

2009 BRSCC - Club Formula Ford Championship Regulations

Issued by the BRSCC: 10th March 2009

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BRSCC Club Formula Ford Regulations 2009

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Signed

(Championship Co-ordinator)

Printed

Dated



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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2009 BRSCC Club Formula Ford Championship is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CHR2009/060**

Race Status: **National B**

MSA Championship Grade: **D**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [A 29(c)] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

Kevin Shortis
BRSCC
Holmesdale Business Centre
Platt Industrial Estate
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Borough Green
Kent
TN15 8JL

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BRSCC Club Formula Ford (National)

Assistant Co-ordinator - Ian Smith
Tel 01928 580222 Mobile 07939 107888

BRSCC Club Formula Ford (NW)

Assistant Co-ordinator - Matthew Hawkins
4 Milton Way
Ettiley Heath
Sandbach
Cheshire
CW11 3GT
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1.2.2 ELIGIBILITY SCRUTINEER:

Mike Hibbins
4 Stacklands Close
West Kingdown
Sevenoaks
Kent
TN15 6DL
Tel: Hm 01474 854121 Wk 07785247355
Email: mike@brsc.co.uk

Deputy Scrutineer

David Baxter
5 Hillmorton Road
Knowle
Solihull
West Midlands
B93 9JL

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Regional deputies:

J M Harris (NW), David Baxter (MS).

- 1.2.3. CHAMPIONSHIP STEWARDS:
D Furlong D Wells, R Smith & D Walton.

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence, where applicable.

- 1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding members of the BRSCC (for Castle Combe Rounds competitors can be members of CCRC, for Knockhill Rounds competitors can be members of SMRC, for Mondello Park Rounds competitors can be members of Leinster MC – for the avoidance of doubt, for all other rounds competitors must be members of the BRSCC), be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences.

Or, be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

- 1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION

- 1.4.1 All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the Championship Manager prior to the Final closing date for the first round being entered.

- 1.4.2 The Registration Fee is £100 made payable to: BRSCC. The one registration fee will entitle a competitor to participate in BRSCC Club Formula Ford NW, MS and National.

- 1.4.3 Registration will be accepted from 1st January until the closing date for entries to the last round.

- 1.4.4 Upon registration class specific competition numbers for the Championship will be issued.

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

1.5. CHAMPIONSHIP ROUNDS

- 1.5.1 The 2009 BRSCC Club Formula Ford Championship is a championship for Kent engined cars and will consist of the following dates;

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DATES		DH	VENUE	NAT	NW	MS	CLUB
April 4	April 5	XQ	Anglesey - Coastal & Intern	✓	✓		BRSCC
April 11	April 12		Silverstone International			✓	BRSCC
April 25			Oulton Park - Island		✓		BRSCC
May 2	May 3	X	Snetterton	✓		✓	BRSCC
May 16	May 17	XQ	Pembrey	✓			BRSCC
May 25			Oulton Park - International		✓		BRSCC
June 6	June 7		Donington			✓	BRSCC
June 27	June 28	X NAT only	Silverstone - National	✓	✓	✓	BRSCC
July 11			Oulton Park - International	✓	✓		BRSCC
July 18	July 19	X	Knockhill	✓			SMRC
July 26			Mallory Park			✓	BRSCC
August 8	August 9	XQ	Anglesey - Coastal & Intern		✓		BRSCC
August 8	August 9		Castle Combe	✓			CCRC
August 15			Oulton - Int (Post 89 only)		✓		BRSCC
August 15	August 16	X	Brands Hatch			✓	BRSCC
September 12			Oulton - Int (Pre 90 only)		✓		BRSCC
September 12	September 13	XQ	Mondello	✓			LMC
September 26	September 27	X	Anglesey - International		✓		BRSCC
September 27		X	Mallory Park			✓	BRSCC

X = Double Header

XQ = Double Header & Double Qualifying

- 1.5.2 Separate races will not be run for the BRSCC Club Formula Ford (National) Championship. Points will be awarded from the results of the designated rounds from BRSCC Club Formula Ford (NW) and BRSCC Club Formula Ford (MS).

1.6 SCORING

- 1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results of each race.

BRSCC Club Formula Ford NATIONAL

Points are awarded based on a competitors eligibility and FINISHING POSITION as follows;

1st 20 2nd 15 3rd 12 4th 10 5th 8 6th 6 7th 4 8th 3 9th 2 10th 1

Pole (having been set in a timed qualifying session) 2. Fastest Lap 2.

BRSCC Club Formula Ford – Northwest/Midlands South – OVERALL

1st 20 2nd 15 3rd 12 4th 10 5th 8 6th 6 7th 4 8th 3 9th 2 10th 1

Pole (having been set in a timed qualifying session) 2. Fastest Lap 2.

BRSCC Club Formula Ford – Northwest/Midlands South – CLASS

Points are awarded based on a competitors CLASS FINISHING POSITION as follows;

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

All other finishers 3. Non finishers and qualified non starters 2. Class fastest lap 2.

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In double header races - with only one qualifying session and the race two grid set by race one finishing positions - there will not be a point awarded for pole position

This means that there will be parallel points scoring systems in place for both BRSCC Club Formula Ford North West and Midlands South.

- 1.6.2** The Championship for BRSCC Club Formula Ford Northwest will be decided from the totals from all qualifying rounds less two, and will determine the final Championship points and positions unless subject to the application of any MSA REGULATION [C(d) 38]. penalties. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing.

The Championship for BRSCC Club Formula Ford Midlands South will be decided from the totals from all qualifying rounds less two, and will determine the final Championship points and positions unless subject to the application of any MSA REGULATION [C(d) 38]. penalties. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing.

The Championship for BRSCC Club Formula Ford National will be decided from the totals from all qualifying rounds less two, and will determine the final Championship points and positions unless subject to the application of any MSA REGULATION [C(d) 38]. penalties. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing. The BRSCC Club Formula Ford (National) Championship will be run for Post 89 cars only. The BRSCC Club Formula Ford National Pre 90 Cup will be for Pre 1990 cars. Where Post 89 and Pre 90 cars compete in a combined race, BRSCC Club Formula Ford National points will be awarded for the relative positions in either Post 89 or Pre 90.

- 1.6.4 Ties will be resolved according to MSA Regulation [G11] of the current MSA Yearbook.

1.7 AWARDS

- 1.7.1 All awards are to be provided by: BRSCC

- 1.7.2 PER ROUND:
Trophies to 1st, 2nd & 3rd in each class.

- 1.7.3 CHAMPIONSHIP:
Northwest & Midland South, Trophies to 1st, 2nd & 3rd in each class.
National, Trophies to 1st, 2nd & 3rd overall.

- 1.7.4 BONUSES:
The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

Prize money may be paid subject to sponsorship

- 1.7.5 PRESENTATIONS:
Garlands and trophies will be presented for each meeting (as applicable) and shall be presented at the official championship award ceremony. Prize money if applicable will be posted to entrants within 10 days of the results of every round being declared final.

- 1.7.6 ENTERTAINMENT TAX LIABILITY:
In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

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For further information contact: - The Inland Revenue, Foreign Entertainers Unit, Centre for Non-residents, standard John's House, Merton Road, Merseyside. L69 9BB. Tel: 0151 472 6488

1.7.7 TITLE TO ALL TROPHIES:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

In accordance with Section [C(d)] of the current MSA Yearbook

2.2 CHAMPIONSHIP

In accordance with Section [C(d)] of the current MSA Yearbook.

3. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.
- 3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / organiser may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.
- 3.1.6 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings.

3.3 PRACTICE

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship/series criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other Marshal Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.

3.4 QUALIFICATION

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations [G 15]. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered

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unsatisfactory as per MSA Regulation [G 15].

3.5. RACES

3.5.1 The standard minimum scheduled distance shall be 12 miles but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round.

3.6. STARTS

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.

3.6.2 The minimum countdown procedures/audible warning sequence shall be:

Standing Starts:

- 1 minute to start of Green Flag lap - Start Engines/Clear Grid.
- 30 Seconds - Visible and audible warnings for the start of Green Flag lap.

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection

3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation [G 53]. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.6.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

3.6.7 A 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event that the starting lights fail the Starter will revert to using the National Flag.

3.7. RACE STOPS

3.7.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

3.7.2 **Case A – Less than two laps completed by the race leader.**

Any race stopped before the leader has completed two laps will be declared a "No Contest" and available cars will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start at the back of the grid in reserve order. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance**

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be

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considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red flag. Only cars which are under their own power at the showing of the Red flag will be classified. The result will be the order of finishing at the end of the re-started race. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 Case C - More than 75% of race completed

Any race stopped after the leader has completed 75 % of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of first showing of the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified. If run as a two part race, 3.7.3 will apply.

3.8 RESCRUTINY

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 PITS AND PIT LANE SAFETY

3.9.1 PITS: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 PIT LANE: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lanes.

3.9.3 REFUELLING: May only be carried out in accordance with the MSA [G 66 to 73] Regulations, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.10 RACE FINISHES

After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or pit lane.

3.11 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 TIMING MODULES

3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 QUALIFICATION RACES

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

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3.14 OPERATION OF SAFETY CAR

- 3.14.1 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with GR B27) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.14.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start-line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.14.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.14.4 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- 3.14.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.14.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.14.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.14.8 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.14.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.14.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.
- 3.14.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.14.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
- 3.14.13 Each lap covered while the Safety Car is in service will be counted as a race lap unless specified to the contrary in Championship regulations.

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- 3.14.14 Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.14.15 Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- 3.14.16 In exceptional circumstances the following may apply:
- (i) The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
 - (ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
 - (iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
 - (iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.
 - (v) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 3.14.10, 3.14.11. and 3.14.12.
 - (vi) All laps undertaken in this start procedure will be deemed to be counted as race laps
- 3.14.17 Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

4 CHAMPIONSHIP RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of MSA Regulation [C(d) 36].

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations [C(d) 39 (a) & (b)].

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C(d) 39(c)].

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP

4.2(a) The Clerk of the Course reserves the right to impose a '**Stop-Go Penalty/Drive Through Penalty**' in accordance with MSA Regulation [G 65]

4.2.1 As per current MSA Judicial Procedure Regulations.

4.2.2 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Race.

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

- a Reckless or dangerous driving in the course of a meeting. (see MSA Regulation [C(d) 1 (e)])

4.2.3 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Championship Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

5. TECHNICAL REGULATIONS

5.1 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 texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read the following sections of the MSA Yearbook Regulations:

MSA Regulations Sections [C(b) 6]. - [C(b) Technical 7 to 26] - [G Technical Regulations], [MSA Regulations 'The Terminology'] -[C(c)] - [C(e)] and relevant Formula Ford 1600 Technical Regulations for the age of the car issued by the Ford Motor Company specifically.

5.2 GENERAL DESCRIPTION

5.2.1 The BRSCC Club Formula Ford Championship is for competitors participating in 1600cc Formula Ford Single Seater Racing Cars, which comply with the Regulations issued by the Ford Motor Company/British Racing & Sports Car Club (**BRSCC**).

FF1600

1600cc cars will be split into five classes for cars manufactured as follows;

Class A: Cars built from 1/1/96

Class B: Cars built from 1/1/90 to 31/12/95

Class C: Cars built from 1/1/87 to 31/12/89

Class D: Cars built from 1/1/84 to 31/12/86

Class E: Cars built before 1984

For all classes the onus is on the competitor to prove the eligibility of the car.

5.2.2 EXAMINATION OF VEHICLES

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the championship/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a

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breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship/series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

No car may be removed from the circuit/venue prior to the conclusion of the race without the approval of the Clerk of the Course and Chief Scrutineer.

The organisers may review the performance of vehicles within the championship/series with particular regard to newly introduced vehicles/models, after every three championship/series rounds. This may result in the minimum weight being altered for any registered model.

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the championship organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact in accordance with the MSA regulations [A34] race meetings paragraph 3 and 4.

5.3 SAFETY REQUIREMENTS

The following Articles of MSA Regulations Appendix [C(c)] Safety Criteria Regulations will apply unless specified in the current Formula Ford Regulations issued by the Ford Motor Company: [C(c) 2 to 43]; [C(c) 26 & 27]; [C(c) 37 & 38]; [C(c) 39 & 40]; [C(c) 45]; [C(c) 52 to 66]; [C(c) 67 & 68]; [C(c) 69 to 71]; [C(c) 72 & 73]; [C(c) 74]; [C(c) 75 & 76]; [C(c) 77 to 86]; [C(c) 87 to 100]; [C(c) 101] & [C(c) 103 & 104]

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

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

In addition the chassis may be identified by a MSA sealing tag, attached and recorded by the championship Eligibility Scrutineer. Any change of chassis may require a new seal being attached prior to any competition. Failure to comply may render the car ineligible.

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

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

Engine con-rod bolts may be replaced with alternative units.

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

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

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

LED rain lights are preferred.

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

5.12 WHEELS AND STEERING: As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture

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- 5.13 TYRES:** (MSA Regulation Appendix [C(e) 1] for Formula Ford refers)
- 5.13.1 SPECIFICATION:
FF1600 cars built from 01/01/84: Avon ACB10
FF1600 cars built before 31/12/83: Avon ACB10, ACB9 or Dunlop tyres approved by the MSA for use on Formula Ford vehicles.
- 5.13.2 Nominated manufacturers: Avon (Dunlop tyres may be used on pre 1984 FF1600 only)
- 5.13.3 The use of any heating/heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection.
- 5.14 MINIMUM WEIGHT LIMIT:** As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture
- Minimum weight will be 500kgs and this means the weight of the vehicle as it completes the event and is to include the fuel and the driver in full race kit. The minimum weight of the race car and fuel as it completes the event (without the driver) , remains at 420 kgs.
- 5.15 FUEL TANK AND FUEL:** As per the current Formula Ford Regulations issued by Ford Motor Company/BRSCC – relevant to year of Manufacture
- 5.16 SILENCING:**
- Silencers must be maintained to comply with the section "B" provisions of Regulation [C(b) 23 & 24] at all times.
- 5.17 COMPETITION NUMBERS/DECALS**
- 5.17.1 All cars must be identified by MSA Regulation [C(b) 6] specification numbers displayed in positions acceptable to the Timekeepers
- 5.17.2 The BRSCC and sponsors decals must be displayed in an un-obscured position on both sides of the car to qualify for points and prizes.
- 5.17.3 The BRSCC and sponsors decals will be provided by the Championship Organisers, whereas Entrants are responsible for supplying numbers and backgrounds.

6. APPENDICES

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSA.

6.1 RACE ORGANISING CLUB AND CONTACTS

Title:	Name	Contact Details:
BRSCC H.Q		Holmesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783 www.brscc.co.uk
Classic Sports Car Club		Fernleigh House, Church Street, Trowbridge, Wiltshire BA14 8DY Telephone : 08700 427108

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

6.2.2 TRADE SUPPORT: The organisers reserve the right to obtain support sponsorship for the championship usually by means of product for competitors. To qualify this may require fixing support logos on either side of the car

6.2.3 VEHICLE DECALS AND OVERALL PATCHES: Decals to be displayed on either side of the vehicle. Overall patches displayed above chest height on the overalls.

6.2.4 PROMOTIONAL ACTIVITIES: Drivers may be required to participate in promotional activities at certain race meetings.

