



Championship Regulations 2017

Permit No 83/2017

There will be 1 challenge:
Formula 1000 Stage Rally Challenge 2017

These Regulations will be administered in accordance with the MSA competition regulations, together with these supplementary regulations.

Permit Number: 83/2017

Eligible Competitors

1. All competitors **MUST** be a member of the Formula 1000 Club in order to score points.
2. The membership will be valid from the 1st January 2016 until the 31st December 2016 inclusive.

The following fees apply:

| | |
|--|------------|
| Club Membership | £10 |
| Championship Registration for Driver | £40 |
| Championship Registration for Co-Driver | £15 |

ALL members MUST pay the £10 club membership fee. Championship registration for Driver/ Co-Driver DOES NOT cover this fee.

Challenge Format

The Stage Rally Challenge will consist of a number of events, all of which are multi-use stage rallies on sealed surfaces. For details of events see separate leaflet.

A registration card, bearing the “Formula 1000 Rally Club” registration number will be issued to all members.

Classes

There will be no classes

Senior Calendar 2017

| Event | Venue | Date |
|------------------------------------|----------------------------|---|
| Lee Holland Memorial | Trac Mon Anglesey | 19 th March 2017 |
| Harlech Stages | Harlech Air Field | 30 th April 2017 |
| John Overend Memorial Rally Stages | Melbourne Airfield nr York | 14 th May 2017 |
| Keith Fecker Memorial Stages | Weeton | 11 th June 2017 |
| Solway Coast Stages | Dunbrennan Military base | 6 th August 2017 |
| Patriot Stages | Caerwent | 24 th September 2017 |
| Peter Lloyd Stages | Pembrey | 22 nd October 2017 |
| Cadwell Stages | Cadwell | 18 th November 2017 |
| Glyn Memorial | Trac Mon Anglesey | 25 th & 26 th November 2017 |

Reserve the right to count the Glyn Memorial as two scoring events, one rally on Saturday and second Rally on the Sunday. The event organisers will only give awards for event as a whole, both days.

Best 6 results from 8 scoring rounds will be used to determine final championship positions.

Competitors are allowed to compete in all 11 events but only count 8 events as scoring rounds. Competitors must inform Tony Jackson or Tristan Dodd or a F1000 official in writing prior to the first competitor entering MC1 at the start of any given Rally, to confirm they wish to NOT score on this round.

Points

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

Points will only be scored on the designated challenge 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.

Registered championship contenders who officiate on a qualifying round instead of competing, may claim a score of 20 points.

Championship contenders may claim these points no more than ONCE during the championship year.

Those who intend to claim officiating points MUST provide proof of having officiated to the championship results official. This MUST be done within 24 hours of having officiated.

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 most first 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 to allow any enquires or disputes to be handled.

Awards

All competitors MUST have started a minimum of 3 challenge 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 o/a

2nd o/a

3rd o/a

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

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 details of which will be notified to all registered competitors by post. Failure to display correctly positioned decals at any time during a championship round may result in loss of points for that event.

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.

Champion Co-ordinator

Tony Jackson

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Championship eligibility scrutineers

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FORMULA 1000 TECHNICAL REGULATIONS 2017

INTRODUCTION

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following text does not clearly specify that “you can do it”, you should work on the principle that you cannot.

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 Formula 1000 challenge status. Remember, your fellow competitors will also “police” your eligibility.

The “committee” referred to in these regulations are the elected members of the committee of the Formula 1000 Rally Club for 2016/2017 or the technical team thereof.

GENERAL DESCRIPTION.

The challenge aims to encourage competition for cars of less than 1000cc engine capacity, that handle and stop well, are reliable, cheap to run and can be used on other events with minimal changes. It should be noted that these regulations are for stage rally cars and require an MSA competition car logbook. Adherence to these regulations may invalidate your car for other motorsport disciplines. E.g. Removal of inner panels, i.e. headlining, door panels etc, though accepted here is not accepted for road rallies.

A 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 type of car become dominant.

Exceptionally the committee reserve the right to change any of these rules, at any time in order to facilitate safe and fair competition, publicising the changes by email or post to all registered competitors. Details will also be posted on www.Formula1000.co.uk A time of 14 days will be allowed from initial notification to implementation. There will be no lenience in this time interval.

The committee reserve the right to move competitors from any class to another, even if their car fully complies with the original class.

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 MSA 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 at a later date. Refusal to allow this will result in all challenge points up to and including the date of the request being forfeited. The cost of any stripping will be borne by the competitor.

ENGINES. (For all classes)

1.1 Engines must be less than 1000cc capacity. There is no rebore allowance. If your engine is worn then a breaker's yard replacement engine of the same type, 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 eg a Micra K11 motor cannot be fitted to a K10 model. If such a replacement is not available, then reboring for the purposes of re-linering the engine to the correct capacity is allowed. Reboring an engine and then short-stroking by swapping or modifying the crank in any way so as to achieve the correct engine capacity is not allowed. All engines may be sealed and stamped by a club technical official, any work needed to be carried out on the engine throughout the season (ie head gasket) must be reported to the technical team as soon as possible to enable resealing. At the end of the season, you must be willing to present your car (if requested) with the engine sealing intact and allow the removal of the cylinder head for inspection.

It is your responsibility to make sure the engine is within the championship rules

- 1.2 It is permitted to transplant a sub-1000cc engine into an originally higher specification car. E.g. Nova GTE with 993 cc Vauxhall engine.
- 1.3 Diesel engines are not allowed
- 1.4 Rotary (Wankel) engines are not allowed
- 1.5 Forced induction is not allowed
- 1.6 Air filters must be fitted, open "ram pipes" are not allowed.
- 1.7 4 Wheel Drive transmission is permitted if fitted as standard e.g. Fiat Panda 4x4
- 1.8 Motor cycle engines are specifically not allowed, even if the manufacturer supplied such an engine as standard.

Engines Part 2

- 2.1 Single choke carburettor or single-point injection only, as originally fitted to the sub-1000cc engine.
- 2.2 Air filters and trunking are free, but must be fitted. These may be modified but all incoming air must go through the filter, i.e. no by-pass systems.
- 2.3 Cold air boxes may be fitted.
- 2.4 Carburettors may be set up to optimise jettings.
- 2.5 Fuel pumps are free
- 2.6 Fuel pressure regulators may be fitted.
- 2.7 Inlet and exhaust manifolds must be original and unmodified in any way. They may be sourced from other sub-1000cc models by the same or related manufacturer.
- 2.8 Exhaust pipes, silencers and their routing are free, 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 engine parts must be from that sub-1000cc engine. E.g. When fitting a 993cc Vauxhall engine into a 1300cc Opel Corsa it is not permitted to use the 1300cc carburettor/fuel injection.
- 2.10 Modifications of any kind to engine blocks, any internal engine parts or rotating masses are not allowed except as detailed in rule 2.11. Non original Steel cranks or bottom ends are not allowed. Modifications involving balancing and/or lightening are not allowed.
- 2.11 Cylinder head skimming up to 25 thousandths of an inch is permitted.
- 2.12 Gearboxes must be original, with original ratios and gears and from a sub 1000cc model: non original straight cut gears may not be used. (see later section)

- 2.13 Oil coolers may be fitted.
- 2.14 Radiators may be modified and increased, in either size or number.
- 2.15 ECU's must be in standard "tune" and for that particular engine. You may be asked to provide proof of this.
- 2.16 Rev limiters (where fitted as standard) are to remain unchanged from standard spec, both fuel and electric limiters are to operate as they did fitted new.
- 2.17 For the purpose of these regulations models of any car differing in specification, including alternate manufacturer names will be considered to be the same vehicle. K11 Micras of any age are considered the same as each other. Toyota Aygo, Citroen C1, Peugeot 107 are considered the same as each other. Nissan Pixo and new Suzuki Alto are considered the same as each other. For clarification on other cars contact Keith Markham

BODYSHELLS

- 4.1 The body shell of the car may be freely strengthened including rollcage and suspension areas.
- 4.2 Gusset/ Triangulation panels (or similar), plating, seam welding and "weld on" braces are all permitted.
- 4.3 Bolt on strut braces across the suspension turrets are permitted.
- 4.4 Any trim can be removed or replaced e.g. carpets, headlining and sound deadening. Door cards must be fitted but may be changed. Dashboards must be fitted.
- 4.5 Bonnet, doors and tailgate must be of original material i.e. you cannot exchange steel to plastic/ GRP
- 4.6 Additional instruments are permitted as are interior accessories e.g. intercom, trip meter etc.
- 4.7 Underbody guards are permitted
- 4.8 Strengthening of Gearbox and Engine mount fittings permitted
- 4.9 Brake and fuel pipes lines are free and their positioning can be changed.
- 4.10 Bonnet, boot and door fastenings are free.
- 4.11 All Glass areas MUST remain as glass areas i.e. replacement by any other material than glass is NOT permitted.
- 4.12 Door/ Wing mirrors are free
- 4.13 Lightening of the bodyshell is permitted by removing material (Non structural areas only).
However, a recommendation is made to exercise caution not to remove strength from any area which could reduce safety if involved in an accident
- 4.14 Bumpers may be lightened but MUST keep there original shape, none of the plastic mass is to be removed or cut down.

BRAKES

- 6.1 Fluids, pads and linings are free.
- 6.2 ABS systems may be disabled or removed
- 6.3 All major mechanical components must be standard for the model entered, or a direct bolt on replacement from another model in the range.
- 6.4 HYDRAULIC HANDBRAKES are not allowed
- 6.5 Brake bias valves are permitted.

TRANSMISSIONS + DIFFERENTIAL

- 7.1 NO modifications or machining permitted
- 7.2 All parts MUST be to standard showroom sub 1000cc vehicle specification
All internal parts MUST be to standard showroom sub 1000cc vehicle specification. The transmission unit must be complete as originally supplied by the manufacturer for the model of the competing car. i.e. a competitor cannot transfer any part or parts from one transmission to another thus creating a specialist box.
- 7.3 Up rated gear linkages are permitted
- 7.4 Replacing Automatic Gearboxes with Manuals are permitted
- 7.5 Limited slip or torque biasing differentials ARE NOT PERMITTED.

STEERING

- 9.1 Steering racks of higher ratio than standard are not permitted
- 9.2 Power steering may be added or removed
- 9.3 Conversion from right hand drive to left and left to right is permitted.

SUSPENSION

- 10.1 Bushes may be changed for similar polymer material.
- 10.2 No all metal rose joints or similar except as in rule 10.7
- 10.3 All mounting points MUST be kept in the same position as standard showroom specification
but may be strengthened.
- 10.4 Top mounting hole movement is permitted to optimise caster, camber, tracking angles.
- 10.5 Springs and Dampers are free, Remote reservoir are NOT PERMITTED
- 10.6 Struts may be changed for an up rated version, but MUST be attached to the original fittings.
- 10.7 Heavy duty/ fabricated strut top mounts or similar are permitted. These MUST fit the standard bodyshell location.
- 10.8 Wishbone ball joints may be re positioned to optimise castor and camber, only factory ball joints are allowed.

SAFETY EQUIPMENT

- 11.1 ALL CARS MUST comply with MSA safety and noise requirements.
- 11.2 The club **strongly** recommends the use of 5 or 6 point harnesses.
- 11.3 All cars MUST carry a spill kit conforming to current blue book regulations.

WHEELS

- 12.1 FREE. Competitors are reminded however that wheel/tyre assemblies must not exceed 7 inches in width as per MSA technical regulations.

TYRES

10.0 Only tyres listed by the championship organisers are permitted. For 2017 these will be Yokohama A048R in Medium compound only size 175/60/13. These will only be available from PEC and branded PEC or T/A by PEC. If for any reason these tyres are unable to be fitted application must be made at least 14 days before intended use to Gareth Hooper who will determine an alternative.

FUEL

14.1 ONLY commercially available pump fuel will be permitted.

LIGHTS

15.1 FREE

Competitors are requested to make to make provision for scrutineers wire seals to be applied. Every engine/gearbox shall have available predrilled 1/16" diameter holes in accessible locations to ensure they can be effectively sealed.

(a) Sump - cross drilled holes through retaining screws, bolts or studs

(b) Head - cross drilled holes through two adjoining head bolt / studs or rocker / cam cover bolts or studs.

(c) Gearbox - end plate bolts or screws or any gear access plate bolts or screws.

If no wire sealing holes are available the engine or gearbox may be checked forthwith.

The Championship Scrutineer may seal or mark components and assemblies for conformity checking. Any seals or marks applied may only be removed with the Scrutineer's written permission

IF THE REGULATIONS DON'T SAY YOU CAN DO IT, THEN YOU CANT!!!