



Yokohama Tyres Senior F1000 Championship Regulations 2019

**Provisional
Permit No**

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INTRODUCTION

There will be 1 Championship:

Yokohama Tyres Senior F1000 Championship 2019

This championship will be administered in accordance with the MSUK competition regulations, together with these regulations.

Eligible Competitors

1. All competitors MUST be a member of the Formula 1000 Rally Club in order to score points.
2. The membership will be valid from 1st January 2019 until 31st December 2019 inclusive.

The following fees apply:

Club Membership	£ 10
Championship Registration for Driver	£ 30
Championship Registration for Co-Driver	£ 25

ALL members Must pay the £10 club membership fee. Championship registration for Driver/Co-Driver DOES cover this fee. A registration card, bearing Formula 1000 Rally Club registration number will be issued to all members.

Championship Format

The championship will consist of a number of events, all of which are multi-use stage rallies on sealed/mixed surfaces. Event dates subject to adjustment.

Classes

There will be no classes

Event	Senior 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	3 rd August 2019
Wethersfield Stages Rally	Wethersfield	29 th September 2019
Fairfield Merlin Stages	Pembrey	20 th October 2019
Glyn Memorial Rally **	Anglesey	24 th & 25 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. Seniors 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. Senior 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.

Best 6 results from 8 events will be used to determine the final championship positions. Competitors are allowed to compete in all events with their best 5 scores from the 7 events counting towards their final championship total.

Points

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

Points will only be scored on the designated championship rounds.

Overall: 30pts for 1st, 28pts for 2nd, 26pts for 3rd, 25pts for 4th, and so on down to 1pt for 28th. All competitors who start will score 1pt.

If an event is cancelled or unable to meet our requirements a suitable replacement may be found.

All members will be informed of this by email or post or notice on the Formula 1000 website.

In the event of a tie, a tie decider will be used. There are 3 steps to deciding who wins.

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

Step 2 – the first contender to win an event in the calendar year will be deemed champion.

Step 3 – if steps 1 & 2 fail then the person who scored the most firsts in the calendar year will be champion.

Results

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

The final championship results will be published once the championships are complete and will be posted as provisional for two weeks (14 days) to allow any enquires or disputes to be handled. **Should any enquiry/ query or protest be lodged within the 14-day period but not having been resolved by the end of the 14-day period the championship results will remain provisional until said enquiry(s) has been resolved. A further week (7 days) will be given from the conclusion of any such matter having been resolved before the championship results are declared final. Queries etc within this extended period (of 7 days) MUST be completed within the 7 days, with the results being declared final as they are exactly 7 days later.**

Awards

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

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

Awards will be awarded to both drivers and co-drivers.

Provisional list of awards:

1st Overall

2nd Overall

3rd Overall

Disputes

In the event of any dispute a written query must be addressed to the championship stewards who shall be any three from current Chairman, Secretary, Championship Co-Ordinator, Treasurer or any other member of the F1000 committee.

Advertising and Sponsorship

Competitors are required to display decals promoting both the championship and club supporters. These decals must be fixed in specific locations details of which will be notified to all registered competitors by post or on the F1000 website.

Competitors are advised to send all press releases, video clips or any other form of media coverage to the website administrator so that they can be put up on the website.

Championship Officials

Championship Co-ordinator

Tony Bilham

Email

Phone 07967 383044

Championship eligibility scrutineers

Keith Meakin

F1000 Club Technical Officers

Alistair Dodd

07875 900730

Andy Kennedy

07963 381250

F1000 Child Protection Officer

Fiona Kennedy

SENIOR F1000 CHAMPIONSHIP 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.

These regulations differ greatly to any previous technical regulations for the F1000 Championship and we suggest that you read them carefully and thoroughly in their entirety. You will be asked to sign 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 F1000 Membership.

The "Committee" referred to in these regulations are the elected members of the committee of the Formula 1000 Rally Club for 2019 or The Technical Team thereof.

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 MSA 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 Senior F1000 championship

AGE OF VEHICLE

No parts are allowed to be fitted from donor vehicles that are newer than the 2014 model year to vehicles older than 2014 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.

TECHNICAL REGULATIONS IN DETAIL.

The following text is in addition to sections (R) 46-48.10.11 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.

1. ENGINES

- 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 Alistair Dodd or Andy Kennedy 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 in 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 New Suzuki Alto are also considered the same.

For clarification please contact Alistair Dodd or Andy Kennedy.

2. 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 manufacturer, larger injectors or injectors from another model or engine are forbidden. Throttle bodies must remain as standard and contain all its 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 manufacturers 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. Vehicles 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 bypass 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. Radiator Fans are Free.
- 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 may be sealed by the eligibility scrutineer(s) at any time during the year for later inspection. Registered drivers must present their car to the technical team when requested. 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. If an engine seal is required to be removed for repair or maintenance purposes such as head gasket failure, then permission from the technical officials to remove fitted seals must be obtained. The driver must give the specific reasons why the seal/seals have to be removed.
If at any time during the season an engine is found to not comply fully with these regulations, then it shall be deemed to have been non-compliant since the fitting of the seal and all championship points from the fitting of the seal up to and including that event that the engine is found non-compliant on shall be forfeited.

3. CYLINDER HEADS

- 3.1** It is permitted to skim the cylinder head of 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 or lightening of the valves or any part of the valve is forbidden. After market valves are forbidden. Valves from any other specification of engine are also forbidden.
- 3.5** Valve springs, rockers and any part of the valves 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 cam shafts 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

4. 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 (see 4.5).
- 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 and or use 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 may be subject to sealing by the technical officials. Breaking/ removal of the seal without prior permission will result in all championship points being forfeited from the date of the fitting of the seal up to and including the event on which the seal was found to be broken.

- 4.8** ECU's may be removed by the technical officials at any time and sent away to confirm they are standard to the manufacturers specification to be carried out by 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** 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. The engine loom wiring and connections to both ECU and ODB 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 to which ECU's will be sent for all except Nissan Micras is
Dyno Tech.
53 Nottingham Road,
Ripley,
Derbyshire.
DE5 3AS.
- For Nissan Micras TBA
Should this change at any time you will be informed in writing.

5. 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 the 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 the outside of 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** 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.
- 5.13** Bonnets, boots/tailgates and doors must not be lightened and any strengthening bars MUST NOT be removed. 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** Heater units may be removed however in the interest of safety it is advised that some method of keeping the windscreen clear should be fitted.
- 5.16** Air conditioning systems including pumps, condensers and or radiators may be removed.
- 5.17** The removal of the roof anti flex bar is allowed. The removal of the glove box is permitted.
- 5.18** 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.
- 5.19** 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.
- 5.20** Only factory wings or aerofoils are permitted. No aftermarket or altered versions are allowed.
- 5.21** 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.
- 5.22** A roof mounted vent pod is allowed.
- 5.23** 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.
- 5.24** 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.

- 5.25** 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.
- 5.26** The removal of or replacement using a lighter material of the petrol filler cap or flap is not permitted.
- 5.27** The profile of the bodyshell must remain as standard, no modification to wings or wheel arches (i.e. widening) is allowed.
- 5.28** The minimum weight of the car is to be as per R 48.9

6. 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 electronic control unit then this must be carried out by the Formula 1000 Rally Championship 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.

7. 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 be 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 five 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.

8. 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.

9. 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 coil overs are permitted as long as the top and bottom mounting of such item mount the car body and other suspension components in the original way.

10. SAFETY EQUIPMENT

All cars must comply with MSUK safety regulations.

11. WHEELS

- 11.1** Wheels are free. However, the maximum total width of any wheel and tyre combination is to be 8" (Eight Inches). This measurement will be taken from the external extremities of the wheel with the tyre fitted and inflated and NOT the internal dimensions of the wheel well.

12. TYRES

- 12.1** Only tyres listed by the championship organisers are permitted. For 2019 these will be Yokohama A050 in Medium compound only. Competitors with existing Yokohama AO48 tyres as used (and purchased) before 1/1/2019 will also be permitted to be used until December 31st 2019. Tyres will only be available from PEC and branded PEC by PEC.
- 12.2** The use of tyre warmers is not allowed.

13. FUEL

- 13.1** Only commercially available pump fuel (petrol) will be permitted.
- 13.2** Bio ethanol fuel is not permitted.
- 13.3** Only factory fitted fuel tanks are allowed.

14. GENERAL

- 14.1** Competitors are required to make provision for a wire seal to be applied to the engine. They should have available pre-drilled 1/16-inch holes in two or more adjacent bolt or screws on the Head/Cam cover screws, bolts or studs.
- 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 any form of social media, then the competitor with which they are associated shall immediately have their club membership withdrawn and will forfeit any points they have earned up to and including that date.
- 14.3** The whole aim of this championship is to promote fair competition. We do not want to find anyone in contravention of these regulations. 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 altered in any way by anybody other than the Formula 1000 Rally clubs nominated company then it is illegal. In 2019 we 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 **If you require any clarification on any part of these regulations or just simple advice then contact us**
Alistair Dodd 07875 900730 a.dodd@formula1000.co.uk

Andy Kennedy 07963 381250 kennedyandrew@hotmail.co.uk

