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2017 BRSCC Formula Jedi Championship Regulations

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John Corbyn
Championship Coordinator

Date

1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2017 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: **CH2017/R035**
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 [D 11.1.3] 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 **Co-ordinator**
John Corbyn
Jedi Racing Cars Ltd
Nettlebush
Finedon Rd.,
Wellingborough
Northants
NN8 4NY
Tel: (01933) 440774
Fax: (01933) 442008
E-mail : jediracingcars@hotmail.com

1.2.2 **Eligibility Scrutineer**
Mike Betts
52 New Road
London
E4 8ET
Tel: 020 8529 8294
(w): 020 8200 9797
Email: mikbetts@sky.com

1.2.3. **Championship Stewards**
R Smith, D Wells, R Norbury & 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**.**

G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G) 2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(**W) 2.2.1** The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of the BRSCC and in possession of a valid 2017 Entrants Licence.

1.3.2 Drivers and Entrant Drivers must:

(a) be fully paid up valid membership card holding racing member(s) of the BRSCC,

(b) be Registered for the Championship and

(c) be in possession of a valid MSA Competition (Racing) National (B) status licence as a minimum

(d) 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, or comparable country. (H) 26.2.1. applies).

(e) A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship

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 who are deemed suitable to compete in the Formula Jedi Championship (Formula Jedi) will be invited to do so by the Championship Organiser. Any driver wishing to compete in Championship must submit a driver registration form to the Co-ordinator prior to racing (see 1.4.4). This form must give full details of the driver's current car, the Championship class in which they wish to compete and be accompanied by the full registration fee (see 1.4.2).

On receipt of a completed registration form and fee, the organisers will issue confirmation of your invitation to compete in the 2017 Championship.

Should you not be deemed suitable to compete in the Formula Jedi Championship the registration fee will be returned to you in full.

Only invited drivers will be allowed to race.

Should the driver change cars during the season the new car details must be submitted to the organisers for approval prior to the next event.

1.4.2 The Registration Fee is £225.00 – made payable to: Formula Jedi

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.

1.4.4 Registration forms will be accepted from 1st January until the closing date for entries to the last round. Registrations will be accepted in order of receipt and full payment of the registration fee being received.

1.4.5 Upon registration permanent competition numbers for the Championship will be issued. All numbers will be on the rear wing end plates and on the nose cone in compliance with MSA Regulation [J 4.1].

1.4.6 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers and

promoters.

1.4.7 At the sole discretion of the organisers, guest drivers may compete in this championship without the need to comply with the membership & registration fee requirements (1.3.2 & 1.4.2). A registration fee of £50 will apply to one-off members per event (single or double header). In the event that such competitors enter a second event in this championship, the balance of the full registration fee will be payable. Guest drivers will be eligible for Championship points according to their class & finishing position.

1.4.8 The presentation of the car is fundamental to the profile of the Championship, 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 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.

1.4.9 Vehicles, decals, overalls & patches: Competitors overalls must be clean and maintained to a reasonable standard. All race overalls are to carry BRSCC cloth badges. Cars deemed to be of an unacceptable standard of presentation may not be permitted to race.

1.4.10 Promotional activities: Competitors may be asked and will be expected to participate in Championship promotion activities at the circuits, as requested by the organisers/co-ordinator.

1.5. Championship Races

1.5.1 The BRSCC Formula Jedi Championship will be contested at the following venues:

Round	Date	Venue		Licence Status	Club
1 & 2	8/9 April	Brands Hatch	DH	Nat B	BRSCC
3, 4 & 5	6/7 May	Cadwell Park	TH	Nat B	BRSCC
6, 7 & 8	10/11 June	Snetterton 300	TH	Nat B	BRSCC
9, 10 & 11	15/16 July	Castle Combe	TH	Nat B	BRSCC
12, 13 & 14	19/20 August	Silverstone National	TH	Nat B	BRSCC
15, 16 & 17	16/17 September	Rockingham	TH	Nat B	BRSCC
18 & 19	14 October	Oulton Park Intl	DH	Nat B	BRSCC

1.6 Scoring

1.6.1 Points will be awarded to competitors listed as classified finishers in the Championship Class in the Final Results as follows: -

P1	*P2*	*P3*	*P4*	*P5*	*P6*	*P7*	*P8*	*P9*	*P10*
30 points	25 points	22 points	20 points	18 points	16 points	14 points	12 points	10 points	8 points

After tenth place, points will decrease by 1 point down through the results list. All competitors finishing in sixteenth place and below will be awarded 1 point.

Guest drivers will be awarded points according to their finishing position as if they were registered competitors.

1.6.2 The totals from all rounds of the championship held, less 2 will determine the final Championship points and positions.

1.6.3 Ties will be resolved using the formula in [W 1.3.4] of the current MSA Yearbook.

1.6.4. Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

(a) Be deemed "Guest Competitors"
(b) Section deleted
(c) Qualify for Event awards
(d) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.

1.6.6 Drivers excluded from results for sporting or technical infringements may not use that (those) event(s) as discarded rounds for the purpose of championship placings.

1.7 Awards

1.7.1 All awards are to be provided by: Formula Jedi.

1.7.2 **Per Race**
Trophies will be presented to the top 3 finishers.

1.7.3 **Championship**
Trophies will be presented to the top 3 finishers in the Championship.

1.7.4 **Presentations**
Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each race/event.

1.7.5 **Entertainment Tax Liability**
Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

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, as the organiser the BRSCC are required to deduct tax at the current rate applicable, from such payments they may make to non-UK residents.

Under certain circumstances, it may be 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.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6 **Title to all Trophies**
If Provisional Results or Championship Tables are revised after any presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the Formula Jedi in good condition within 7 days.

1.7.7 **Bonuses**
The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

2. CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 Entries

2.1.1 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.

2.1.2 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 Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organiser in writing. D25.1.12 applies.

2.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings or on the Jedi notice board. Meeting bulletins will be posted on the appeal notice board during the course of an event. It is the competitor's responsibility to find out and attend briefings. Non-attendance may result in a points or grid position penalty or may lead to exclusion.

2.3 Qualification Practice

2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify. MSA regulations [Q 4.5].

2.3.3 For double headers, the fastest lap for every competitor in qualifying will set the grid for Race 1 with the fastest at the front. The grid for the Race 2 will be set by the results of Race 1, but with the top eight reversed.

For triple headers, the fastest lap for every competitor in qualifying will set the grid for Race 1 with the fastest at the front. The grid for the Race 2 will be set by the results of Race 1, but with the top eight reversed. The grid for Race 3 will be set by the fastest lap times in Race 2.

2.3.4 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 unsatisfactory as per MSA Regulation [Q 4.5].

2.4. Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race. ((Q)5.4) (1.6.4 above applies).

2.5 Starts

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2. The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
III. A five second board will be used to indicate that the grid is complete.
IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane and 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.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. In addition any driver 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.

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

2.6 Session Red Flag

2.6.1 Should the need arise to stop any race or practice, 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

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.

2.6.2 **Case A – Less than two laps completed by the race leader.**
The race will be null and void. The race will restart from the 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.

2.6.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.**
The race will restart from a grid set out by the finishing order of part one (as per MSA Regulation [Q 5.4.2]) The result of the race will be the will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 **Case C - More than 75% of race completed**
If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA General Regulations [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

2.7 Pits, Paddock and Pit Lane Safety

2.7.1 **Pits & Paddock**
Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 **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.

2.7.3 **Refuelling**
May only be carried out in accordance with the MSA General Regulations the Organising Club Regulations, Circuit

Management Regulations and SR's or Final Instructions issued for each circuit/meeting.

2.7.4 **Speed Limit**
Pit lane speed limited will be as per the Final Instructions.

2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

I. progressively and safely slow down.
II. remain behind any competitors ahead of them,
III. return to the pit lane/paddock entrance as instructed,
IV. comply with any directions given by marshals or officials
V. keep their helmets on and harnesses done up while on the circuit or pit lane.

2.9 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. MSA regulation (D) 26.3.

2.10 Timing Modules

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.

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.

2.11 Qualification Races

If any event is oversubscribed the Organising Club may at their discretion run Qualification races.

2.12 Operation Of Safety Car

2.12.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2.13 Onboard Cameras

Where cameras are fitted, but not mandated by the organiser, they may be mounted in any location on the vehicle which is considered safe by the eligibility scrutineer. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. MSA Regulation (J) 5.21 applies.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 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.

4. CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current MSA Yearbook and Formula Jedi Regulations.

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 3.3].

4.1.2 **Arising from post race Scrutineering or Judicial Action**
Minimum Penalty: The provisions of MSA Regulations [C 3.5.1 (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 MSA Regulation [C 3.5.1(c)]

4.2 The Clerk of the Course reserves the right to impose a **'Stop-Go Penalty/Drive Through Penalty'** in accordance with MSA Regulation [Q 12.6].

4.2.1 **Grid Position Penalties**
For offences under MSA Regulations [C 1.1.5], [C 1.1.6], [Q 14.4.2] and [Q 14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:

(i) For an offence in qualifying; a grid penalty of up to ten places
(ii) For an offence in a race; a time penalty of up to one minute
(iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased

4.3 Additional Specific Championship Penalties

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

This will include but is not limited to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form
- Intimidation
- Discrimination

5. TECHNICAL REGULATIONS

5.1 Introduction

5.1.1 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 cannot.

5.1.2 All competitors are reminded that it is their responsibility to ensure that their car and equipment comply at all times with the following regulations, and that they have taken account of all the safety requirements of the Championship and Race meeting in which they are participating.

5.2 General Description

5.2.1 BRSCC Formula Jedi Championship cars are single-seater, rear engine, rear wheel drive cars designed solely for speed races on circuits or closed courses. The cars are intended to provide the basis for economical competition, both in terms of first cost, and cost of ownership, and to provide uniform performance.

5.2.2. This policy will remain stable until the end of 2011 subject to engine availability and also subject to any regulations imposed by the MSA or on the grounds of safety. However, to preserve the intent of the policy as started above, bulletins may be issued to all registered competitors, which supersede the existing published regulations.

5.2.3. The car is a single-seater racing car with four road wheels, the rear pair being driven and the front providing steering. All wheels are open. The driver is provided with an open cockpit. The bodywork envelops the chassis, engine and transmission.

5.2.4. The car is based on a boxed tubular construction, partly skinned in aluminium. A riveted under tray adds to the high torsion. The under tray is defined as the aluminium sheet between the two lower rails of the space frame. Principle design parameters are safety, durability, ease of manufacture and repair. Roll over protection is provided by tubular steel structures mounted behind and in the front of the driver's cockpit opening.

5.2.5 **Examination of Vehicles**

5.2.5.1 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 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:

5.2.5.2 Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or

5.2.5.3 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 unless the car is found to be in breach of these regulations and/or

5.2.5.4 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.

5.2.5.5 The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor. All costs associated with the striping and rebuilding of the inspected component shall be the responsibility of the competitor and not the organisers or eligibility scrutineers.

5.2.5.6 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.

5.2.5.7 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 breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers Championship 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.

5.2.5.8 Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment.

5.3 Safety Requirements

5.3.1. MSA Safety Regulations [K1.6.3], [K 2.1.2] – [K 2.1.3], [K 2.1.4], [K 3.1.2(a)], [K 3.2] [K 3.3], [K 5], [K 6], [K 8], [K 9], [K 10], [K 11], [K 13] and [K 14] are mandatory.

5.3.2. Safety Overalls and Clothing: Clean Flame resistant overalls must be worn. Flame resistant overalls may be manufactured from Nomex III, Proban or equivalent materials. FIA 8856 – 2000 standards. As well underwear, balaclava, socks and gloves which respect the design and manufacturing parameters set out in that standard must be worn by drivers at all times while driving on circuits during races, practice and all warm-up and slowing down laps. MSA Regulation K9.

5.3.3. Roll Over Protection, Head Restraint & harness**:** Roll over protection consists of a rear stay bar attached to the main rollover bar. When the driver is seated normally with seatbelts fastened an imaginary line drawn through the highest point of the two roll-over bars must pass over the drivers helmet and an imaginary horizontal line drawn through the highest point of the Main (rear) roll-over bar must clear the drivers helmet by 5cm. Current FIA homologated harness must be fitted and used as required by MSA Regulation [Q 19.14.2].

Note: Taller drivers, or any other drivers who cannot meet the dimensions stated above, must have a taller main rollover bar fitted. The helmet clearance requirements remain as specified above.

5.3.4. A Standard head restraint is incorporated into the main rollover bar structure. When the driver is seated normally with seat belts fastened the head restraint must be no more than 5 cm’s behind the driver’s helmet.

5.3.5. Cockpit Layout: The arrangements of seat, padding and protection must be such that the maximum time necessary for the driver to get out from his normal driving position does not exceed 5 seconds with all driving equipment being worn, safety belts fastened and the steering wheel in place in the most inconvenient position.

5.3.6 An FIA approved FHR device is mandatory in accordance with MSA Regulation [Q 10.1(e)].

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.4.1 Only Jedi Racing Cars fully in compliance with these technical regulations shall be permitted to take part in the BRSCC Formula Jedi Championship The over-riding eligibility requirement is that cars comply with the BRSCC Formula Jedi Championship Policy as stated in Paragraph 5.2. It is the Entrant's responsibility to ensure that the car complies and is therefore eligible.

5.4.2 The design rights and drawings of all components manufactured specifically and solely for BRSCC Formula Jedi Championship cars are owned by Jedi Racing Cars Limited (JRC).

5.4.3 BRSCC Formula Jedi Championship cars and components, including spares manufactured and supplied solely for the BRSCC Formula Jedi Championship, must only be supplied by JRC or its representatives.

5.4.4 It is the Entrant's responsibility to use only eligible components. The BRSCC Formula Jedi Championship Eligibility/Safety Scrutineer on duty has the responsibility for checking that cars comply with the Technical Regulations and may invite a representative of the approved suppliers to assist in verifying the source of components. Thereafter the Scrutineers decision shall be final and binding. Cars found to be in breach of the Technical Regulations will be the subject of a written report by the BRSCC Formula Jedi Championship Eligibility/Safety Scrutineer to the Clerk of the Course for the appropriate action to be taken.

5.4.5 All references to standard parts, and/or materials in these regulations, shall be interpreted as references to JRC's original specification(s), as appearing on specification sheets and drawing's relative to the BRSCC Formula Jedi Championship car, as drawn up by the vehicle manufacturers, the engine manufacturers and the transmission manufacturers. In the case of dispute, reference will be made to these specifications and drawings.

5.4.6 From time to time it may be necessary to approve an alternative equivalent to a part. These will be notified by JRC and or their representatives, in official amendments to these regulations as eligible for the BRSCC Formula Jedi Championship.

5.4.7 The cars must be constructed and assembled in total conformity with the original design, in particular:

5.4.8 a) All components used in the construction and assembly of the car must be capable of being identified by JRC, except where modifications and adjustments are specifically permitted by these regulations.

5.4.9 b) The use of additional fastening devices, e.g. bolts, screws, rivets or bonding material (adhesive) is not permitted if it is deemed to either enhance performance or constitute a safety risk.

5.4.10 c) The reinforcement of any component or joint by the addition of material either separately or by increase in the gauge or section of the material is not permitted.

5.4.11 d) The re-distribution of weight in the car e.g. by reducing the gauge or section of material in any component is not permitted.

5.4.12 e) Except where specifically permitted, the structural and aerodynamic performance of the car and performance of the engine must not be changed by modifying the shape of any component e.g. by the addition or removal of any material or by deforming the original material.

5.4.13 f) It is emphasised that the aerodynamic shape of the car must remain absolutely standard as supplied by JRC i.e. all surfaces wetted by the air stream including bodywork and side pods must not be modified in any way unless specifically stated in these regulations.

5.4.14 Random checks on vehicle eligibility, particularly on adjustable features e.g. ride heights, may be made during officially timed practice, Any infringement will result in all lap times set prior to the infringement being removed from the official records and disallowed for the purpose of setting grid positions.

5.4.15 Log books: The organisers reserve the right to issue log books.

5.4.16 Repairs: The policy of Formula Jedi requires that cars shall be of uniform performance. Any repairs not undertaken by direct replacement with standard parts will only be permitted if it can be demonstrated that such repairs are incapable in any way of enhancing the performance of the car. It is the Entrant's responsibility to provide such demonstration, but the decision of the BRSCC Formula Jedi Championship Eligibility/Safety Scrutineer appointed to the event whether to accept the demonstration or not will be taken as final.

5.4.17 Fasteners: Defined as all bolts, screws, nuts and rivets.

a) Free manufacture
b) Material: Steel, except rivets, which must be steel or light alloy.
c) Diameter and number must not be increased or decreased. NB: The use of bonding material (adhesive, glues) to refine, replace or supplement any bolted, screws or riveted joint is prohibited.

5.4.18 Locking Devices: The use of any locking washers, prevailing torque fasteners, locking wire and adhesive for thread locking is permitted.

5.4.19 Bearings: The make of bearings is free but they must remain as standard by type and number fitted and must be of equal or better quality.

5.4.20 In addition to sealing described in Paragraph 5.4.9 certain components may be identified by electronic tags. These components will only be eligible while the electronic tags are intact and in place.

5.4.21 Definitions: Those definitions as detailed in Section B, Nomenclature & Definitions of the current MSA Yearbook shall apply.

5.4.22 MSA Regulations [J 5] and [Q 19] apply unless otherwise stated by these regulations.

5.4.23 A production motorcycle workshop manual must be supplied on demand by the competitor to verify their engine and gearbox specification.

5.5 Chassis

5.5.1 Only chassis manufactured by JRC and bearing the correct chassis plate are eligible. The chassis must be completely standard and unaltered from JRC's design. The manufacture, repair or modification to any structural or load bearing surface component has to be carried out by JRC.

Structural components are defined as:
a) Chassis (including all brackets and mountings)
b) Aluminium chassis panels
c) Fabricated suspension components
d) Wings (including all component parts and mountings)

5.5.2 Factory fitted cockpit side impact bars, heavy duty brackets for rear brace bar and anti-intrusion plates are mandatory.

5.5.3 A foot deflector as supplied by JRC must be fitted over the pedals.

5.6 Bodywork

5.6.1 Only bodywork supplied by JRC is permitted and must remain as standard.

5.6.2 Bodywork sections must be fitted to the vehicle as supplied using the designed fixings and not set apart from the chassis mounting points by the use of spacers or any other means.

5.6.3 It is permissible to bridge bodywork joint lines with adhesive tapes. All applications of tape must follow the original shape of the bodywork and must not be used to modify the standard profile.

5.6.4 Deflectors may be added to the inside of the side pods to aid cooling and the radiator outlets in the side pods may be enlarged longitudinally by up to no more than the length of the water radiator core.

5.6.5 A deflector may be added from the inside of one or the other side pods to aid airflow into the engine compartment. A NACA duct can also be cut into the rear under tray no larger than 20cm x 10cm for the same purpose.

5.6.6 It is permitted to cut away an area of the engine cover to accommodate the installation of an air box approved by JRC.

5.6.7 Superficial bodywork repairs are permitted as long as the original profile is maintained. Re-manufacture is not permitted.

5.6(a) Wings

5.6.1(a) Only wings, component parts and mountings supplied by JRC are permitted and must remain unmodified unless specifically stated. Mk 6/high nose cars running in the Championship Class must run with Mk 6 front and rear wings.

5.6.2(a) It is permitted to slot the front mounting hole of the front wing (Mk 6 only) to alter the angle of attack as long as a minimum of 4mm of material remains between the top of the slot and the top of the mounting bracket.

5.6.3(a) The repair of wings has to be carried out by JRC.

5.7 Engine

5.7.1 Permitted Modifications

5.7.1.1 Regulations for engines were changed in 2006 to reflect the principle expressed in General Description (5.2.1) i.e. that the cars are intended to provide the basis of economical competition, both in terms of first cost, cost of ownership and to provide uniform performance. In order to achieve this, - the principle will be over riding that engines will be standard production units.

Championship Class

Engines for use in 2016 will not be newer than 2008 models and are subject to manufacturer restrictions as specified. Should availability become an issue then the organisers reserve the right to allow later models of similar performance. Should this be the case all registered competitors will be informed by official bulletin.

Competitor's race and spare engine numbers will be issued to the Eligibility Scrutineer, and all engines may be subject to sealing.

5.7.1.2 Any production motorcycle engine up to 1000cc is allowed for pre 2006 engines. Engines manufactured in 2006 and up to 2008 are restricted to the Yamaha R1 and the Suzuki GSXR models only. Competitors are forbidden from modifying components in any way except where a specific modification is stated in these regulations. UNLESS IT SAYS YOU CAN, THEN YOU MUST NOT! Component bolt heads must be drilled to accept lock wire.

5.7.1.3 The standard cylinder head castings must be used. The compression ratio is free provided it is achieved by cylinder head modification only. The cylinder head may be ported and polished. Upgraded cylinder head studs are permitted. Counterbalance shafts may be removed.

5.7.1.4 Permitted Valves:

A: Standard Valves of a type and material, and size as defined by the manufacturers workshop manual, specific to that engine, type, model and year, will be retained. Valves may not be polished or reshaped in any way.

B: *Vance and Hines* steel valve kit of standard direct replacement specific to the engine type, model and year. Valves may not be polished or reshaped in any way. To be supplied by BSD Performance.

5.7.1.5 When using the above A or B the standard valve springs of the poundage and length, and valve spring retainers,

supplied with each individual valve set must be retained.

5.7.1.6 Original manufacturer's standard camshafts for the model must be used. Camshaft lift, profile and drive must remain as standard. Cam timing is free and modified or replacement cam wheels are permitted.

5.7.1.7 Over boring is not permitted.

5.7.1.8 Standard production motorcycle crankshaft must be used. Standard pistons, conrods, piston rings, gudgeon pins and all associated nuts, bolts.

5.7.1.9 Carburation, for carburetted models will remains free, e.g. flat slide carburettors may be allowed.

Fuel injected engines will be required to use standard fuel injector systems for the model. Fuel injector systems, including injectors and throttle bodies are required to be standard production items for the model, and operate as standard.

Fuel pumps and pressure regulators are free. Forced induction, other than by approved air box, is prohibited.

5.7.1.10 Air box must be of standard type to engine used.

5.7.1.11 The type and manufacturer of air filter is free.

5.7.1.12 2 air intakes of 63mm diameter each shall be used, and mounted in the same position as the standard JRC supplied air intake panel.

5.7.2 Prohibited Modifications – Section deleted

5.7.3 Location – Section deleted

5.7.4 Oil/Water Cooling

Oil System

5.7.4.1 Sump pans and oil feeds may be modified.

5.7.4.2 Dry sump systems are allowed.

5.7.4.3 Dry sump oil and condenser tanks must be supplied by JRC and all repairs must be carried out by JRC.

5.7.4.4 Oil hoses and connectors are free but must be of and of equal or better quality to those supplied by JRC.

5.7.4.5 Additional oil cooling is permitted, including use of an external pump.

5.7.4.6 The type and manufacturer of oil is free.

Water System

5.7.4.7 Only JRC supplied radiators, swirl-pots and associated components are allowed.

5.7.4.8 Water hoses and connectors are free but must be of and of equal or better quality to those supplied by JRC.

5.7.4.9 Radiator blanking plates and sleeves are permitted.

5.7.4.10 External water pumps are permitted if required.

5.7.4.11 The type and manufacturer of coolant is free.

5.7.4.12 Combined oil and water radiators/intercoolers supplied or approved by JRC are allowed.

5.7.5 Induction Systems – Section deleted

5.7.6 Exhaust Systems

5.7.6.1 Exhaust and silencer systems as supplied by JRC must remain unmodified and be fitted at all times to comply with current MSA noise regulations [J 5.17] – [J 5.18].

5.7.6.2 Installation must be in accordance with MSA Regulation [J 5.16].

5.7.6.3 Any repairs must be carried out by JRC.

5.7.7 Ignition Systems – Section deleted

5.7.8 Fuel Delivery Systems – Section deleted

5.8 Suspension

5.8.1 Only fabricated suspension components and shock absorbers supplied by JRC are permitted and must remain unmodified.

5.8.2 The repair of fabricated suspension components has to be carried out by JRC.

5.8.3 Rod end bearing, spherical bearings, wheel bearings and bushes may be of any manufacture, providing they are similar pattern replacement to original equipment and of equal or better quality. Front wheel hubs to be supplied by JRC.

5.8.4 Springs are free but must be of the same dimensions as supplied by JRC and of constant rate.

5.8.5 Adjustment of the suspension geometry is free, but only within the range provided.

5.8.6 A measurement of 275mm must be retained between the front bottom wishbone in-board chassis mount and the bottom mounting of the front shock absorber on either side.

5.9 Transmission

5.9.1 Any standard or close ratio gearbox is allowed. The number of gears must be as per original for that particular motorcycle engine.

5.9.2 Limited slip differentials are allowed provided that they and their associated parts are supplied by JRC.

5.9.3 Only Jedi Racing Cars produced or approved output shafts, drive shafts and drive flanges are allowed.

5.9.4 Clutches are free.

5.9.5 Only manually operated gear change systems are allowed. Quick shift gear sticks are permitted.

5.9.6 The JRC supplied reversing mechanism must be operable and able to be used by the driver when seated in the car. MSA Regulation [J 5.11.2].

5.10 Electrics

5.10.1 Only JRC supplied & fitted looms may be used and must remain as standard.

5.10.2 Ignition systems must be standard in relation to the specific model type and year for the model of motorcycle engine and may not be tampered with or modified in any way.

5.10.3 ECU's are required to be standard and display the original manufacturer identification, including serial number.

Ignition systems must not exceed the maximum rev limit as stated in the original production motorcycle engine specification.

5.10.4 ECU serial numbers for the engine used by each competitor will be logged at the start of the season by the Eligibility Scrutineer. The Eligibility Scrutineer must be notified of any change of that ECU.

5.10.5 The ECU may be exchanged or electronically interrogated at any time at the request of the Eligibility Scrutineer.

5.10.6 Formula Jedi or the Eligibility Scrutineer will retain the right to substitute an ECU with a standard parts model for the particular engine for the purpose of scrutineering. Parts will be compared against standard parts and standard part numbers.

5.10.7 A Power Commander may be used for the purpose of altering the fuelling only. Ignition modules are prohibited.

5.10.8 TRE's may be fitted but must be supplied by Jedi only. No other makes or sources will be permitted.

5.10.9 All cars must have MSA approved red lights of at least 21 Watts in working order throughout the event In accordance with MSA Regulation [K 5].
a) Faces rearwards
b) Is clearly visible from the rear.
c) Is not mounted more than 10cm from the car centre line.
d) Is at least 40cm from the ground. The two measurements being taken to the centre of the area of the lens.
e) Can be switched on by the driver when seated normally in the car.

5.10.10 The battery is free but must be securely located in front of the pedals.

5.10.11 Alternators must be standard, fully operational and capable of delivering a suitable charge. Charging systems must be as supplied to the original production motorcycle engine.

5.11 Brakes

5.11.1 Callipers and associated brake discs for the Championship Class are restricted to AP and Brembo models as supplied by JRC.

5.11.2 Brake pads must be Ferrodo compound CP1 and are available for all approved callipers.

5.11.3 Brake balance adjustment is free within the range provided.

5.11.4 Cockpit mounted brake bias adjusters are permitted.

5.11.5 It is permissible to replace the brake lines with those of another manufacturer, providing they are an equivalent/superior specification.

5.11.6 No modifications may be made to the master cylinders, callipers, discs or any other part of the braking system.

5.12 Wheels

5.12.1 When running on slick tyres, JRC supplied split rim wheels of standard manufacture and dimensions must be used.

Front Wheels: 13" x 7.5". 5" inner rim and 2" outer rim with 0.5" centre

Rear Wheels: 13" x 10". 5.5" inner rim and 4" outer rim with 0.5" centre

The use of wheel spacers with wheels running slick tyres is not permitted

5.12.2 When running on wet weather tyres the manufacture of wheel is free as are offset sizes, but must remain compatible with the permitted tyres.

The use of wheel spacers of up to 3mm / 1/8" thick with wheels running wet weather tyres is permitted for clearance / fitting purposes only.

5.13 Tyres

5.13.1 Avon controlled tyres permitted:

Front tyres: Sizes 7.2x20x13. Slicks (11916) & Wets (6538)
Rear tyre: Sizes 9.0x21x13. Slicks (6428) & Wets (4619)

5.13.2 It is permissible to fit commercial balance weights.

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

5.14 Weight and Ride Height

5.14.1 Minimum weight limit is 410kg inclusive of driver.

5.14.2 Minimum weights are calculated in the condition in which the vehicle crosses the finishing line or at any other during the competition and/or qualifying/practice.

5.14.3 If ballast is required to achieve the minimum weight, this must be in the form of single lead sheet or bar attached to the aluminium floor, between the front bulkhead and the fuel tank compartment. The attachment must be with nuts and bolts, which must be drilled to allow MSA wire seals to be applied by the Formula Eligibility/Safety Scrutineer. As per MSA Regulation [J 5.15].

5.14.4 Manufacture of driver's mirrors is free provided there are two, one each side of the cockpit and each complies with MSA Regulation [Q 19.5.1].

5.15 Fuel Tank/Fuel

5.15.1 The only permitted fuel is unleaded pump fuel, in conformance with MSA Technical Regulations, [MSA Regulations Section B, Nomenclature & Definitions]. Definition of unleaded pump fuel. Additives are not permitted

5.15.2 Only fuel tanks and filler assemblies supplied by JRC are permitted and must remain unmodified. Factory produced auxiliary fuel tanks are allowed. All repairs to fuel tanks must be carried out by JRC.

5.15.3 The fuel breather must have a one-way valve fitted.

5.15.4 Fuel lines and connectors are free but must be of and of equal or better quality to those supplied by JRC.

5.15.5 Fuel testing may be carried out at any time before, during or after a competition on the instructions of the Clerk of the Course or Scrutineer.

5.15.6 Where facilities exist to carry out comparison testing at the circuit, a sample will be taken from the car, which will be retained in Parc Fermé until the results are declared. If the test shows any discrepancies then formal samples will be taken as detailed above.

5.16 Silencing

5.16.1 Exhaust and silencer systems as supplied by JRC must remain unmodified and be fitted at all times to comply with current MSA noise regulations [J 5.17] – [J 5.18].

5.16.2 Installation must be in accordance with MSA Regulation [J 5.16].

5.16.3 Any repairs must be carried out by JRC.

5.17 Cockpit

5.17.1 The pedals, levers and steering column must be supplied by JRC and may be adjusted within the limits of adjustment provided for by the manufacturer. Any modification to the steering column must be carried out by JRC. Pedals may be modified in conjunction with JRC.

5.17.2 The steering wheel may be of the detachable type but must comply with the current MSA Regulation [J 5.7].

5.17.3 The driver's seat is free, providing that any change/modification does not give added stiffness or support to the chassis.

5.17.4 Manufacture of driver's mirrors is free provided there are two, one each side of the cockpit and each complies with MSA Regulation [Q 19.5.1].

5.17.5 Instrumentation is free including associated sensors and fittings. Data logging systems are permitted, but must be passive.

5.18 Competition Numbers/Decals

5.18.1 a) All cars must be identified by MSA Regulation [J 4.1] specification numbers displayed in the Championship defined positions.

5.18.2 b) Any supplied Formula Jedi Championship, BRSCC and Sponsors' decals must be displayed in the Championship defined positions specified on the car.

5.18.3 c) The sponsors' decals will be provided by the Formula Jedi 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/MSC.

6.1 BRSCC Centres Organising Championship Rounds

	Contact Details
BRSCC HQ	British Racing and Sports Car Club Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783 www.brscc.co.uk

7. REGISTRATION FORM

Entries are invited for the 2017 Formula Jedi Championship. The championship regulations, as approved by the MSA will apply and competitors will, by signing this application form agree to abide by the rules of the Formula Jedi Championship.

Entries are accepted by invitation. Racing membership of the BRSCC is a requirement of entry.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship

Driver Details

Name			
House name/number			
Street			
Area			
Town			
County		Postcode	
Daytime telephone no.		Evening telephone no.	
Mobile phone no.			
Email address			
Date of birth			
Licence type (i.e. Nat A)		Licence number	
BRSCC membership no.		Expiry date	
Preferred race number			
Class entered (see regs for eligibility details)	Championship	Club	

PLEASE NOTE: The Championship will be administered via the website (www.formulajedi.com) and all communication will be made via the forum.

Please tick here if you do not have access to the internet?	

If not how do we contact you?	

Owner / Entrant / Parent (if driver under 18) Details

Name			
House name/number			
Street			
Area			
Town			
County		Postcode	
Daytime telephone no.		Evening telephone no.	
Mobile phone no.			
Email address			

Car details

Model & wheel base			
Chassis number			
Engine make			
Engine model			
Engine year			
Capacity		Transponder number	

In order to ensure we make the best impression on race day please can you complete the commentator sheet and then we will supply copies to the organisers at each round (thus saving you having to complete them for each circuit). I wish to enter the 2017 Formula Jedi Championship and agree to abide by the rules and technical regulations of the Championship, as approved by the MSA and BRSCC. I agree to rounds of the championship being substituted in the event of a cancellation.

Signature of driver	
Signature of entrant/parent	
Date	

Direct payment can be made to: **(Registration Fee £225)**

Account Name: Formula Jedi Ltd **Bank Account No:** 10814474 **Sort Code:** 20-45-77

Cheques payable to: "Formula Jedi Ltd"

Send this form and your cheque (if appropriate) to:

Jedi Racing Cars Ltd., Nettlebush, Finedon Rd.,Wellingborough, Northants NN8 4NY

Please note your entry will not be considered valid until we have received both payment and the completed entry form.

COMMENTATORS INFORMATION SHEET

Name		**Number**	
Home town		**Occupation**	
Engine		**Year**	

Motorsport experience:

Previous results:

Personal biography & ambitions:

Sponsors & nature of business: