

1000 junior Rally Challenge

JANUARY 2018

The Formula 1000 Rally Club will organise the Junior 1000 Rally Championship in 2018 in accordance with the Motor Sport Association (MSA) 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. Competitors can also enter an event using their respective local car club, i.e. F1000/NWCC.

The membership will be valid from the 1st January 2018 until the 31st December 2018 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 membership

Championship Registration for Co-Driver **£25** including 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 2018 Brick & Steel Junior 1000 Ecosse Challenge and 2018 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, 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 a valid 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 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 Motor Sports Association regulations. This option is at the discretion of the Formula 1000 Committee.

NB - Rule 3.1 does not apply to Co-Drivers on the Passport system

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. Form is available at www.formula1000.co.uk as 'members disagreement form'. As the co-driver is over the age of 18, they will take 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. Protest forms must be sent or given to the F1000 Technical Officer or Junior 1000 Championship Co-ordinator or Club Chairman.

Queries or comments about technical matters on a fellow competitor cars 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 back to the Formula 1000 committee who will review the breach and issue an appropriate penalty which may be up to and including exclusion.

PLEASE NOTE RULE 4.1 WILL BE STRICTLY ENFORCED!!

4.2. Any queries regarding championship points must be addressed to Tony Jackson, 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).

4.4. Any parent/ guardian 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 result of this will be exclusion of the disruptive parent/guardian's Junior driver from the championship.

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.

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

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 MSA requirements stated in the current Blue Book.

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 is exclusion.

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 MSA 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 Tony Jackson, Junior Championship Co-ordinator. A fee of £75 is payable to the F1000 Club for each attempt at this test

5.4. Junior Drivers will be required to complete three Production Car Autotest's (known as 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 Tony Jackson, 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 Tony Bilham. This includes MSA 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 Tony Bilham.

All cheque's should be made payable to F1000 Rally Club except when applying for the MSA Competition licence. The directions for payment of this licence are on the MSA licence application form

Forms should be sent to:

Tony Bilham
38 Staybrite Avenue
Bingley
BD16 1PR

Once the Championship Co-ordinator has received the forms, they will apply to the MSA 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 Tony Jackson on 07800 843220 or Tristan Dodd on 01490 460529 (between 6-9pm) and they will gladly help out as best they can.

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

5.6. Junior's 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 Championship 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 Secretary (or acting secretary) who will be on hand at Signing-On to make sure all documentation can be completed correctly. The J1000 Championship 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 MSA 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.

Junior Calendar 2018

Event	Venue	Date
Roskirk *	3 Sisters	4 th March 2018
SMC	Anglesey	15 th April 2018
John Overend Memorial Rally Stages	Melbourne Airfield nr York	13 th May 2018
Keith Frecker Memorial Stages	Weeton	10 th June 2018
Solway Coast Stages	Dunbrennan Military base	5 th August 2018
Mini Mewla Stages	Builth Wells	26 th August 2018
Patriot Stages	Caerwent	30 ^h September 2018
Peter Lloyd Stages	Pembrey	21 st October 2018
Cadwell Stages (Junior Only)	Cadwell	17 th November 2018
Glyn Memorial Rally *	Anglesey	24 th & 25 th November 2018

* **NB**- Roskirk 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.

* **NB** - Glyn Memorial is the championship reserve round and again competitors are encouraged to enter to support the event but will remain a non-scoring round unless notified by the Formula 1000 Rally club

Best 6 results from 8 starts

6.2. Juniors are allowed to compete in all 10 events. The championship has 8 scoring rounds from which the best 6 scores will count for the championship

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

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 eight scoring rounds with the best six scores counting towards the championship. (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 our requirements a suitable replacement may be found. All members will be informed of this by email, if email address is supplied to the Championship 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 Championship 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 Secretary by the 30th November 2018 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 be an award for overall championship points for the season.

Points will be awarded

1st 10 points

2nd 8 points

3rd 6 points

4th 5 points

5th 4 points

6th 3 points

7th 2 points

8th 1 point

10.9 Rookie Trophy - An award for the highest placed rookie in the 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 Overall Championship winner is not eligible for either English or Welsh 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, 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. 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.

Failure to display Championship decals will not result in the Junior Driver being refused a Start on the event.

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.

14. Eligibility Checking

At any time during or immediately after an event, a Junior may be asked to attend Championship eligibility. 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

Junior Championship Co-ordinator
Tony Jackson
15 Wake Grove
Warwick
CV34 6PN
Jacksona@deganwy18.freeserve.co.uk
01926 410321

Junior Championship Secretary
Tony Bilham
38 Staybrite Avenue
Bingley
BD16 1PR

07967 383044

Junior Technical
Gareth Hooper 07741 009653
Tony Bilham 07967 383044
Robert Hall

Championship eligibility scrutineers
TBA

F1000 Rally Club Championship Secretary
Jonathan Jackson

Junior Licences
Tony Bilham
38 Staybrite Ave
Bingley
BD16 1PR

F1000 Website
Darren Maundrell

PR Officer
TBA

F1000 Child Protection Officer
Helen Jackson
Address: 15 Wake Grove, Warwick, CV34 6PN

Championship stewards

TBA

FORMULA 1000 TECHNICAL REGULATIONS
1st January 2018

JUNIOR RALLY CHAMPIONSHIP 2018

The following regulations are set out in accordance with the MSA 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.

You will be asked to sign that you have read and fully understand the regulations before you start your first event of the 2018 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 2017/2018 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 junior championship

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 2018 is a 2014 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 2014. 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 2014

Furthermore, no parts are allowed to be fitted from donor vehicles that are newer than the 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 2018.

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 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 MSA Technical and safety regulations for the type of event being entered.

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 Tony Bilham or Gareth Hooper 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 considered the same. New model Toyota Aygo, Citroen C1 and Peugeot 108 are not considered the same vehicle. For clarification please contact Tony Bilham or Gareth Hooper.

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 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. Vehicle must comply with MSA 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 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 will be fitted with a championship seal at the beginning of the season or at the cars first event. Registered drivers must present their car to the technical team before their first qualifying round to have an engine seal attached. 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. The registered driver will be required to sign a declaration supplied by the championship stating that the engine fitted to their car is standard, and unmodified in any way other than specified in item 3.1. If an engine seal is required to be removed for repair or maintenance purpose such as head gasket failure, then a new seal must be fitted before the next qualifying round. The driver must give the specific reasons why the seal/seals have been removed and sign a new declaration stating the legality of their engine. 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.

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 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

E.C.U's

4.1 Engine control units (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 engine control unit (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 Engine Control Units (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 Engine Control Units (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 engine control unit (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 engine control unit (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 engine control unit (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 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 is Dyno Tech. 53 Nottingham Road, Ripley, Derbyshire. DE5 3AS. 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 the 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 MSA 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 fit 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 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 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.**

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 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 navigator 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.

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 coil lovers 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.

SAFETY EQUIPMENT

All cars must comply with MSA 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.

WHEELS

11.0 Wheels are free. However, the maximum total width of any wheel is to be 7" (Seven Inches). This measurement will be taken from the external extremities of the wheel and NOT the internal dimensions of the wheel well.

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 165/70 x 13 tyres.

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

These tyre sizes are the only tyre sizes permissible for the 2018 Championship. Should have a 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 2018 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 2018 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

All Four Bumper Corners (Yokohama)

There will also be a championship doorplate carrying advertising and space for you competition number, which for 2018 will be prefixed by a letter J

14.2 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.

14.3 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.

14.4 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 2018 the checks on cars will be much more stringent and much more regular we also intend to have a championship MSA 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 2018 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.

14.5 A tremendous amount of time has gone into getting these regulations out to you in late 2017 to give you all time to ensure that your car will comply at the first event in 2018. You have as we write at least 3 months to ensure your car is legal. With that in mind there will be no leniency in these regulations. Your car must comply in every way from the first event of 2018.

If you require any clarification on any part of these regulations or just simple advice then contact us

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