

Scottish MRC Formula Ford 1600 Championship 2008

1. SPORTING REGULATIONS GENERAL

1.1 TITLE & JURISDICTION :

The Scottish MRC Formula Ford 1600 Championship is organised and administered by the Scottish Motor Racing Club (SMRC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit Number: **CHR2008/093**
Race Status: National B.
MSA Championship Grade :D.

1.2 OFFICIALS :

- 1.2.1. Co-ordinator: C Edwards
1.2.2. Eligibility Scrutineer : W G Grieg

**Championship Stewards : Will be comprised of a panel of any three of the following:
Walter Robertson, Sandy Denham, Douglas Lamb, Ken Laidlaw, Bernard Buss and David Swinton**

1.3 COMPETITOR ELIGIBILITY :

- 1.3.1. Entrants must be in possession of valid **2008** MSA Entrants Licences.
1.3.2. Drivers and Entrant / Drivers must be fully paid up valid RACING membership card holding members of the SMRC, or one of the following BRSCC, BRDC, BARC,DDMC,HSCC Lothian CC, MGCC, 500 MOTOR CLUB OF IRELAND,750 MC, VSCC and be registered for the Championship. All drivers must be in possession of valid Competition (Racing) National B STATUS Licence (minimum)
1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 REGISTRATION :

All drivers register automatically as competitors in the championship by returning the Entry Form with the Entry fee to the SMRC prior to the Final Closing date for the first round being entered.

- 1.4.2. The Registration is free
1.4.3. Registrations will be accepted from 1st January **2008**

Registration numbers will be the permanent Competition numbers for the series of races.

Newcomers Cup competitors must register separately and send the registration form found in Standing Orders to the SMRC Competition Secretary before the first race they enter in order to score points.

Newcomers are defined as drivers in their first season of single seater car racing, experience in other forms of motorsport or car racing such as saloons does not make them ineligible.

1.5. CHAMPIONSHIP :

The Scottish MRC Formula Ford 1600 Championship will be contested over 16 rounds with all rounds counting as follows:

Date	Venue	Race	Organising Club
March 30th	Knockhill	1 and 2	SMRC
April 12 / 13	Knockhill	3 and 4	BRSCC
April 27th	Knockhill	5 and 6	SMRC
June 7 / 8	Knockhill	7 and 8	SMRC
June 29	Knockhill	9 and 10	SMRC
August 3rd	Knockhill	11 and 12	SMRC
Sept 14th	Knockhill	13 and 14	SMRC
October 19th	Knockhill	15 and 16	SMRC

There may be a non championship FF 1600 race on Sunday 8th June at Classic Speedfair, Knockhill run as a separate competition for the Sir Jackie Stewart Trophy open to all comers.

1.6. SCORING :

- 1.6.1. Finishing position points will be awarded to Competitors listed as classified finishers plus bonus points to any competitor.

Championship Points will be awarded only to registered competitors. Points will not be awarded retrospectively. Points per round will be awarded to the first 15 cars classified as finishers, there are no separate class points scored-

1st - 25, 2nd - 20, 3rd - 16, 4th - 14, 5th - 12, 6th 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2, 15th - 1

Bonus Points :

One point for driver(s) setting the fastest lap in the race per round (not per class).

One point for driver(s) setting an outright lap record for FF1600 (not per class)

Newcomers Cup

Contested over 16 rounds as per the Championship with all rounds counting. Newcomers are defined as a driver in their first season of single seater racing. They must complete the registration form and return it to The SMRC Competition Secretary.

Points will only be awarded to registered newcomers competitors as per the final results, no points awarded retrospectively. Top 15 points awarded to classified finishers per round.

1st - 25, 2nd - 20, 3rd - 16, 4th - 14, 5th - 12, 6th 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2, 15th - 1

Bonus Point(s) awarded to any competitor, one point for driver(s) setting the fastest Newcomer class lap in the race per round

Where there are three or less registered competitors starting the Newcomers Class per round, points will be awarded according to Championship Class finishing order in the final results as follows.

1st - 12 , 2nd - 10, 3rd - 8.

- 1.6.2 The totals from all qualifying rounds will determine final championship points and positions.

1.6.3. Resolving ties.

Ties will be resolved using the formula in G11 in the **2008** MSA Yearbook

1.7. AWARDS

1.7.1. All awards are to be provided by the SMRC

Per Round :

Trophies to the 1st, 2nd and 3rd and highest finishing Class B winner if not in top 3.

Season Overall –

Trophies for the Championship 1st , 2nd, 3rd and Top Class B car

Newcomers Cup overall

Trophy for 1st

Bonuses:

The Organisers reserve the right to arrange and introduce additional bonus awards during the season.

The championship winner and one other driver who has shown exceptional ability in FF 1600 (which will be judged by the Competition Secretary) will have test drives in a single seater Formula Renault in 2008/9, Details to be announced / confirmed.

Overall winners of Classes A and B will receive free entry from BRDC into The Walter Hayes Trophy, due to be held at Silverstone November 2008 (details to be confirmed)

1.7.6. Entertainment Tax liability:

In accordance with current Government legislation, the Organisers of each 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 U.K. The U.K. does not include the Isle of Man, Channel Islands or Eire. This means that as the organiser, The SMRC is required to deduct tax at the current rate applicable from any such payments they may make to non-U.K. residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact:- **The Inland Revenue, Foreign Entertainers Unit, Centre for Non Residents, St John's House , Merton Road, Merseyside L69 9BB. Tel 0151 472 6488 Fax 0151 472 6483**

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 SMRC in good condition within 7 days.

1.7.8. Presentations:

Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony

2. SPORTING REGULATIONS JUDICIAL PROCEDURES

2.1. ROUNDS:

In accordance with section (C (d)) of the **2008** MSA Yearbook.

2.2. Overall

In accordance with the Section (C (d)) of the **2008** MSA Yearbook. Drivers excluded from results for sporting infringements may not use that (those) event(s) as for the

purpose of overall placings.

3. SPORTING REGULATIONS 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 selection dates, which shall be 12 days before each 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.

Any withdrawal of Entry or Driver/Car changes made after 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.

The maximum entry fee, for SMRC members at standard SMRC meetings; **£220 for two 10 lap races. Non SMRC Members £240 for two 10 lap races.**

NOTE: The entry fees for Historic / Classic Speedfair at Knockhill June 7 / 8 , and races organised by clubs other than the SMRC may vary. All other variations to entry fees will be stipulated in the Supplementary Regulations for each event. TV levy included in standard Knockhill meetings.

3.1.5. In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the Organisers may at their discretion run Qualification Races, and their format will be covered in the final instructions for meetings.

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 should 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:

The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths.

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 criteria and the decision

of the Clerk of the Course shall be final.

3.4. QUALIFICATION:

Each driver should complete a minimum of 3 laps practice in the car to be raced. This must be in the correct session in order to qualify for selection and order of precedence is as set out by the MSA Regulations G15. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation G15.

3.5. RACES:

The standard minimum scheduled distance shall be 10 miles whenever practicable 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.

Qualification Races: - In the event of any rounds being oversubscribed the Organising clubs, in liaison with the Organisers, may at their discretion run Qualifying Races. Their format will be covered in final instructions for meetings.

STARTS :

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

3.6.2. The minimum Countdown procedures shall be:- Standing Starts:

A minimum countdown starting at 3 minute may be adopted
2 minute to start of Green Flag lap – Clear Grid Warning/Grid Closed
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.

The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

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

3.6.5. Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation G53 Any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap. However 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.

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.

A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event of any starting lights failure the Starter will revert to the use of the National Flag.

3.7. RACE STOPS.

Should the need arise to stop any race, RED LIGHTS will be

switched on at the Startline 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 Ferme 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 Race Leader The race will be null and void The race will restart from original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

Case B – More than two laps completed by Race Leader but less than 50%
The Race will restart from a grid set out by the finishing order of part one, (as per G23). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 If the leader has completed more than 50% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation G23

3.8. RE-SCRUTINY :

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 & PITLANE 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. Pitlane : 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 all due care and drive at minimum speeds in pitlanes.

3.9.3. Refuelling : May only be carried out in accordance with the MSA G67-70. Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

Speed Limit
Pit Lane Speed Limit will be 30mph.

3.10. Race Finishes : After taking the Chequered Flag drivers are to required to Progressively and safely slow down, remain behind any competitors ahead of them. Return to the pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up until while on the circuit or in the pitlane.

3.11. Results : All Practice Timesheets, Grids, Race Results are to be 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. Transponder Timing

Timing at all events will be by Electronic Competitor Identification Equipment (Transponders). This requires every competing car to be fitted with a transponder giving a unique signal identifying the car and the competitor driving that car.

It is responsibility of each competitor to
Obtain/purchase an approved type/model of transponder.
Securely fit the transponder in the location specified for the type/class of car.
Ensure the transponder is in good working condition for every practice and race
Notify the Secretary of the Meeting of any change of car, driver, class etc.
Replace any transponder damaged, lost or inoperative.

Any competitor starting a practice or a race with an inoperative transponder will not be timed until the defect has been fully rectified or a replacement transponder has been obtained for the duration of the meeting.

Any competitor starting practice using a transponder allocated to another competitor will not be timed until the Secretary of the Meeting has been fully informed in writing of all changes of competitor, class, car etc.

Information and advice on approved types of transponders, sources of supply and the required location and fitting of transponders for each class of car, are available to competitors and/or entrants from the Competitions Secretary or SMART Timekeeping (01896 752447)

Approved Transponders

For cars with a reliable 12 volt d.c. supply

AMB TranX260 direct powered transponder
This transponder is a sealed unit for direct, permanent fitting in the required location. Attached to it is a 2 meter, high temperature and oil resistant cable for connection to a 12 volt supply, preferable though the car ignition switch.

For cars without a reliable 12 volt d.c. supply or
For competitors wishing to use the same transponder on different cars

AMB TranX260 rechargeable transponder
This transponder is secured in a bracket permanently fitted in the required location. It must be removed, fully recharged in the charged supplied. and securely refitted in its bracket prior to each meeting.

This type is only recommended where a reliable 12 volt d.c. supply is not available or the transponder is required to be transferred quickly from car to car, for the same competitor

In exceptional cases AMB TranX160 transponders, commonly used for some karting, may be used but these are not suitable for cars crossing the start/finish line at very high speeds. Any competitor considering using these transponders should have them checked by the timekeepers prior to starting practice.

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 of Judicial Action:
Minimum Penalty : The provisions of MSA Regulations: (C (d)39 (a) and (b)

For infringements 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))

4.1.3. Additional specific championship penalties :

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

As per **2007** MSA Judicial Procedure Regulations with the addition of the fact that competitors who are excluded from results for sporting infringements may not use that round as a discarded round for championship purposes.

5. TECHNICAL REGULATIONS FF1600

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 MSA Regulations Sections (C (b) 6). – (C (b) Technical). – G Technical Regulations – The Terminology – (C (c)) – (C (e)). and the relevant Formula Ford 1600 technical regulations for the age and type of car issued by the Ford Motor Company 2006.(refer to SMRC web site www.smrc-uk.com)

5.2. GENERAL DESCRIPTION:

The Scottish MRC Formula Ford 1600 Championship is for Competitors participating in Formula Ford Single Seat Racing cars using Ford 1600cc Kent X Flow engine, and manufactured before 31st December 1993. They must comply with the current MSA Safety Regulations laid down for the Formula, the 2006 Formula Ford Regulations issued by the Ford Motor Company, and any subsequently issued Official Bulletins.

Classes

A - FF1600 cars built from 1/1/1990 to 31/12/1993
B – FF1600 cars built before 31/12/1989

5.3. SAFETY REQUIREMENTS:

The following Articles of MSA Appendix (C (c)) Safety Criteria Regulations will apply unless specified in the current Formula Ford Regulations issued by the Ford Motor Co: (C (c) 2-43); (C (c) 26.27); (C (c) 37.38); (C (c) 39-41); (C (c) 45 Six Point); (C (c) 52-66); (C (c) 67.68); (C (c) 69-71); (C (c) 72,73); (C (c) 74); (C (c) 75.76); (C (c) 77 to 86); (C (c) 87 to 99); (C (c) 101) & (C (c) 103 and 104) .

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS Formula Ford 1600:

5.5 **Chassis:** As per the 2006 Formula Ford Regulations issued by the Ford Motor Company.

5.6 **Bodywork:** As per the 2006 Formula Ford Regulations issued by the Ford Motor Company.

5.7 **Engines:** As per the 2006 Formula Ford Regulations issued by the Ford Motor Company.

Suspension; As per the 2006 Formula Ford Regulations issued by the Ford Motor Company.

Transmission: As per the 2006 Formula Ford Regulations issued by the Ford Motor Company

Electrics: As per the 2006 Formula Ford Regulations issued by the Ford Motor Company

LED rain lights are preferred.

5.11 **Brakes:** As per the 2006 Formula Ford Regulations issued by the Ford Motor Company.

5.12 **Wheels:** As per the 2006 Formula Ford Regulations issued by the Ford Motor Company

5.13. **TYRES** (MSA appendix (C (e) 1) for Formula Ford refers)

5.13.1. **Only Avon ACB10, Avon ACB 09 or Dunlop Tyres approved by the MSA for use on Formula Ford vehicles may be used.**

FF 1600 tyre limits – Competitors are allowed a maximum of twelve new tyres during the season to be used in dry races. At each meeting, whether a single round or a double header, each competitor must register six tyres which they will use. New tyres are defined as being those not previously registered. Should a tyre be punctured, damaged or otherwise not available due to exceptional circumstances a replacement may be authorised by the Championship Eligibility Scrutineer.

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

Slick racing tyres are not allowed.

Wet practise or races, there is no limit on the number of tyres used as in 5.13.2.

Tyres used by any car should have a minimum tread depth of 1 mm across the full width of the tyre when starting practise or a race.

5.14 **Minimum Weight Limit: The minimum weight limit will be 500kg and this means the weight of the vehicle as it completes the event (qualifying session or race) and is to include the fuel and driver in full race kit. The minimum weight of the race car remains 420kg as per 2006 Ford Motor Company Formula Ford 1600 regulations.**

5.15 **Fuel Tank and Fuel:** As per the 2006 Formula Ford Regulations issued by the Ford Motor Company/SMRC

5.16. SILENCING

The silencer must be maintained to comply with the section “B” provisions of Regulation (C (b)23) at all times.

5.17. NUMBERS/DECALS

1. MSA (C (b)6) specification numbers displayed in positions acceptable to the Timekeepers must identify all cars.
2. Any supplied SMRC and Sponsors decals must be displayed in the positions specified on both sides of the car to qualify for points and prizes.
3. The Championship Organisers will provide the sponsor’s decals, whereas Entrants are responsible for supplying numbers and backgrounds.

6. APPENDICES :

Organising Club
SMRC Birch House, Duncrievie, Perthshire PH2 9PD tel
01577 830133

COMMERCIAL UNDERTAKINGS

These Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards or the MSA/MSR

6.2.1 Vehicle Presentation – This is fundamental to the profile of the races 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. They may exclude any car which they consider may prejudice the reputation of the races 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 proper repair.

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

Vehicle decals and Overall patches: To be displayed on either side of the vehicle should a sponsor(s) be obtained for the races.

6.2.4. Promotional activities.

Competitors may be asked and will be expected to participate in promotion activities at the circuits, as requested by the organisers