

PUBLISHED COPY

2011 Ford Fiesta Junior Championship Regulations

Index

Introduction

Section 1

Sporting - General

Section 2

Sporting Paper – Judicial Procedures

Section 3

Sporting Paper – Championship
Race Meetings & Race Procedures

Section 4

Championship Race Penalties

Section 5

Technical Paper

Section 6

Appendices – Contacts

Section 7

Registration Form

Introduction

The Ford Fiesta Junior Championship is the new for 2011 initiative which will see young drivers between the ages of 14 and 17 competing exclusively in Ford Fiesta ST race cars on real tracks around the UK and use the opportunity to gain experience and track craft before going on to other motorsport challenges as they grow older. Safety is a key issue here.

Championship contact:

Ford Fiesta Junior Championship

Tel 01323 895859, email info@fiestajunior.ms

www.fiestajunior.ms

Kevin Shortis
Championship Co-ordinator

Date



2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction

The 2011 Fiesta Junior is organised by the BRITISH RACING & SPORTS CAR CLUB [BRSCC] and promoted by Ford Racing UK 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 – CH2011/RXD001

Race Status – National B

MSA Championship Grade – C

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 Championship Co-ordinator

Kevin Shortis
1 Went Hill Park
Seaford
East Sussex
BN25 4QD
Tel: (01323) 895859
Mobile: (07801) 594022
Email: info@fordracing.eu

Assistant Championship Co-ordinator

Alex Cable
Mobile: (07949) 945403

1.2.2 Eligibility Scrutineer

Bob Blackmore
26 Crawford Chase
Wickford
Essex
SS12 9QW
Tel: (01268) 562244
Mobile: (07952) 166634

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 fully paid up valid membership card holding members of the BRSCC and in possession of valid 2011 MSA Entrants Licences.

1.3.2 Drivers must be fully paid up valid membership card holding Racing Members of the BRSCC, be registered for the Championship and be in possession of valid MSA or Motorsport Ireland Competition (Car Racing) licence endorsed "Junior Formulae only" and valid for this Championship.

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

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.

Fiesta Junior competitors must be a minimum of 14 years of age prior to or on the day of competing in their first Ford Fiesta Junior Championship round. Competitors who reach the age of 17 during the racing season may continue to take part in all rounds of the championship for that year, however 1.4.6 applies

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: H.K.M.S. 1 Went Hill Park, East Sussex, BN25 4QD prior to the Final Closing date for the first round being entered.
- 1.4.2 The Registration Fee is £355 which includes the television fee - made payable to HKMS.
- 1.4.3 Registrations will be accepted from the 1st January 2011 until the Entry Selection for the last round.
- 1.4.5 Registration numbers will be the permanent Competition numbers for the Championship.
- 1.4.6 Acceptance or rejection of registration is entirely at the discretion of the organisers and/or promoters.

It is a condition of registration that all licences will be held by Drew Furlong (BRSCC) and will be the sole responsibility of the BRSCC for the race season (the same requirement applies to licences issued by Motorsport Ireland). From the age of 17 a driver may hold his/her own full MSA race licence but by doing so will no longer be able to compete in Junior formulae.

1.5. Championship Rounds

The 2011 Fiesta Junior will be contested over 10 rounds at the following venues.

Rounds	Date		Venue	DH	Licence	Club
1	July 16	July 17	Rockingham	X	Junior	BRSCC
2	August 13	August 14	Snetterton 300	X	Junior	BRSCC
3	September 10	September 11	Lydden Hill	X	Junior	BRSCC
4	September 24	September 25	Anglesey	X	Junior	BRSCC
5	October 15	October 16	Brands Hatch	X	Junior	BRSCC

X = Double Header

1.6. Scoring

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

The vehicle type for the 2011 Ford Fiesta Championship is as defined in the Technical Regulations.

Class Winner: 16 points; Second: 14 points, Third 13 points, then pro-rata placing down to 1 point.

Starting the race in Pole position in class, having achieved that pole in a qualifying session or qualifying race: 1 point

Fastest Race Lap in each class: 1 point.

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

Every competitor classified as a finisher after the first 14 places (in the class) will receive 1 point.

Should any competitor in the Championship not participate in any of the first 6 rounds (or pro-rata reduction if the number of qualifying rounds is reduced) they will be eligible for any awards gained per race thereafter but any points scored will not count towards the final point's classification.

1.6.2 The totals from all qualifying rounds held, less two will determine the final Championship points and positions. Unless subject to the application of any MSA Regulation [C 3.5] 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.

1.6.3 Ties will be resolved according to MSA Regulation [W 1.3.4] of the current MSA Yearbook.

1.7. Awards

1.7.1 All awards are provided by organising club.

1.7.2 Per Round: Trophies for 1st, 2nd, 3rd

1.7.3 Championship: An award, Class - 1st, 2nd 3rd - a trophy.

Overall Champion – The Championship Trophy

1.7.4 The organisers reserve the right to arrange and introduce additional awards/bonuses during the championship.

1.7.5 Presentations. Garlands and Trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Prize money (if any) shall be posted to the Entrants (normally) within 10 days of the results of each round being declared final.

Winner - a garland.

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.

For further information contact: - The Inland Revenue, Foreign Entertainers Unit, 1 Princes Gate, Solihull, West Midlands, B91 3SA Tel: 0121 6062861 Fax: 0121 6062865. 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 or Championship Tables 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.

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1. Rounds

In accordance with Section C of the 2011 MSA Yearbook.

2.2. Championship

In accordance with Section C of the 2011 MSA Yearbook.

3. SPORTING REGULATION – CHAMPIONSHIP RACE MEETINGS AND 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 Regulation 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 championship organisers/co-ordinator 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 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

- 3.3.1 The minimum period of practice to be provided is 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 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.
- 3.3.4 Limitations to pre-race practice: Registered drivers or their cars are not permitted to practice at any specific circuit hosting a round of the Championship for a period of 21 days prior to the date of that round, except for practice or sessions organised by the Fiesta Junior race organisers.

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

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 Regulation [Q 4.5]. 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 4.5.3].

3.5. Races

3.5.1 The standard minimum scheduled distance shall be 8 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 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/audible warning sequence shall be:

Standing Start:

1 minute to start of Green Flag lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for start of Green Flag Lap.

3.6.3 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 the 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 Lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2] and 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 but 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.**

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.

3.7.3. **Case B – More than two laps completed by the Race Leader but less than 75%**

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

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 finishing order of part two. 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

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

3.8. Re-Scrutiny

All vehicles reported involved in contact incidents during race or practice must be presented to the Scrutineers at the end of the race or practice.

3.9. Pit & 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 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 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit /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 pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep helmets on and harnesses done up while on the circuit or in the pitlane. All finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in exclusion from the event.

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. 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

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

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

3.14 Operation Of Safety Car

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

3.15 Mandatory Video Camera

All cars must have fitted a GoPro Hero HD or an Exeros Full 1080P HD Camera or Race-Keeper SE multi camera video data system in a place and position which will give a forward facing view out of the vehicle to give a view of the track ahead and some of the nearside view out of the nearside passenger window. The unit will be operable at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card/method of video storage may be removed by the organisers for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to make available to the championship organiser the recorded session video on the memory card/method of video storage when requested, will be deemed to be an obstruction and the facts reported to the clerk of the course. **If the judgement of the clerk of the course, without reasonable cause or reason to make the memory card available to the championship organiser will result in the competitor having any official time or race position nullified.**

The area on the nearside dashboard will be used to show the competitors number and the championship website address www.fiestajunior.ms . If space allows, then one other advertising decal or text may be placed.

GoPro Hero HD or an Exeros Full 1080P HD Camera and the Race-Keeper system may be sourced from HKMS, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD.

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 3.3].

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation [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 Regulation [C 3.5.1(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 [Q 12.6].

4.2.1 As per current MSA Judicial Procedures.

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;

Reckless or dangerous driving in the course of a meeting. (see MSA Regulation [C 1.1.5])

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 MSA Regulations Section J 4.1, J5, Q19 Technical Regulations, Section B, Nomenclature & Definitions, Section K and Section L of the 2011 MSA Competitors' and Officials' Yearbook.

5.2. General Description

The 2011 Fiesta Junior is a one class championship for competitors participating in Ford Fiesta vehicles modified in accordance with the following regulations. Ford Fiesta ST fitted with Ford Duratec 1993cc engine, transmission and Electronic Control Module.

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 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 unless the car is found to be in breach of these Regulations and/or
- c Seal the car and its components in accordance with MSA Regulations 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 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.

The organisers may review the performance of vehicles within the championship with particular regard to newly introduced vehicles/models, after every three championship 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 Regulation [E 4.1].

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

A conversion factor of 0.454 kilos/pound rounded up to the nearest kilo or pound will be used. No other tolerance will be allowed.

- 5.2.3. It should be clearly understood that the regulations set out in the current MSA yearbook apply except where amended by the following texts.

It should also be understood that if it is not clearly specified that you can carry out a modification then you should work on the principle that you cannot.

5.3. Safety Requirements

In addition to the safety requirements of the MSA General Regulations Section K & Q, the following criteria will apply.

Maximum driver escape time:- Drivers must be able to vacate the car within 7 seconds. Other Safety Requirements are specifically covered below.

a) Roll over protection

All cars must be fitted with the roll over protection system (roll cage) designed for the Fiesta Junior Championship by Custom Cages of Daventry (Certificate No 2299).

This roll cage complies with FIA Appendix J. Article 253.8.2 & 253.8.3 and the door bars comply with FIA Appendix J. Article 253-8.2.1.4. The ROPS system complies with drawing numbers: 253-3, 253-4, 253-8, 253-9A, 253-11, 253-13, 253-14 and 253-17-A.

This roll cage must be supplied by Custom Cages of Daventry who will issue a certificate of compliance after completion. Where the occupants' bodies could come into contact with the safety cage, FIA-approved non-flammable padding must be provided for protection.

Where the driver's crash helmet could come into contact with the safety cage, the padding must comply with FIA standard 8857-2001, type A (strongly recommended), or with FIA standard 8857-2001 type B or SFI specification 45.1. (minimum) (see technical list in "Roll Cage Padding Homologated by the FIA").

b) Safety Harness

A 6 point safety harness in accordance with FIA Appendix J Article 253-6 manufactured for use with the 'Hans' System is mandatory. These belts comply with FIA D130T/98 & FIAD 133P/98. (The 'Hans' system must also be used – see (g) Safety Helmets, below). The safety harness mounting points must be those installed by Custom Cages of Daventry, to FIA approved standards; these will be fitted at the same time as the roll cage. No other safety harness mounting points may be used. The safety harness must be purchased via the Championship authorised supplier.

c) Driver's Seat

The only permitted seat is the one specifically built for Fiesta Junior Championship by the championship authorised supplier, which complies with FIA Appendix J Article 16, complying with FIA 8855-1999 Homologation No: CS 124.04 and has an integral head restraint. The seat must only be mounted to the plates supplied by Custom Cages of Daventry, which comply with FIA Appendix J Article 16 Homologation No: CS 124.04; these will be fitted at the same time as the roll cage. The seat must be purchased via the Championship authorised supplier, as per appendix 6.

d) Fire Extinguisher

The only acceptable extinguisher is the 4 litre, 4 nozzle, 'plumbed-in' Lifeline Zero 2000 (FIA Homologation No: EX.002.98). Its operation may be either mechanical or electronic. This must be mounted in compliance with the manufacturer's instructions. The extinguisher must be purchased via the Championship authorised supplier, as per Appendix 6. The 'over-centre' locking clips on the extinguisher mounting should be secured with lockwire or similar.

e) Safety Fuel Tank

f) Overalls

Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes/boots

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

homologated to the FIA 8856-2000 standard, as detailed in FIA Appendix L Chapter III Article 2. The overalls must be as supplied by the Fiesta Junior Championship and will carry the championship identity. No other badges or facings may be attached.

g) Safety Helmets

These must be to the standards specified in the current MSA Yearbook, Section K10 (i.e. be acceptable for International and MSA events) and must incorporate an FIA approved HANS device fitted in accordance with FIA Regulations. It is highly recommended that the helmet visor be fully closed whilst on circuit

5.3.1. A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits with the exception of those that operate the fire extinguishers K9. The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting preferably on the driver's side or below the rear window. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked.

The only permitted master switch system is the Cartek Electronic Battery Isolator system, part number CK-BK-05-B, which must be purchased via the Championship authorised supplier, as per appendix 6. This Battery Isolator must be mounted and wired in accordance the manufacturers instructions.

5.3.2. For scrutineering purposes the bulkhead between the main engine bay and the area occupied by the Interior Heater and Windscreen Wiper unit will be considered as bulkhead that must be sealed.

5.4. General Technical Requirements & Exceptions

MSA Yearbook references: J4, J5, Section Q, Section B, Nomenclature & Definitions, Section K, Section L.

5.4.1. Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s).

5.4.2. All parts must remain as Standard except for the Modification listed.

5.4.3. Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturers standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturers Standard specification or to comply with MSA statutory safety requirements.

5.5. Chassis: Standard

5.5.1. The following FIA Group N modifications and restrictions can be applied to the body shell strengthening of the suspended part in the area of the suspension pivot locations is allowed provided that the material used follows the original shape and is in contact with it.

N.B. Larger section composite reinforcement panels are not permitted.

5.5.2. Seam welding of the body shell is permitted. Only material/parts specially allowed by these regulations can be modified or removed. Removed material cannot be reused on the vehicle.

5.5.3. No modifications are allowed which will cause the axis and/or position of the suspension pick-up points on the chassis to be moved.

5.5.4. Fit front and rear towing eyes of substantial size securely fitted to the main structure of the vehicle. These towing eyes shall be made of durable flexible webbing material and shall not be solid metal which would cause damage when coming into contact with bodywork of another competing car. These should be contrasting, bright colours (see MSA Regulation Q19.1.3). The position of the towing eyes hidden by the bumper/spoiler must be clearly indicated on the outside of the bumper/spoiler.

5.5.5. Bonnet and tailgate fasteners must be fitted. Original locking devices must be rendered inoperative with the exception of the front bonnet catch, which must remain operative. The actuation lever of this catch must be extended into a visible position from outside the car and painted with dayglo paint. Disconnected locking devices may be removed.

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

5.5.6. Steering lock must be rendered inoperative and may be removed from the vehicle. Cars fitted with Safety Airbag in the steering wheel must have them removed. **CAUTION IS REQUIRED OVER THE REMOVAL OF ANY AIRBAG DEVICE. IF IN DOUBT CONTACT THE ELIGIBILITY SCRUTINEER FOR THE CORRECT METHOD OF REMOVAL.**

5.5.7. Central locking and alarm system must be rendered inoperative by the removal of the fuse or that wiring element. electric window winder mechanisms are not allowed except Fiesta ST.

5.6. Bodywork - Group N

5.6.1. Modifications Permitted:

5.6.1.1 Spare wheel and tools must be removed

5.6.1.2. Alternative steering wheel.

5.6.1.3. Non-standard driver's seat – See Regulation 5.3(c)

5.6.1.4. Removal of floor carpeting.

5.6.1.5. Removal/replacement of passenger seats.

5.6.1.6. Removal of passenger compartment heater.

5.6.1.7. Fuel and brake lines may be routed through the driver habitacle subject to provisions of MSA Regulation Sections J5.12 and J5.13.

5.6.1.8. Silhouette
No change is permitted.

5.6.1.9. Ground Clearance
The car with driver aboard and in the condition in which it is entered for competition must pass over a block 95 mm high x 600 mm wide situated on the car centre line without touching it. No exception will be made for low hanging exhaust systems.

5.6.2. Modification Prohibited

5.6.2.1. Interior Trim and instruments:

Dash panel and instruments must be as fitted and MUST be complete with all switches, air vents, steering controls, glove box lid, steering column cowl, etc. All door trim panels must be fitted, however these may be of alternative materials but of the same shape, size and dimensions as original items.

5.7. Engine

5.7.1. Permitted Modifications

The only engine eligible is the Ford 1993cc Duratec petrol 16-valve unit as fitted to the Fiesta ST. No modifications to the specification of this variant of the engine are permitted.

General

No modifications to the specification of other variant of the engine are permitted except for changes specifically detailed in these regulations. The engine blow by gases must be fed into a catch tank with a containable internal volume in excess of 2 litres. All production openings into or out of the engine not used as a direct result of this change must be effectively sealed.

Option: Fitment of an optional air con pump internal/MSport jockey wheel.

5.7.1.1. Baffles in the sump

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

- 5.7.1.2. All standard production engine sensors which have any influence whatsoever on the engine management system must be retained in the correct position and in working order. It is not permitted to reposition positional sensors.
- 5.7.1.3. The designated engine Electronic Control Unit (ECU) or any of its associated parts shall not be modified in any way. It is not permitted to change the strength or form of any of the sensor signals to or from the ECU or ignition amplifier unit. The organisers reserve the right to require any competitor to surrender the ECU fitted to the competition vehicle and fit a supplied alternative. **Failure to obey any request will be deemed to contravene these regulations.**
- 5.7.1.4. Fitment of additional oil cooler within the confines of the bodywork provided this does not entail modification the bodywork or radiator grill.
- 5.7.1.5. The choice of make and type of spark plugs is free.
- 5.7.1.6. Air filter
The standard air filter must be used, or Pipercross cone filter part number PK308 must be fitted and must conform to the manufacturer fitting instructions without modification.
- 5.7.2. Prohibited Modifications.
Polishing or reworking of any part(s) including the inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head.
- 5.7.3. Location:
The engine must remain in the 'as manufactured' location in terms of lateral/longitudinal/vertical axis.
- 5.7.4. Oil/Water Cooling Standard.
The standard fan cowlings must be fitted.
- 5.7.5. Induction Systems:
No modifications to the throttle body or manifolds are permitted.
- 5.7.6. Exhaust Systems:
The standard exhaust system as fitted by the manufacturer shall be used.
- 5.7.7. Ignition Systems: (see 5.1.7.3.)
The 'as manufactured' ignition and engine management control unit must be used. All modules may be sealed by the organisers and numbered and recorded.

The organisers retain the right to provide replacement at any time during any race meeting.

- 5.7.8. Fuel Delivery Systems:
The standard fuel delivery system must be retained. Fuel pressure may be optimised within production tolerances. Fuel pressure will be 2.5 - 2.9 Bar with the vacuum pipe disconnected from the intake manifold and the engine idling at normal operation temperature (1.9 - 2.3 Bar with the pipe connected). Injection equipment to be as supplied and fitted in manufacture. The injection impact switch must be made inoperative but the organisers reserve the right to require competitors to carry a test switch and control equipment. The fuel canister purge equipment must be removed.

5.8. Suspensions

- 5.8.1. Only standard front and rear suspension or the fitment of the designated AST suspension kit is permitted. Shock absorbers are adjustable.

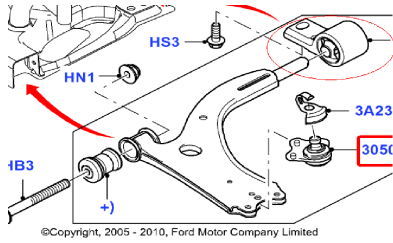
Option

An alternative media bush may replace the standard rubber bush on the front lower A arm assembly. Front camber must not exceed 6°

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**



5.8.2. Spring and spring trim free

5.8.3. A "strut brace" may be utilised and consist of a single steel tube bolted-in strut brace between front suspension top mounting points.

5.8.4. Prohibited Modifications.

No modifications may be made directly to the rear axle beam to induce camber. No alterations may be made to the front wishbones and mountings for caster or camber. The standard front anti-roll bar must be fitted and operational. It is not permitted to modify the front suspension stub axle in any way. No modifications to component mountings permitted.

5.8.5. Wheelbase/Track.

The standard wheelbase and track as defined in the specification form must be retained. See appendix 3.

5.9. Transmissions

5.9.1. Permitted Modifications.

Standard fitted unit.

General

Modifications to **increase** Limited Slip differential action is expressly forbidden.

5.9.2. Prohibited Modifications

No modification permitted

5.9.3. Transmission and drive ratios.

As per specification sheet. Only Ford production parts are allowed.

5.9.3.1. A paddle clutch disc of the same nominal diameter may be fitted.

5.9.3.2. A machined retaining 'washer' may be fitted to prevent front hubs from moving out of position and thereby allowing the wheel to become detached from the front transmission unit. This unit is only available from Daniels Motorsport/M-Sport. The dimensions are as supplied. Fitment as per instructions.



5.10. Electrics

5.10.1. Exterior lighting

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

All lights must be in full working order at all times with the exception of the rear number plate light and the side repeater flashers which must be present but can be non functional. (see 5.10.3.)

5.10.2. Rear fog lights

Rear rain light. A rear facing FIA LED rain light must be fitted to the rear of the car within 10cm of the centre line (see MSA Regulation K5.1). The only permitted LED rain light is the Cartek unit part number CK-LR-15 which must be purchased via the Championship authorised supplier, as per appendix 6.3.

The Cartek Electronic Rain Light Switch must also be installed to operate the rear rain light and must be positioned so it can be operated by the driver in their seated position. This switch will provide the driver the ability to turn on the rain light in poor visibility conditions (see MSA Regulations K5.2) but also provide the driver with the ability to alert drivers behind that they are slowing or are stationary by switching the light into Hazard Warning Flash mode.

5.10.4. Batteries

A 12 volt battery must be used and fitted securely. Dry cell or Gel type batteries are recommended. The battery top must be covered by an insulating cover to prevent short circuits in the case of an accident.

5.10.5. Generators

The standard alternator must be fitted and operational at all times.

5.10.6. Wiring harness

The main wiring harness cannot be modified except as required for the fitting of the battery master switch. MSA Regulation K8 and optional fused supplementary 12 volt supply wire for mandatory video camera. A fused 12 volt supply lead may be taken from the main loom in order to supply power to a GoPro Hero HD/ Xeros Full HD 1080P Action Camera or Racekeeper unit but subject to provision of 5.3.5.

No data logging equipment may be connected into the ECU either by direct or indirect means.

5.10.7. All cars may have a system of lamp indication to determine engine revolutions to indicate gearchange point (Shift Light) or an LED display to give the gear in which the car is currently being driven (Digital Gear Indicator).

To achieve this, the unit may be wired into the instrument loom to facilitate the functionality of either unit.

5.11. Brakes

Friction Materials - Free.

5.11.1. Permitted Modifications

Standard callipers and brake discs must be used together and duct shields removed from the front discs. It is permissible to fit any production hydraulic wheel cylinder or pedal box cylinder as long as they fit the vehicle without modification. This includes the fitment of load sensitive rear brake correction valve, which may be made adjustable but not from within the car. The ABS as fitted must remain. Anti-slip or extension pads may be added to all foot control pedals. High quality aircraft specification flexible brake pipes are allowed subject to meeting minimum FIA Appendix J [G Technical Regulations] Safety Regulations (Art.253.3.2.). These require that all lines containing hydraulic fluid with the exception of lines under gravity head only, must have a burst pressure of 70 Bar (1000 psi) or higher according to operating pressure and a minimum operating temperature of 232 degrees centigrade (450 degrees Fahrenheit). When flexible these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

5.11.2. Brake ducting can be installed for the front brakes using the front fog lamp position in the spoiler as an air entry point.

Freedom is granted to the flexible ducting behind the air collection scoop. It will be required to cut a hole for the ducting (76 mm maximum diameter tubing) in the lower front valance. Care should be taken fitting and securing the tubing especially to avoid fouling of the wheel, tyre and steering on full lock and full suspension travel. Remember brake heat can damage plastic hosing and fittings.

5.11.3. Prohibited modifications

No further modifications permitted.

5.12. Wheels/Steering

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

- 5.12.1. Permitted options
Option – All classes. Fitment of wheel bearing retaining washer.
Team Dynamics/Rimstock wheel 7 x 15 Pro Race-12 Offset 35mm.
A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained. The mounting bushes for the steering rack shall be either the standard bushes or the Ford Motor Company Limited specified bushes only. The power assist pump must remain unmodified and fully operational at all times. Only front upright assemblies for the power assist steering are allowed. Either the standard steering wheel, with the Safety Air bag fully disarmed or removed, or the alternative steering wheel (with 360° constant radius rim) and adaptor as defined in the appendix may be used. Power steering pipes may be substituted for longer items and fitted to an ancillary oil cooler.
- 5.12.2. Prohibited options
Until further notice, the steering wheel containing a live airbag assembly is not permitted. No other item is permitted.
- 5.12.3. Construction and material. See 5.12.1.
- 5.12.4. Dimensions Wheel 15 inch dia. x 7.0 inch rim width.

5.13. Tyres

- 5.13.1. Dunlop
Slick 185/580R 15 A46D
Wet 185/580R 15 A8W/A22W

Tyre warmers are not allowed. The organisers reserve the right to introduce a different control tyre in the following season year.

The control tyre supplier is HP TYRES who are the official tyre supplier to the championship on behalf of DUNLOP tyres. They will supply the correct compound (720) as agreed with DUNLOP. No other supplier or compound is to be used. HP Tyres may be contacted on 01327 301887.

- 5.13.2. The use of alternative tyres, compounds or chemicals/materials to alter tyre characteristics are prohibited.

5.14. Vehicle Weight

- 5.14.1. Definition: As per 2011 MSA Regulation [J 5.15].

- 5.14.2. Minimum Weights
The all-up weight, including the driver, at any time during practice or an event is 1100 Kg. For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being sealed in position if required. Ballast can only be installed in the position normally occupied by the spare wheel.

5.15 Fuel Tank/Fuel

- 5.15.1. Types
Standard production or Motorsport modified fuel tank must be retained.

Standard. It is mandatory for tanks to be coated with 5 mm. layer of fibreglass or fireproof material.

The filler neck area within the nearside body panel must be sealed.

- 5.15.2. Location: The tank must be retained in its standard position.

- 5.15.3. Fuel: Only unleaded pump fuel is allowed.

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

5.16. Silencing

- 5.16.1. Specification
Vehicles must be silenced in accordance with MSA Regulation J5.17 & J5.18.

5.17. Numbers/Decals

- 5.17.1. Positions
Standard MSA specifications on bonnets and doors.
- 5.17.1.1. Points will only be awarded to competitors displaying Championship Decals in accordance with MSA Regulation [J 4] on either side of the vehicle in an unobscured position.
- 5.17.1.2. In addition decals of the Championship sponsors, the promoters, and the BRSCC will be required to be displayed.
- 5.17.1.3. All decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed unless the Championship Co-ordinator has given written permission to do so. Such written permission must be available for inspection during any race meeting. The number squares ('doorplates') will be affixed as follows: one each on each front door and one on the bonnet. A 'windscreen strip' will be affixed to the uppermost part of the front windscreen (see diagram Appendix 4).
- 5.17.1.4. Any competitor not displaying decals 'as supplied' (unless they are not available) will forfeit any points scored in the event on that day.
- 5.17.2. Suppliers:
Ford Fiesta Junior Championship
1 Went Hill Park, Seaford, Eastbourne, East Sussex, BN25 4QD

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

6. APPENDICES

6.1. Race Organising Clubs and Contacts

BRSCC

Holmesdale Business Centre
Platt Industrial Estate
Maidstone Road
Borough Green
Kent
TN15 8JL
Telephone: (01732) 780100
Email: www.brscc.co.uk

Circuit	Telephone	Fax	Circuit	Telephone	Fax
Anglesey	01407 840253	01407 840197	Donington Park	01332 810048	01332 850422
Brands Hatch	01474 872331	01474 874766	Lydden Hill	01304 830557	01304 831715
Cadwell Park	01507 343248	01507 343519	Oulton Park	01829 760301	01829760378
Croix-en-Ternois	+33 21 03 30 13	+3321032720	Silverstone	01327 857271	01327 857663

6.2 Testing / Practice

Testing for Fiesta Junior competitors must remain exclusive until the age of 16. (See 3.3.5). A driver who will reach the age of 14 within the 2011 Championship dates may take part in official Fiesta Junior testing at the age of 13 where the circuit permits. Private track hire is permissible subject to the approval of Ford Fiesta Junior Championship organiser and under condition it is offered to all other registered Fiesta Junior competitors.

6.3 Supplier for CARTEK Battery Isolator and LED Rain Light

HKMS
1 Went Hill Park
Seaford
East Sussex
BN25 4QD
Tel: 01323 895859
Email: info@hikalibre.ms

2011 Ford Fiesta Junior Championship Regulations

Issued by the BRSCC: 19th May 2011

Version: **Published Copy**

Registration Form for 2011.

PLEASE USE BLOCK CAPITALS TO COMPLETE ALL SECTIONS
FULL NAME AS SHOWN IN YOUR COMPETITION (RACE) LICENCE

SURNAME		FORENAME(S)	
Date of birth	Your email address	OCCUPATION (i.e Student)	
Your Home Address			
Post Code			
TELEPHONE - HOME	DAYTIME	MOBILE	
Full name of parent or guardian and contact telephone number			
Transponder number		BRSCC Membership number	
Competitor Number Choice for 2011			
<p>I wish to register for Club Fiesta Junior. I agree to be bound by the rules and regulations of the MSA, the BRSCC and the championship regulations and commercial conditions and bulletins as subsequently issued. I acknowledge that I will have been deemed to have read the MSA Yearbook (Bluebook) and the relevant championship regulations. I enclose the registration fee - made payable to HKMS of £ tbn</p> <p style="text-align: center;">Post to: - Ford Racing UK, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD</p> <p>By Signing the 2011 Registration Form, I hereby agree to rounds of the Championship being substituted in the event of a cancellation.</p>			
SIGNED		DATE	
SIGNED Parent/guardian		DATE	Permission by parent / guardian to enter.
<p><i>As a registered competitor you will receive regular championship releases/bulletins. These will contain reports and information together with any regulation amendment. All championship bulletins are to be treated as official communications for the Championship and are to be read in conjunction with the championship regulations and the MSA Yearbook for the season year. Such releases will be emailed and/or sent to your address above.</i></p>			