for a car to pass an MOT. The tinting must allow clear visibility, through all windows if the SOS/OK board is held up within the car by either driver or navigator.
- 5.26 The radiator grille or bumper air intakes must be fitted. It is permissible to replace these with another material to increase air flow but they must be fitted.
- 5.27 The removal of or replacement using a lighter material of the petrol filler cap or flap is not permitted.
- 5.28 The profile of the bodyshell must remain as standard, no modification to wings or wheel arches (i.e. widening) is allowed.
- 5.29 The minimum weight of the complete car inclusive of crew and crash helmets is 950kg. Any car which has had its weight adjusted must comply with the new weight limit at all times. Competitors may be subjected to weight checking throughout any event at any time from the start of the first stage to completion of post event scrutineering. Any car inclusive of crew below 950kg at any time during an event will score 0 for that round. It will also count as one of their scoring rounds for the championship, (one of the six) and cannot be used as a dropped score. The results of the scales will be deemed as final. **IT IS YOUR RESPONSIBILITY TO ENSURE YOUR VEHICLE/CREW IS OVER THE MINIMUM WEIGHT AT ALL TIMES, FROM MC1 UNTIL AFTER POST EVENT SCRUTINEERING.**

BRAKES.

- 6.1 Pads, Linings and fluids are free.
- 6.2 ABS systems may be disabled or removed. If this is required to be done by any ECU then this must be done by the Formula 1000 Rally Championships nominated company.
- 6.3 All major mechanical components of the braking system must remain as standard for the make and model entered, or a direct bolt on replacement from another model in the range. You may fit brakes of a higher specification model, but they must not be aftermarket products.
- 6.4 Extending the parking brake lever is allowed. The extension must be no more than 200mm in length and must follow the line of the existing lever (NO BENDS). The parking brake must continue to work as per MOT requirements
- 6.5 Hydraulic Handbrakes are not permitted.
- 6.6 A brake bias valve may be installed however it must be positioned in such a way that neither the driver nor co driver can operate said valve whilst seated in the car.

TRANSMISSIONS AND DIFFERENTIAL

- 7.1 No modifications or machining to the standard gearbox are permitted.

7.2 All internal parts including gears MUST be standard showroom specification for the make and model entered. The transmission unit must complete as originally supplied by the manufacturer for the make and model of the competing car. It is not permitted to replace any transmission parts with aftermarket parts or parts from another model. This will be deemed as a specialist box and is not permitted.

7.3 Up rated gear linkages are permitted.

7.4 Replacing automatic gearboxes are permitted.

7.5 Limited slip or torque biasing differentials are not permitted.

7.6 Clutch linings, covers and release bearings are free.

7.7 Drilling or machining on any external or internal parts of the transmission, gearbox casing, differential casing or any of its ancillaries other than to facilitate the application of a seal is expressly forbidden.

7.8 The gearbox from a Toyota Aygo, Citroen C1 or Peugeot 108 (with final drive that is not 3.550 to 1) introduced from May 27th 2014 must not be fitted to any Aygo, C1 or 107 manufactured before this date.

7.9 The fitting of a Toyota Yaris final drive to any Aygo, C1 or 107 is forbidden.

7.10 Volkswagen Up, Skoda Citigo and Seat Mii models may only use the standard gearbox with 4.17 final drive. No other gearbox is acceptable for these models.

7.11 Final drive and gearbox ratio checks will be carried out at random throughout the year. If any car fails these checks then they will score no points for that event and the event will be counted as one of the six scores for the season and will not be allowed to be counted as a dropped score.

7.12 Up rated drive shafts and or CV joints are permitted providing there is no modification to the gearbox output to allow this.

7.13. Gearboxes must be made available for sealing at any time that the Technical Team requests. To facilitate this seal, it is required that at least two easily accessible bellhousing to engine block bolts be cross drilled to allow a wire seal of 1/16th inch to be fitted

STEERING

8.1 Aftermarket steering racks of higher ratio than standard are not permitted.

8.2 Power Steering may be added or removed.

8.3 Conversion from left to right or right to left hand drive is permitted.

SUSPENSION

9.1 Suspension bushes may be changed for polymer material.

9.2 No all metal spherical, or composite or similar joints are allowed except as defined in rule 9.7.

9.3 Strut top mounting hole movement is permitted to optimise caster, camber or tracking angles.

9.4 All suspension-mounting points MUST be kept in the same position as standard showroom specification, other than item 9.3 but may be strengthened.

9.5 Springs and dampers are free, however remote reservoir dampers are not permitted.

9.6 Struts, springs and dampers may be changed for an up rated version, but MUST be attached to the original fixing points on the car and suspension components.

9.7 Heavy/duty fabricated strut top mounts or similar are permitted, including spherical joints. These MUST fit in the standard body shell location.

9.8 Rear coilovers are permitted as long as the top and bottom mounting of such items mount to the car body and other suspension components in the original way.

SAFETY EQUIPMENT

All cars must comply with MSUK safety regulations.

10.1 Five or six-point safety harnesses are mandatory.

10.2 Mud flaps must be fitted to all four wheels as per blue book section 48.1.12

10.3 A spill kit of 2.5 kg must be carried.

10.4 First Aid Kits are MANDATORY

10.5 The Co-Driver MUST be capable of operating the horn whilst strapped in the passenger seat without undoing any belt to reach/ operate the horn.

WHEELS

11.0 Wheels are free provided they are not in contravention of MSUK Blue Book Regulations.

11.1 Permissible wheel sizes are as follows.

Nissan Micra, Citroen C1, Peugeot 107, Toyota Aygo, VW Up, Skoda Citigo, Seat Mii or any derivatives of these cars registered prior to 1st January 2014: 13 inch wheels with 175/60 x 13 (160/540/13) tyres.

Ford Fiesta: 14-inch wheels with 180/560 x 14 Tyres.

These tyre sizes are the only tyre sizes permissible for the 2019 Championship. Any car that is not on the list please take advice from the technical team before buying your wheels and tyres.

TYRES

12.0 Only tyres listed by the championship organisers are permitted. For 2019 these will be Yokohama A050 or A048 in Medium compound only. These will only be available from PEC and branded PEC by PEC. The A050 will be the only tyre available to buy in 2019 however you may use your remaining stocks of A048 during the season.

12.1 The use of tyre warmers is not allowed.

FUEL

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

13.1 Bio ethanol fuel is not permitted

13.2 Only factory fitted fuel tanks are allowed.

GENERAL

14.1 The sticker for championship sponsors will be required to be displayed these will be as follows.

Windscreen Sun Visor Strip

Leading Edge of Bonnet

Bottom of Rear Windscreen(F1000 Rally Club - Rallying for 14-17 Yr Olds)

All Four Bumper Corners (Yokohama)

There will also be a championship doorplate carrying advertising and space for your competition number, which for 2019 will be prefixed by a letter J.

Please see Appendix 4 for more exact location of Championship Decals.

14.2 Social Media. In the event that in the view of the committee of the Formula 1000 Rally Club any member, competitor, crew, service crew or any member of the families and or friends of those mentioned records adverse and or malicious comments regarding the club any of its members or officials on any form of social media, then the competitor with which they are associated shall have penalties applied as per Appendix 3 and regulation 4.1 of the championship regulations above.

14.3 The whole aim of this championship is to inspire and promote young talent. We do not want to find anyone in contravention of these regulations. You are given fair warning that in 2019 the checks on cars will be much more stringent and much more regular we also intend to have a championship MSUK Scrutineer at all events. If you have any queries regarding anything written here please get in touch. We have said many times, if these pages don't say you can do it then assume you can't. If your engine has had anything done to it at all other than the head skimmed and the cam timing adjusted, then it is illegal. If your ECU has been touched in any way by anybody other than the Formula 1000 Rally clubs nominated company then it is illegal. In 2019 we again want the talent to shine not the budget. Furthermore, the organisers reserve the right to instruct a competitor to take their car to a championship approved rolling road for a power check at any time. This will be at the registered competitors' expense.

14.4 A tremendous amount of time has gone into getting these regulations out to you in late 2018 to give you all time to ensure that your car will comply at the first event in 2019. With that in mind there will be no leniency in these regulations. Your car must comply in every way from the first event of 2019. If you require any clarification on any part of these regulations or just simple advice then contact us

SEALS

15.1 The F1000 Technical Team Reserve the right to seal any item on a vehicle that they choose.

15.2 Any seal placed on a vehicle will have the sealed item inspected for compliance of these regulations between the round of sealing and the next round of the championship.

15.3 If any sealed item is found to be in contravention of these regulations, the vehicle/ crew in question will be excluded from the round that the seal was fitted. The crew involved will also be referred to the F1000 committee for any possible breaches of the Clubs code of Conduct laid out in 4.1 of the Championship Regulations.

15.4 Any item which is inspected and found to be in compliance with these regulations will be sealed so as to ensure no future modifications may be carried out on such item. Any breaking of these seals without the written permission of the technical team will result in the respective Junior/ Crew being excluded from the Championship and Club (A level 3 offence).

15.5 Any competitor who is the subject of a Technical Challenge Form(Appendix 1) will not be required to pay for the item being challenged to be sealed. The cost of this will be borne by the complainant. The only exception to this is if the resulting part is found to be in contravention of these regulations at which point the guilty party will be liable for ALL COSTS INCURRED by the F1000 Rally Club in checking and sealing the item.

15.6 Seals will cost £4 each and the cost of this will be borne by the Competitor. Any monies owed to the Club MUST be paid within 1 week of the sealing having taken place. Any person who refuses to pay within this time frame will NOT be permitted to start any further rounds of the championship until all monies owing are paid or, if after the last round of the championship, they will be removed from the final Championship Standings.

For clarification, an ECU sealed by the F1000 Technical Team will cost £4, a further £4 will be charged once the ECU in question has been proven to be legal and then re-sealed in the vehicle, totalling £8.



Technical Challenge Form

This form has been produced to allow members to raise technical objections to other competing cars. It may only be used by the co driver of a Junior car who must fill in the specific concern and reason for raising it. To use this form you must be a member of the F1000 club stating your membership number and also must print and sign the document. Please return this form to the championship co ordinator or any member of the F1000 technical team.

Nature of complaint

Please state your complaint detailing the specific details required to be checked and giving reasons and evidence to back your claim.

Nature of complaint/concern

.....
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.....
.....

Evidence to be considered

.....
.....
.....
.....
.....
.....

Name Membership number

Signed Date/...../.....

RACE 'N' RESPECT

CONDUCT WITHOUT RESPECT

OUTLINE DETAILS:

TO:

DATE OF MEETING: VENUE:

CLUB / CHAMPIONSHIP REGISTRATION NUMBER:

SUMMARY OF DISRESPECT: (PLEASE SUMMARISE THE BEHAVIOUR WHICH LED TO THIS REPORT AND ATTACH ANY RELEVANT REPORTS/WITNESS STATEMENT(S))

Following investigation it is apparent that you are not upholding the values of the F1000 Rally Club Code of Conduct which is integral to the values of this Club / Championship and Rallying in general. Accordingly the Club Committee / Championship Organiser has requested that you:

DRIVER
 PARENT /GUARDIAN
 TEAM
 OFFICIAL

Receive a verbal warning	
Receive a formal and Final warning	
Are to be removed from the F1000 Rally Club and its Championship with additional removal of Junior Rally Licence	

IN ADDITION THIS REPORT IS BEING PASSED TO THE CLUB COMMITTEE / CHAMPIONSHIP STEWARDS WHO MAY IMPOSE FURTHER PENALTIES, WHICH COULD INCLUDE:

Suspending you from participation for one or more Championship Rounds or Club Meetings	
Exclude from the Championship or withdrawal of your membership from the Club. Teams may be forbidden to attend club meetings.	
Exclusion from the Club for 1 yr	
Exclusion from the Club for more than 1 Yr, to be decided by the committee	
Refer the matter to the MSUK	

I ALSO UNDERSTAND THAT:

The MSUK may consider whether the matter should be referred for consideration of further penalty against your PG or licensed Entrant

THIS REPORT/NOTICE WAS ISSUED BY:

PRINT NAME: _____ SIGNED: _____

RECEIVED BY:

PRINT NAME: _____ SIGNED: _____

FOR REPORTS/NOTICES FOR ANYONE UNDER 18 YEARS OF AGE THE PG SHOULD ALSO ACKNOWLEDGE RECEIPT OF THIS NOTICE:

PRINT NAME: _____ SIGNED: _____

Code of Conduct

Set out below are the various levels of misconduct that any Junior, Parent, Guardian, Team member or associate can be in breach of and the action the F1000 Committee will take. By taking part in the Junior 1000 Rally Championship, you and any persons associated with you are bound by the following code of conduct. Any person associated with you can result in any of the following actions being taken and that you are responsible for their behaviour as much as your own.

LEVEL 1 VIOLATION – Verbal Warning – Anyone in contravention of a level 1 violation will be issued with a verbal warning.

List of Level 1 Violations

1. Any Breach of Championship Regulation 4.1
2. Any Breach of Championship Regulation 4.4(Committee decided)
3. Failure to provide available data when requested as per Championship Regulation 4.5
4. Any Breach of Technical Regulation 14.2
5. Any item not mentioned above that the F1000 Committee deem to be a level 1 offence

LEVEL 2 VIOLATION – Written and Final warning – Anyone who has a serious breach of the regulations or has repeatedly breached level 1 violations (2nd level 1 offence).

List of Level 2 Violations

1. Driving any motor vehicle on a rally without an adult accompanying you.
2. Any Breach of Championship Regulation 4.4(Committee decided)
3. Any verbal or threatening behaviour towards any organiser, committee member or club member
4. Any item not mentioned above that the F1000 Committee deem to be a level 2 offence

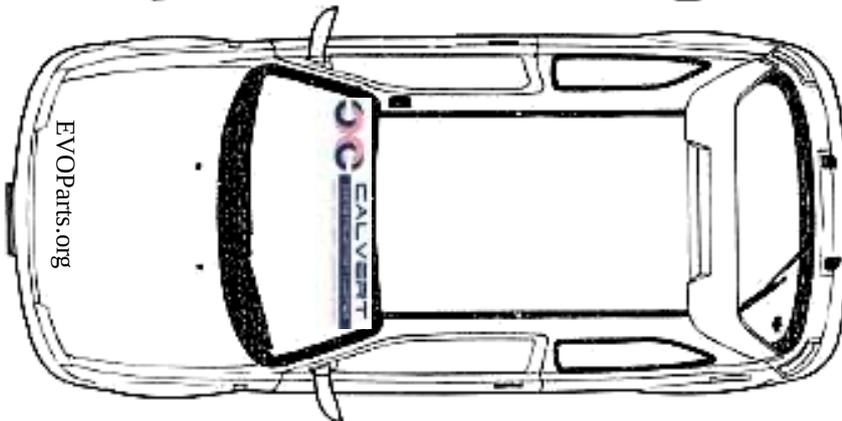
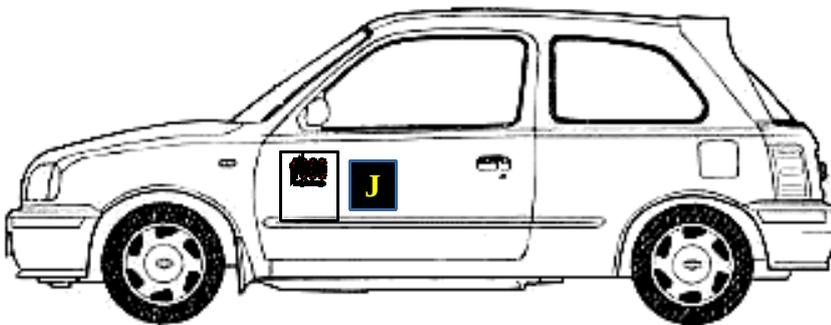
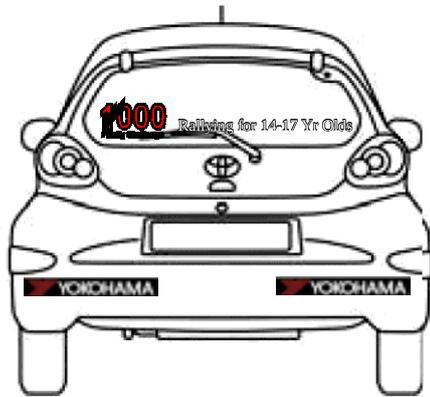
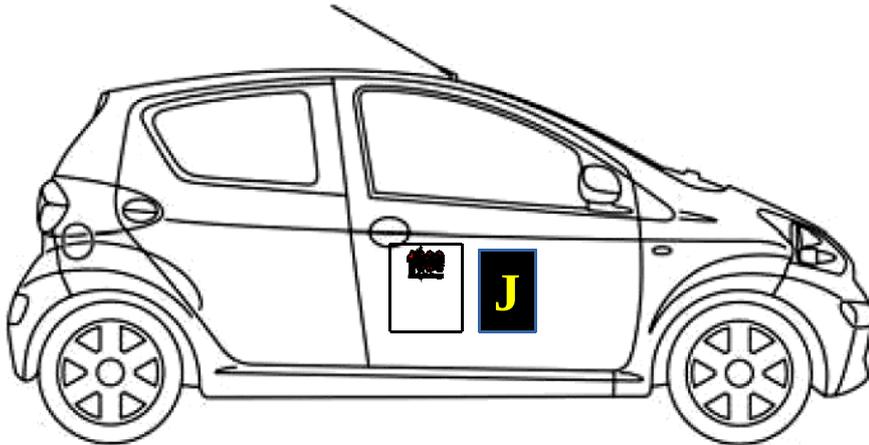
LEVEL 3 VIOLATION – Removal from Club or Championship – Repeated breaches of Level 1 Violations (3rd offence), or combination of Level 1 and 2 Violations. Anything deemed so severe as to immediately exclude someone from the Championship, Club or both.

List of Level 3 Violations

1. Any deliberate physical contact between 2 cars for which you are partly or wholly responsible
2. Any Breach of Championship Regulation 4.4(Committee decided)
3. Any violent behaviour towards another person
4. Any item not mentioned above that the F1000 Committee deem to be a level 3 offence

The lists above are examples and are not the sole areas for which a Person can be in violation of the Clubs Code of Conduct. The list will be adapted and updated each year to reflect any new issues. The F1000 Rally Committee will refer to the above levels of Conduct Violation and take the appropriate action. Where there is no precedent, the F1000 Committee shall take whatever action it deems appropriate and update the “code of Conduct” to better reflect it's findings.

Car Championship Decal Location



Contacts

Role	Name	Contact Info
Chairman	Tristan Dodd	07870 103 145 t.dodd@formula1000.co.uk
Club Secretary Treasures Webmaster Technical Officer	Alistair Dodd	07875 900 730 a.dodd@formula1000.co.uk The Old Post Office, Druid, Corwen, Denbighshire, LL21 9NU
Championship Co-Ordinator Licence Secretary	Tony Billham	07967 383 044 tonyb@formula1000.co.uk tony2t@live.co.uk 38 Staybrite Avenue, Bingley, BD16 1PR
Membership Secretary Points Secretary	Matthew Jackson	07765 540 009 matthew@formula1000.co.uk
Technical Officer	Andy Kennedy	07963 381 250 kennedyandrew@hotmail.co.uk
Child Safeguarding Officer	Fiona Kennedy	07963 381 265 fionak625@gmail.com
Competitor Liaison Officer(CLO)	Chris Brierley	07464 425 789 cdbrierley@tiscali.co.uk
Competitor Liaison Officer(CLO)	Martin Haggett	07787 284 940 martin.haggett@gmail.com
DBS Secretary	Keith Markham	07734 817 388 k.markham@formula1000.co.uk
Committee Member	Tony Jackson	07721 748 058 tony.r.jackson@btinternet.com
Committee Member	Gareth Hooper	07741 006 953 hoopergareth@aol.com
MSUK Technical Scrutineer	Keith Meakin	07901 074 227