# 2024 United Formula Ford Championship

# Sporting and Technical Regulations

## ISSUE ONE

**PUBLISHED COPY**


Championship Coordinator

Date: 11 April 2024

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title & Jurisdiction:

The 2024 United Formula Ford Championship is organised to a common set of Sporting and/or Technical Regulations. It is organised and administered by Motorsport Vision Racing in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Permit Number: **CH2024/R102 (C)**

Race Status: **Interclub**

### 1.2 Officials:

1.2.1 Championship Coordinator: James Beckett

1.2.2 Championship Scrutineer: Steve Prior

1.2.3 Championship Stewards: Greg Masters, Bill Shewan & Joe East

### 1.3 Competitor Eligibility:

1.3.1 Entrants must:

(a) Be fully paid up valid membership card holding members of MSVR and
(b) Be Registered for the Championship and
(c) Be in possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

(a) Be current Members of MSVR and
(b) Be Registered for the Championship and
(c) Be in possession of valid Competition Race Club status Licence, as a minimum
(d) *Or be in possession of the highest grade of national Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
(e) *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

1.3.4 Membership of MSVR is free of charge upon submitting a valid entry.

### 1.4 Registration:

1.4.1 All competitors must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first race being entered.

1.4.2 The Registration Fee is £160. Made payable to: James Beckett Motorsport

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

### 1.5 Championship Events:

The United Formula Ford Championship will take place over 14 rounds and will be held at the following race meetings in the 2024 Calendar:

| Round: | Date: | Circuit: | Organising Club: |
|---|---|---|---|
| 1 & 2 | 13 April | Silverstone National | MSVR |
| 3 & 4 | 11 May | Donington Park National | MSVR |
| 5 & 6 | 15 June | Lydden Hill | MSVR |
| 7 & 8 | 03 August | Brands Hatch Indy | MSVR |
| 9 & 10 | 26 August | Castle Combe | MSVR |
| 11 & 12 | 14 September | Brands Hatch Indy | MSVR |
| 13 & 14 | 06 October | Snetterton 300 | MSVR |

## 1.6 Scoring

The point-scoring system for the United Formula Ford Championship is as follows:

Overall:

| Position | Points |
|---|---|
| 1st | 20 |
| 2nd | 18 |
| 3rd | 16 |
| 4th | 14 |
| 5th | 12 |
| 6th | 10 |
| 7th | 9 |
| 8th | 8 |
| 9th | 7 |
| 10th | 6 |
| 11th | 5 |
| 12th | 4 |
| 13th | 3 |
| 14th | 2 |
| 15th | 1 |

The top five finishers in each qualifying class:

| Position | Points |
|---|---|
| 1st | 10 |
| 2nd | 8 |
| 3rd | 6 |
| 4th | 5 |
| 5th | 4 |
| 6th | 3 |
| 7th | 2 |
| 8th | 1 |

All rounds count.
Champion of Brands title determined by Class points scored in Brands Hatch-based qualifying races.

## 1.7 Awards

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

1.7.2 Per race: Trophies will be awarded to 1st, 2nd, & 3rd overall and class winners.

1.7.3 Per race: MSVR will provide ‘winners hats’ for 1st, 2nd & 3rd.

1.7.4 End of Season: Overall Championship awards will be presented for 1st, 2nd and 3rd in each class

1.7.5 Title to all Trophies: In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Series Coordinator in good condition within 7 days.

## 2. SPORTING REGULATIONS - SERIES EVENT 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 dates which shall be three days before each 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 and 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.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

2.1.4 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 in 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 pit lane 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 start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

### 2.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

### 2.3 Qualification/Practice:

2.3.1. Should any Practice or qualifying 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 shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MOTORSPORT UK Regulations Q12.4).

The minimum period of practice to be as specified in the MOTORSPORT UK Regulations in respect of circuit lengths.

### 2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.15.)

### 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 standing start. The minimum countdown procedures/audible warnings sequence shall be:-

i. 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid.
ii. 30 Seconds - Visible and audible warning for 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 the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.

2.5.4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MOTORSPORT UK Regulation (Q) 12.11.2. In addition any driver 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.

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

**2.6 SESSION RED FLAG**

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 Start line and at all Marshals Signaling 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.

**2.7 Pits, Paddock & Pit Lane Safety:**

2.7.1. Pits &Paddock: Competitors must ensure that the MOTORSPORT UK, 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 all due care and respect the pit lane speed limits.

2.7.3. Refueling: May only be carried out in accordance with the MOTORSPORT UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit: Pit Lane Speed Limit will be 60km/h.

**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 Entrance/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 in the pit lane.

**2.9 Results:**

All Practice Timesheets, Grids, and 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 (Motorsport UK Regulation (D) 26.3).

**2.10 Timing Modules**

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. 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 qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly

authorised Motorsport UK 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.

2.10.2 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.

### 2.11 Qualification Races

The organisers reserve the right to run qualification races. The procedures will be as published in the Final Instructions for the events concerned.

### 2.12 Operation of Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

### 2.13 Onboard Cameras

It is mandatory that all Star Class cars (Post '98) carry fully functional, and working, forward facing onboard cameras throughout all official practice, qualifying, and race sessions. Drivers and Teams must be prepared, and in position, to supply camera footage to the Clerk of the Course if and when required to do so. Fitment/installation must be in accordance with Motorsport UK regulation J5.21.5.

The cameras should capture an image that provides a "drivers eye" view that should include the steering wheel, dashboard and a view of the circuit ahead with a field of vision approximately 100 degrees.

The choice of system is free, but the playback must be possible at the Event by regular means such as a laptop.

Where no judicial process has been instigated the Competitor may not review the footage until the protest time (see Motorsport UK regulation C5.2.1) has elapsed without the express permission of the Clerk of the Course. If a judicial process has been instigated, review of footage with the Clerk of the Course is permitted.

In the event that no images are available upon request (other than due to a proven defect with the equipment), sanctions may be applied in accordance with Motorsport UK Regulation [C2.1.1]. The burden of proof to establish the cause of such failure shall lie with the Competitor. The Clerk of the Course or the Organisers may also refer the matter of lack of recorded images to the Championship Stewards for further sanctions.

It is the responsibility of the competitor to ensure that a correctly formatted memory card with sufficient capacity is fitted to the camera, and that it has suitable space available for filming the session the car is taking part in.

All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the Competitor, will belong to the Organiser and/or Venue Owner/Operator and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or venue owner/operator.

Where it is necessary for the Clerk of the Course to review footage after an event that such footage should normally be reviewed within a period of 7 days of the event.

Any breach of camera regulations should be subject to penalties provided for in Motorsport UK regulation [C2.1.1] with an option to report any matters to the Championship Stewards.

In the event of judicial action, all relevant on board footage must be retained until the time period for all judicial matters has elapsed. The Competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.

No streaming of video, audio, or still images is permitted (with or without time delay) at any time for any purpose, unless written permission is obtained from the Organisers. Teams, drivers or cars found streaming footage or audio from the car may receive a penalty for infringements of the regulations including, but not limited to a stop-go penalty to allow the stopping of the stream, or disqualification from the meeting.

Where fitted, onboard cameras must comply with all relevant Motorsport UK regulations.

## 3. SPECIFIC SERIES REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code.

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.Motorsportuk.org/resource-centre by selecting Policies and Guidelines.

## 4. SPECIFIC SERIES PENALTIES:

### 4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C 3.5.1 (a) & (b)

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C 3.5.1 (c)

4.1.3 Additional specific penalties:

Infringements of non-technical Motorsport UK Regulations and the Sporting Regulations issued for the series in accordance with the 2024 Motorsport UK Judicial Procedure Regulations, as amended by these Regulations.

In order to maintain standards of conduct, the series 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 the series Coordinator will notify the organisers who will issue a written warning that his / her driving behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official Motorsport UK action & will result in a series steward's enquiry, with possible refusal of further race entries or other sanctions as seen fit.

4.1.4 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with Motorsport UK Regulation Q 12.26.

4.1.5 The Clerk of the Course may impose a grid position penalty for the next race or races of the Series for infringements of the regulations.

4.1.6 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to him in G 5.3.

4.2 Infringements of non-technical Motorsport UK Regulations and the Sporting Regulations:
As per 2024 MOTORSPORT UK Judicial Procedure Regulations.

## 5. TECHNICAL

### 5.1 Introduction:

The following technical regulations are set out in accordance with Motorsport UK specified format, and it should be clearly understood that if the following texts do not clearly state that you can do something you should seek clarification from the series organisers prior to making any changes.

### 5.2 Description:

The United Formula Ford Championship is for Formula Ford 1600cc Kent Engine cars complying with technical regulations published by the Ford Motor Company (the most recent published set is found on Page 12, as Appendix 1).

Motorsport UK references in those regulations have changed since their publication and Appendix 2 attempts to set out the 2024 Yearbook references.

In all matters where Motorsport UK requirements have changed since the publication of the Ford Technical Regulations, current Motorsport UK requirements are mandatory.

The classes for United Formula Ford are outlined in basic terms below:

Star (1999 – 2024)
Regional (1993 – 1998)
Heritage (1982 – 1992)
Classic (1972 – 1981)
Historic (1967 – 1971)

The Champion of Brands (as structure above at Brands Hatch races only) 1967 – 2024

### 5.3 Safety Requirements:

5.3.1 Safety Harnesses

Safety harnesses must comply with the Ford Racing Technical regulations and Motorsport UK Regulation K 2.1, 2.1.3 – K 2.1.12.

### 5.4 General Technical Requirements & Exceptions:

All vehicles must comply with the relevant sections of the Motorsport UK Yearbook J and Section Q (Technical Regulations), from Q 13.1.1 up to and including Q 13.11.5.

### 5.5 Chassis:

5.5.1 Chassis must comply with Art 3 of the Ford Racing Technical regulations.

### 5.6 Bodywork:

5.6.1 Bodywork must comply with Art 4 of the Ford Racing Technical regulations.

### 5.7 Engine:

5.7.1 Engine must comply with Art 5 of the Ford Racing Technical regulations.

### 5.8 Suspension:

5.8.1 Suspension must comply with Art 6 of the Ford Racing Technical regulations.

**5.9 Transmission:**

5.9.1 Transmission must comply with Art 11 of the Ford Racing Technical regulations.

**5.10 Electrical:**

**5.11 Brakes:**

5.11.1 Brakes must comply with Art 7 of the Ford Racing Technical regulations.

**5.12 Wheels and Tyres:**

5.12.1 Wheels must comply with Art 10 a) of the Ford Racing Technical regulations.

5.12.2 Tyres:

Tyres permitted within the United Formula Ford Championship are Avon ACB9 and Avon ACB10 type.

- For cars manufactured prior to 31.12.1971 then ACB9 are mandatory.
- For cars manufactured 01.01.1972 onwards to 31.12.1992 ACB9 or ACB10 are permissible.
- Post-1992 must use Avon ACB10 tyres.

5.12.2.1 Tyre Declaration

For each Event the Competitor can nominate up to six tyres for use at that particular Event, of which four can be new tyres. The tyres will be declared by way of completion and submittal of a United Formula Ford Tyre Registration Document (Appendix 2) to the United Formula Ford eligibility scrutineer prior to the start of the Official Qualifying Session.

If any tyres become damaged during competition, and are unfit for further use, they must be replaced by the declared six tyres.

Under force majeure if replacement tyre(s) are required above the declared allocation of six, an additional 'like for like' tyre may be permitted by the Championship Scrutineer, whose decision is final.

5.12.2.2 Tyre Definitions

**New tyre**: Tyre not ever having been used before.

**Used tyre**: Tyre visibly worn having been subjected to at least one heat cycle.

**5.13 Weights:**

Minimum car weight at any time during competition is 420 Kilos.
The combined minimum weight with driver included shall be 500kg.

**5.14 Numbers and Series Decals:**

5.14.1 Only competition numbers as allocated by the series Registrar shall be displayed in accordance with MOTORSPORT UK regulation J 4 Drawing No 4.

5.14.2 All vehicles must display mandatory Championship decals and any advertising material associated with a Championship sponsor as required from time to time by the series organiser.

## 6. APPENDICES:

### 6.1 Race Organising Contacts:

Promoter: James Beckett
James Beckett Motorsport
Royal Cottage
11 North End Road
Steeple Claydon
Buckingham
MK18 2PG
beckettje@aol.com

Race Meeting Organiser: Motorsport Vision Racing
Timing Module Supplier: Timing Solutions Limited

### 6.2 Commercial Undertakings:

None

### 6.3 Agreed Waivers:

None

**Appendix 1 – Formula Ford 1600 Technical Regulations**

- Overleaf

# Technical Regulations for

# Formula Ford 1600

## Introduction

The first race for Formula Ford cars was held on July 2nd, 1967, using the 1498cc engine from the Cortina and ordinary road-going Firestone F100 tyres. Changes had to be made over the years to keep both the engine in line with current production, firstly to 1600cc and later to the cross-flow engine, whilst also improving the tyre specification.

None of these have changed the basic concept of the Formula.

No changes have been introduced to the current cars, except for the safety requirement of Lateral protection structures on 1996 and later cars only.

The current cross flow, 1600cc, "Kent" engine is no longer in production, and we are pleased that the formula is still thriving and wish it many more years of success.

The "Kent" engined formula now has its own regulations and they are no longer combined with the regulations for the 1800cc "Zetec" engined cars.

Copies of the regulations and other information can be obtained from the Web at:
www.britishformulaford.co.uk
or
The Motorsport UK Technical Commissioner
for Formula Ford:
Nigel Jones,
49, The Chase,
Eastcote,
Pinner,
Middlesex. HA5 1SH

Tel: 07802 276590
Email: njones6942@aol.com

Ford Performance
Michael Norton
Ford Performance WRC Program Supervisor
Motorsports Regulations and Homologation
Tel: 01268 405978
Email: mnorton2@ford.com

Standard parts are available from Ford Dealerships, or Formula Ford International. All bespoke parts are available from Formula Ford International at:

Dave Fury: 0044 (0)1442 220342
E Mail dave.fury@hartwell.co.uk

Barb Gaffer 0044 (0)1442 220334
E Mail barbara.gaffer@hartwell.co.uk

**When e-mailing, please include both above contacts**

Initial Preffered contact is email.

## *Warning*

***The following regulations have not been updated for several years. Irrespective of these regulations ALL cars must comply with at least the current minimum safety standards specified in the country of the competition. (Safety Helmets, Safety Belts, Fire Extinguishers etc.)***
***For Standard Ford Motor Company parts that are specified in these regulations, which customers find are no longer available through the Ford channels, should be reported to M Norton at Ford. The competitor must obtain the written consent from the Scrutineer responsible for that race meeting or championship prior to using the alternative part in competition.***

### Copyright

# Technical Regulations

# Formula Ford 1600

## GENERAL

As with all regulations, "UNLESS IT SAYS YOU CAN DO IT. YOU CANNOT".

## 1 DESCRIPTION

Four-wheel, single seater racing car, as defined for Formula 3 (1985) and these regulations fitted with a Ford 1600cc GT "Kent" Engine.

## 2 SAFETY

These regulations are based on the current Motorsport UK Yearbook (Blue Book). All relevant end current Motorsport UK regulations apply.

## 3 CHASSIS

The chassis must be of tubular steel construction with no stress bearing panels except bulkhead and undertray, curvature of the undertray must not exceed 2.54cm. The undertray/floor (E 13.2.4) extends from the bulkhead forward of the pedals to the bulkhead between the fuel tank and the engine. Monocoque chassis construction is prohibited. Stress bearing panels are defined as, sheet metal affixed to the frame by welding or bonding or by rivets, bolts or screws which have centres closer than 15.25cm. Bodywork must not be used as stress bearing panels. The use of stabilised materials, composite materials using carbon and/or Kevlar reinforcement is prohibited.

3.2 Cars built after 1.1.87 and before 1.1.95 The internal cross section area of the cockpit from the driver's feet to behind his seat, shall nowhere be less than 700 $cm^2$ and a minimum width must be 25cm over the whole length of the cockpit. The only intrusion permitted into the cross-sectional area being the steering column.

3.3 Cars built after 1.1.95 The free internal cross section of the cockpit from the soles of the driver's feet to behind his seat shall at no point be less that 700$cm^2$. The only thing which may encroach on this area is the steering column. A free vertical section of minimum 25cm width maintained to a minimum height of 25cm with corners of maximum 5cm radius must be maintained over the whole length of the cockpit with the steering wheel removed. The driver normally seated in his driving position with the seat belts fastened and the steering wheel in place must be able to raise both legs together such that his knees reach the plane of the steering wheel in the rearward's direction: this action must not be obstructed by any part of the car.

3.4 Cars built after 1.1.87 The soles of the feet of the driver, seated in the normal driving position and with his feet on the pedals in the inoperative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.

3.5 No engine oil or water tubes are permitted within the cockpit

3.6 Cars built after 1.1.95
The chassis must include an impact-absorbing structure fitted ahead of the front bulkhead of the tubular steel frame. This structure must be independent of the bodywork and must be solidly fixed to the extremities of the bulkhead (i.e. with bolts requiring tools for removal). It must constitute a box of 30cm minimum length, 15cm minimum height in any vertical section and 400$cm^2$ minimum total cross section. It must be metallic using honeycomb sandwich construction with a panel thickness of 15mm minimum. It is recommended, but not mandatory, that this safety feature is fitted to older cars.

3.7 Cars built after 1.1.96 must be built with a LATERAL PROTECTION STRUCTURE, defined as continuous panels whose projection on a vertical plane parallel to the longitudinal axis of the car shall be at least 15cm high, shall extend on either side of the car, at a minimum distance of 55cm from the car's longitudinal centre line between at least the transverse planes passing through the fuel tank rear face and the frontal extremity of the minimum cockpit opening, and at a minimum distance of 35cm from the car's longitudinal centre line between at least the transversal planes passing through the above extremity and the front rollover bar hoop. These panels shall be made from a composite material of 30$cm^2$ minimum cross section with a honeycomb core in metal giving adequate resistance to compression. The external skins shall be of aluminium alloy of a minimum thickness of 0.5mm or made up of another assembly of materials of equivalent efficiency. The panels must be securely attached to the bottom and at the upper extremity to the main structure of the car in such a manner as to ensure absorption of a lateral impact. The radiators may play the role of protective panels or of transversal struts. The periphery of the bodywork covering the Lateral Protection Structure, when viewed from below, must be curved upwards with a minimum radius of 5cm, and a maximum radius of 7cm with the exception of air entry and exit openings into the Lateral Protection Structure. The floor of the side pod must reflect the plan of the upper surface. The floor is to be in the same plane as the undertray in both directions, i.e. transverse and longitudinal, subject to all points being within 2.54cm of any flat plane situated under the car (see Art 3.1).

## 4 BODYWORK

See table of single seater dimensions. (Appendix "B"). The use of composite materials using carbon and/or Kevlar reinforcement is prohibited. Bodywork is not required behind the vertical plane taken through the front of the topmost portion of the roll over structure. If bodywork is used it must conform with the following regulation.

4.1 Any device designed to augment aerodynamically the downthrust on the vehicle is prohibited, as are aerofoils, nose fins or spoilers of any type.

4.2 For cars built after 1.1.87 The engine cover must not extend rearwards past the rearmost point of the gearbox housing (no gearbox extensions permitted). The shape of the cover must not include any reflex curves and no flat surfaces are permitted within 15° of the horizontal

4.3 For cars built after 1.1.87 The lower rear bodywork (located below the wheel center line) is only permitted alongside and beneath the engine and can only extend from behind the cockpit to a line drawn through the rear axis. The incorporation of suspension or other fairings in this bodywork or separately is prohibited.

4.4 It is not permitted to construct any suspension member in the form of an aerofoil or to incorporate a spoiler in the construction of any suspension member

4.5 All cars must have at least two mirrors mounted so that the driver has visibility on both sides of the car (minimum surface area of each one: 55cm$^2$.)

4.6 For cars built after 1.1.95 Cockpit opening: The opening giving access to the cockpit must allow a designated horizontal template to be inserted vertically into the cockpit (not considering the steering wheel) down to 25mm lower than the lowest point of the cockpit opening. This template is defined by dimensions J,K,L in Appendix "B". The cockpit must be so conceived that the maximum time necessary for the driver to get out from his normal driving position does not exceed 7 seconds with all driving equipment being worn and starting with the safety belts fastened.

4.7 See also Lateral Protection Structures.

4.8 Only original factory specification parts can be used in front of the forward bulkhead. No additional material can be added

## 5 ENGINE

5.1 GENERAL

a) Engines will be mounted upright and aligned fore and aft in the chassis.
b) The addition of any material be it metal, plastic, or composite etc. by any means be it welding, bonding, encapsulation or encasement to any component is prohibited. However, specific repair of the mounting points of the cylinder block to the transmission or chassis are allowed, whilst other casting repairs may be allowed with prior written approval of the Technical Commissioner responsible for the Formula.
c) Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.
d) Pump, fan and generator drive pulleys and their retention bolts, washers and belts are free.
e) Mechanical tachometer drives may be fitted.
f) Generators are optional.
g) The use of non-standard replacement fasteners, nuts, bolts, screws, studs and washers which are not connected with, or which do not support, any moving parts of the engine or its compulsorily retained accessories is permitted. Freedom granted to any fastener does not allow for freedom to move items relative to each other. For components that are granted the freedom for the fitment of a key or dowel, then material may be removed to allow the fitting of the key or dowel. Only one hole or keyway per component is allowed.
h) The use of thread locking compounds is permitted.
i) Gaskets are free except for the cylinder head, intake gaskets which must be standard Ford manufacture for the engine, and inlet manifold to cylinder head gasket which must be of approximate production thickness (see 5.3e).
j) Any process of cleaning may be used on any component providing the surface finish, which must remain standard, is not affected.
k) Forced induction is prohibited. Ram Air generated by the forward motion of the car is not considered as forced induction.
l) The exterior surfaces only (of the complete engine assembly) of ferrous parts and the exterior surface of the aluminium Rocker Cover may be protected by paint or similar means. No internal component or surface may be coated by any protective finish. Other Ford produced aluminium components may be protected only on their external surfaces by a transparent clear varnish, or similar.
m) Part numbers quoted were correct at the time the regulations were drafted. However, as with all companies, the Ford Motor Company Limited reserve the right to make changes to components for reliability or other reasons. Consequently, the part numbers quoted may be superseded by later released parts. Full Ford part numbers do not necessarily appear on all parts.

5.2 PERMITTED ENGINE

The only permitted engine is the Ford 1600 GT "Kent" (also referred to as Mark II Escort 1600 "Sport") with a nominal bore 81 mm and stroke 77.6mm. Production tolerances (+ - 0.01mm) are permitted providing the total swept volume does not exceed 1604cc.

5.3 INDUCTION

a) The air cleaner may be removed or replaced, and a trumpet fitted.

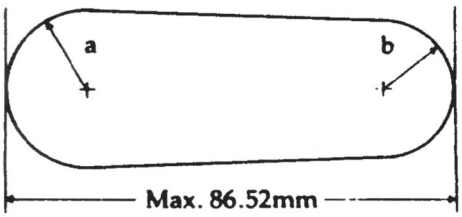
b) Carburetor Type: Weber 32/36 DGV and DGAV (from 1600 GT "Kent" or 2000 SOHC NE engine).

| | |
|---|---|
| Number on engine | 1 |
| Number of Main Venturi | 2 |
| Maximum dia. of Main Venturi | 26.0/27.0mm |
| Maximum dia. of carb outlet to inlet manifold | 32.0/36.0mm |

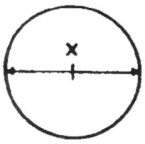
c) It is permitted to change jets, open both throttles together, remove cold start devices and diffuser bar, fit internal and external anti-surge pipes, remove seals on emission control carburetors. No other modifications are permitted, chokes must remain standard and no polishing or reprofiling is permitted. Any means of reducing intake air temperature is prohibited. Any form of water injection is prohibited.

d) Inlet manifold: standard Ford production inlet manifold for 1600 GT "Kent" engine. The carburetor seat face may be machined to horizontal in the fore and aft plane. The water passage must remain intact but may be blanked off or plugged. The manifold may be machined externally to clear the throttle mechanism in the use of both throttles being opened together.

e) Carburetor to inlet manifold gasket Thickness 5.7mm ± 0.35mm Inlet manifold to cylinder head Thickness 0.86mm (max)




a Max 20mm b Max 18mm




× Max. dia. 31.49mm

Manifold port diameter may be exceeded in vertical plane if casting is original and untouched

5.4 EXHAUST SYSTEM

a) The exhaust system and manifold are free, within Vehicle Regulations.

b) A mandatory silencer, Ford Part No. 9095317 (or old unit 9094277) must be fitted

5.5 CYLINDER BLOCK

a) It is permitted, as means of repair, to replace damaged cylinder bores with cast iron cylinder liners, all to standard dimensions.

b) Localised machining of the cylinder block is permitted to allow fitting of the dry sump system.

c) The crankcase breather may be altered or removed, but all breathers must discharge into a catch tank.

d) May be machined to maintain deck height.

5.6 CYLINDER HEAD (INCLUDING VALVES AND VALVE GEAR)

a) Non-standard rocker covers are permitted providing they in no way improve the performance of the engine. Water passages are not permitted in rocker covers.

b) Standard valve spring retainers must be used; only single valve springs are permitted. Shims are permitted, otherwise valve springs are free.

c) Push-rods, rockers, tappets, pedestals and shafts must remain standard except that recontouring of the valve stem contact pad on the rocker arm is permitted providing the maximum specified lift at the spring cap is not exceeded. The pedestals may be shimmed at the base to a maximum of 1mm. Rocker shaft springs are free.

d) Maximum permitted lift at the spring cap with zero tappet clearance:

inlet 9.042mm, exhaust 9.093mm.

Maximum permitted lift at the top of the push rod:

inlet 5.917mm, exhaust 5.943mm.

e) Valves must remain standard, if not original, replacement valves must have 'FFI' stamped on the stem, no reprofiling or polishing is permitted. The original 45° seat angle must be maintained.

| | |
|---|---|
| Distance apart at centres | 39.12 ± 0.5mm. |
| Maximum face diameter, inlet | 39.62mm. |
| exhaust | 34.00mm. |
| Overall length inlet | 110.92 ± 0.5mm. |
| Overall length exhaust | 110.61 ± 0.5mm. |

Valve stem seals are optional.

f) It is permissible to reshape inlet and exhaust ports by removal of metal within limits. Addition of material in any form is prohibited.

Maximum port diameter at manifold face: inlet 36.12mm, exhaust 29.41mm.

Inlet and exhaust port diameter may be exceeded if the original casting is visible and untouched at the gasket face.

g) It is permitted, as means of repair, to replace damaged valve guides and valve seats by replacement valve guides and valve seat inserts, all to standard dimensions

5.7 COMPRESSION RATIO

a) The maximum compression ratio will be controlled as follows:

i) Minimum combustion volume in piston 41cc (with piston at TDC in cylinder and no account

taken of volume down from the crown to the top piston ring).

ii) Standard Ford cylinder head gasket Part No. 781M 6051 AA / 931M 6051 AA minimum compressed thickness 0.85mm, minimum diameter of cylinder head aperture 82.50mm.

iii) Pistons must not protrude above the cylinder block face at TDC. The cylinder block surface may be machined.

iv) Maximum permitted protrusion of the valves into the combustion chamber 1.2mm.

5.8 CAMSHAFT

a) The only permitted camshaft is that specified for Kent Formula Ford use. Part N° 771M-6250-BA conforming to the lift tables below.

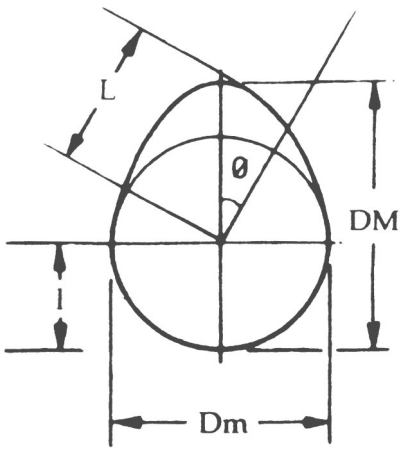
b) The camshaft must remain entirely unmodified. It must be fully manufactured and ground to the Ford Motor Company profile by the designated supplier FFI also with the serial number in the example form 'FFI 103' on the rear face of the camshaft. It is prohibited to grind from blanks, regrind or reprofile. Tuftriding or Parkerising is permitted. Shot peening, shot blasting or polishing are prohibited. Offset dowels are permitted.

c) The cam profile is defined by determination of lift (L-l) against a flat-footed follower at various angles (Ø). Maximum lift at all points on the camshaft must not be exceeded.

The standard Ford tolerances of ±0.1mm apply to the following camshaft table and drawing.

| Dimension | Symmetrical Inlet | Exhaust |
|---|---|---|
| DM (max) | 33.60mm | 33.65mm |
| Dm | 27.78mm | 28.15mm |
| Lift at 0° | 5.87 mm | 5.89mm |
| Lift at 5° | 5.81mm | 5.85mm |
| Lift at 10° | 5.64mm | 5.67mm |
| Lift at 15° | 5.38mm | 5.41mm |
| Lift at 20° | 5.00mm | 5.03mm |
| Lift at 30° | 4.01mm | 4.04mm |
| Lift at 40° | 2.69mm | 2.77mm |
| Lift at 60° | 0.46mm | 0.61mm |
| Lift at 90° | 0.05mm | 0.20mm |

Angle between major axes of inlet and exhaust cams: 109°.




5.9 PISTONS

a) The only permitted piston is that specified for Kent Formula Ford use. Part number 711M-6102-DA/EA/CA supplied by FFI or pistons must be standard Ford production pistons for the 1600cc engine, unmodified in any way except for balancing and as detailed.

b) All three piston rings must be fitted, piston rings must be standard production or similar replacements, i.e. the compression rings must be one piece, with conventional plain gaps, chromium plating of the top ring is optional, the oil control rings must be either single piece, two piece, twin land type or apex three piece (two rails and an expander). Molybdenum faced top compression rings are permitted.

c) Localised machining of the bowl including valve relief and gudgeon pin bosses of the piston to achieve volumetric and weight balance and minimum weight is permitted. Minimum weight complete with piston rings and gudgeon pin: 520gm, weight of gudgeon pin: 113 ± 2.0gm.

5.10 CONNECTING RODS

a) Connecting rods must be standard Ford Part No. 2737E 6200 B. Machining is permitted to remove metal from the balancing bosses on the big-end cap and at the little end to achieve balance only. Polishing is prohibited. Big-end cap bolts are free, whilst respecting the minimum weight.

Minimum weight (including bolts and small end bearing) 630gm.

5.11 CRANKSHAFT

a) A standard crankshaft with part number 711M-6303-AE or steel crankshaft with part number 711M-6303-AG also with the 'FFI' stamp and serial number in the example form 'FFI 101' along with the logo on the first journal must be used. Machining to achieve balance and fit is permitted. Tuftriding, shot peening and shot blasting are permitted. Polishing is prohibited. Crankshaft minimum weight: 11.2kg.

b) Crankshaft pulley is free as is tooth belt drive.

c) It is not permitted to alter the number of bearings or fit bearings of less than standard production width.
d) Standard oversize and undersize bearings are permitted.
e) The rear main journal may be fillet rolled in the radius

5.12 FLYWHEEL AND CLUTCH
a) The flywheel and clutch assembly must be standard components. To achieve minimum weight and balance, material may be removed from the originally machined surfaces, rim/flange etc. For rectification, the clutch mating face may be resurfaced. Cast surfaces must remain in original condition. It is permitted to use a similar pattern replacement clutch (i.e. conventional single diaphragm spring) driven plate with shock absorber springs. Organic friction material only is permitted. Racing clutches are prohibited.
b) Flywheel bolts are free and locating dowels are permitted.
c) It is permitted to secure the starter ring to the flywheel.
d) Flywheel minimum permitted weight is 8.2~~ 8~~ kg

5.13 LUBRICATION SYSTEMS
The lubrication system, external to the engine, is free. Existing standard production oilways, linings or oil grooves may be enlarged or reduced, but no additional ones are permitted. Standard friction surfaces must remain unchanged. Dry sump is permitted, oil coolers are free.

5.14 COOLING SYSTEM
a) A liquid cooling system is mandatory, but the radiator is free. Only the standard water pump is permitted.

b) The radiator, if housed in or incorporating a cool air scoop or deflector, must comply with bodywork regulations.

5.15 FUEL PUMP
a) The engine mounted mechanical fuel pump may be replaced by an electrically operated type with a delivery pressure of 0.2 - 0.3 bar (3.0 - 4.5psi) and a nominal flow rate of 115L/h. The pump must be ethanol tolerant and be controlled by a switch accessible by the driver whilst strapped into the cockpit.
b) Fuel lines must be ethanol proof and all fittings made of ethanol resistant material (i.e nylon or brass, NOT aluminium or steel).
c) Fuel cooling radiators are permitted, within safety regulations, but must be mounted within the main chassis frame.
d). If an electrical pump is installed, the mechanical pump may be left on the engine or may be removed and replaced with a suitable oil-proof blanking plate.
e). If using an electric pump, it is strongly recommended that a pre-filter is installed on the inlet to the pump in addition to a filter on the outlet. Any filter(s) used must not contain any glass components.
f) The fuel pump must be controlled by a suitably current rated switch: either a separate single switch or via one pole of a double pole ignition switch, in either case the 12v supply to the pump switch must be fed from the switched side of the battery master cut out switch.

5.16 DISTRIBUTOR
a) Distributors are free providing they retain the original drive and location.
b) The distributor is defined as the component which triggers the LT current and distributes the HT ignition current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute or time the ignition.
c) It is permitted to mount a simple indicating pointer to the engine to facilitate the timing of the distributor with respect to the crankshaft/flywheel.

## 6. SUSPENSION

a) The following parts must be of alloy steel or other ferrous material: wishbones, rockers, push and/or pull rods. All other stress bearing components must be metallic with no composite materials allowed. It is permitted to incorporate suspension mounting points on the engine and transmission assembly.
b) Active suspensions are prohibited, as is any system which allows control of the flexibility of the suspension springs, shock absorption and trim height when the car is moving.
c) Anti-roll bars for front and/or rear suspension may be capable of manual adjustment by the driver when seated in the car.
d) Simple ovalised tubes which have the same section top and bottom are not considered to be an aero foil.
**e**) Cars fitted with suspension anti intrusion bars must have any slip joints in their construction effectively locked
This link must be circular with a minimum diameter of 10 mm, and any slip joint must be bolted or pinned and located in the centre of the span.

## 7 BRAKES

Only brake discs made predominantly from Ferrous material are permitted. Calipers must be of Ferrous material with a maximum of two working cylinders per caliper. Brake pad materials, including carbon metallic, are free.

**Hand operated brakes:**
For the sole purpose of assisting the driver during gradient starts, a simple cable operated brake

assist system may be used. This may not in any way affect the performance of the main braking system and may not be connected to the hydraulic circuits. It must be solely mechanical.

**8 SHOCK ABSORBERS**

Light alloy casings and/or Separate reservoirs for fluid/gas are prohibited, otherwise free. Any form of active damping is prohibited. Any method of altering the damper performance by the driver whilst seated in the car is prohibited. The shock absorber casing is defined as the item which contains the piston, fluid/gas, and moving parts which control the damping action.

**9 STEERING**

The steering must consist of a mechanical link between the driver and the wheels, rear wheel steering prohibited, otherwise free.

**10 WHEELS & TYRES**

a) 13-inch diameter steel wheels with a maximum rim width of 5.5 inch are the only wheels permitted. They must be of standard manufacture, but the offset may be altered. (It is recommended that weekly checks for cracks be carried out and that the wheels be replaced twice a year).
b) The only tyres permitted are those listed in the Sporting Regulations for the event. Minimum tread depth 1mm at the start of each practice session and race.
c) Tyre warmers are not permitted. Tyre covers whose only function is to protect the tyre in the paddock area are allowed. Tyre warmers found at the circuit will be judged to be available for use.

**11 TRANSMISSION**

a) The gearbox must contain not more than four forward gears and include an operable reverse gear, capable of being engaged by the driver whilst normally seated. The ratios are free.
b) Rear wheel drive only is permitted.
c) Final drive ratio is free.
d) Torque biasing, limited slip and locked differentials are prohibited. Non-ferrous differential components prohibited.
e) Gear change must be manual in operation.
The gearchange must use the conventional 'H' pattern gearchange gate. Any gear change mechanism that only allows sequential selection of gears is not permitted.
f) The only position for the main gear cluster will be wholly behind the rear axle output shaft centre line, and in line with the crankshaft centre line. Transverse, vertical, or other non-in-line configuration will not be allowed.

**12 FUEL SYSTEM**

a) Tanks outside the chassis frame must comply with FIA Spec FT3.
b) Inboard tanks, covered externally with a fireproof coating, are acceptable for events of less than 70km.
c) Protection must at all times comply with J20.1.1 and E 13.2.3 (Bulkheads). A metal tank coated with GRP does not comply.
d) Maximum capacity 41 litres unless carried in FIA spec FT3 tank or better.
e) Use Pump Fuel (see definition Nomenclature and Definitions) except, subject to prior written authority having been given by Motorsport UK, where permitted otherwise under event SRs, and Championship Regulations. Where Authority for FIA specification fuel is given by Motorsport UK the fuel must be in compliance with FIA Appendix J Article 252, Article 9.
f) At the end of practice and the race at least 3 litres of fuel from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the fuel is removed.

**13 STARTING**

a) Compulsory electric starter with electrical source of energy carried on board the car, and able to be controlled by the driver when normally in his seat.
b) A supplementary external source of energy temporarily connected to the car may be used to start the engine whilst in the pit area.

**14 WEIGHT**

Minimum car weight at any time during the competition is 420Kg,
The minimum weight of car plus driver, at any time during competition shall be 500kg

**15 ENGINE SEALING**

All engines should have provision for scrutineer's wire seals. 1/16-inch dia. holes pre-drilled in readily accessible locations on installed engines must be available. Failure to comply renders the entrant liable to a fine.
a) Sump - two holes through the cylinder block/ sump joint flange, one either side of the engine.
b) Timing Cover - at least two retaining screw heads must be cross drilled.
c) Rocker Cover - at least two retaining screw heads must be cross drilled.
d) Inlet Manifold - at least two retaining bolt heads to the cylinder head must be cross drilled.
e) Carburetor - at least two retaining nuts to the cylinder head must be cross drilled.
f) Bellhousing - at least two retaining bolts to the engine must be cross drilled to enable clutch and flywheel to be adequately sealed, OR competitors must be prepared to remove either engine or transmission to enable sealing of clutch and flywheel in which case at least two clutch cover retaining bolts must be cross drilled. Failure to comply renders the engine ineligible.

**16 RED WARNING LIGHT**

Red Warning Light: A rearward facing red warning light of 21 watts, with surface area minimum 20cm2, maximum 40cm2, or of 21 watts with a surface area minimum of 50cm2 and with lens and reflector to EU Standards, must be located within 100mm of the vertical centre line of the vehicle and be clearly visible from either side. When viewed from the rear the light must not be obstructed by any part of the vehicle. An alternative light unit of equal or enhanced constant luminosity or LED lights that are either homologated by the FIA or comply with relevant EU Regulations may be used.

The rear warning light must be energised when visibility is poor.

**17 SEAT**

The vehicle occupant(s), seated in their normal position, wearing normal equipment, with seat belts fastened and the steering wheel in place, must be able to evacuate the cockpit in a maximum of 10 seconds.

**18 MISCELLANEOUS**

a) The use of titanium, ceramic, high strength composites and similar materials is prohibited.

b) Electronic dashboards and Data logging equipment are allowed subject to them having no influence whatsoever on the behaviour of the car during competition. All information obtained from any Data logging or storage equipment shall be made freely available to the Scrutineer on request.

c) Competitors are reminded that only modifications or additions specifically covered by these regulations are permitted. Engine components not covered by these regulations must remain completely standard and unmodified. In cases of dispute on engines, reference will be made to Ford Motor Company Limited drawings.

d) Vehicles defined in these regulations are required to comply with the section of the Motorsport UK yearbook covering General Vehicle and Race Vehicle which apply to single seater racing cars.

e) The use of carbon and/or Kevlar reinforcement is prohibited. (Unless expressly permitted). Items such as Carbon Fibre Dashboards (nonstructural) and Mirrors are permitted

**19 Frontal Head Restraint**

An FIA approved FHR device, fitted in accordance with FIA regulations, is:

(i) Mandatory for the driver of a Single Seater Racing Car with the exception of period defined cars (pre-1977)

## PRE-1974 FORMULA FORD 1600

1 DESCRIPTION

Single seater racing cars complying with current Formula Ford 1600 regulations, and these regulations, manufactured prior to 1st January 1974.

2 CHASSIS

The chassis specification must remain fundamentally unaltered from original manufacture. Wheelbase, Track, and pick-up points must remain to manufacturers specification.

3 PERMITTED MODIFICATIONS

To current Formula Ford-1600 regulations.

3.1 Any modification of which the primary purpose is safety or driver comfort.

3.2 Bodywork is free within FF-1600 dimensions.

3.3 Coil springs, shock absorbers, anti-roll bars and steering rack are free providing they fit to the same original locations.

3.4 Wheel off-sets may be varied to alter track dimensions by a maximum of 3 inch.

3.5 All transmissions in production before 1st January 1974 in FF are permitted.

3.6 Make and type of drive shaft is free.

3.7 The number, type and location of radiators is free.

4 Miscellaneous

4.1 Cars may be updated to the specification of the latest model built by the manufacturer which appears in the list of eligible vehicles (e.g. Merlyn Mk1 1A up to Mk24 specification).

**4.2 ELIGIBLE CARS** if built prior to 1st. January 1974

**Pre 31/12/71 (source *P A Motorsport*)

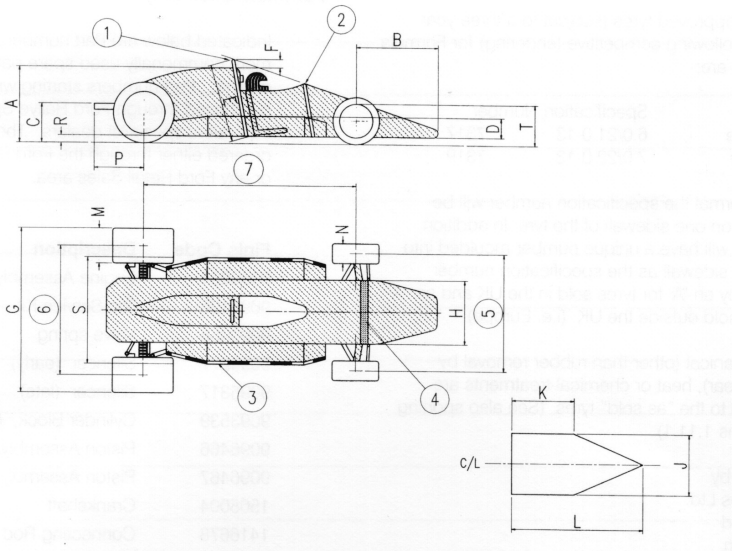
Alexis 14,15,18,18B**
Alexis 14B to 24B
Beach MkII**
Bee Gee (71)**
Beattie (70)**
Blackjack (68)**
Bobsy (69)**
Bowin P4/P4A**
Centaur - Scholar (69-70)**
Caldwell D9, D9B**
Cooper Chinook (70)**
Cougar
Crossle 16F & 20F**
DRW Mk8**
Dulon LD4, LD4A to LD4C, LD9,**
Dulon MP15 & MP15B
Eldon PH6, PH8, Mk10 to 1 0C**
Eldon Mk10 to 10C
Elfin 600 (69-72)**
Forsgrini Mk 12**
Ginetta G18, G18B**
Hamlen FF69**

Hawke DL2, DL2A, DL2B,**
Hawke DL9, DL10, DL11
Huron FF (71)**
Image FF1
Jamun T2, T3**
Jomic Mk2A
Jomo (67-71)**
Ladybird Mk8, Mk9**
Legrand Mk10**
Lenham P80FF**
Lola Mk5A T200, T202, T204** 340
Lotus 31 51, 51B. 51C 61, 61M, 61R, 61MX, 69**
Macon MR6, MR7, MR7B, MR8, MR8B**
March 709, 719**
Mallock,U2 Mk9, U2Mk9B, U2 Mk9DD**
Martini 69-71**
Matek
McNamara FFA**
Merlyn Mk9, Mk11A, Mk17, Mk17A, Mk20, Mk20A**
Merlyn Mk24 Mk25
Micron**
Mirage M5**
Mistrale (69-70)**
Mystere (67), Mystere Mk2**
MRE FF72, FF73
Nike Mk4, Mk6, MK10**
Nike Mk10B (prior to 1.1.74)
Nomad KH/FF16
Norvic
Oscar
Palliser WDF1, WDF2, WDF3**
Piper (67)**
Pirola (71)**
Pringett-Mistrale (69-70)**
Raven (70)**
Ray 71**
Ray 72,73
Rostron CT1, CT2, CT3, CT4**
Royale RP2, RP3, RP3A**
Royale RP16, RP16A
Tecno FF (70)**
Titan Mk4, Mk5, Mk6, Mk6A**
Titan Mk6B, Mk6C
Van Dieman RF73
Viroy (69-70)**
Winkleman WDF1, WDF2, WDF3,**

Specials
Brabham BT21 /28**
Chevron B1 5/17**
Kvantti Mk1
March 718/2**
Smith Ford Special**
Varo (68) (Lotus 22 derivative)**

# APPENDIX "B"

~ Table of Single Seater dimensions




1. Safety roll over bar
2. Substantial support structure
3. Lateral Protection structure
4. Substantial structure
5. Front track
6. Rear track
7. Wheelbase.

Notes
Maximum height is measured with the driver aboard.
Maximum height excludes safety roll-over bar on which there is no maximum height

Single seater dimensions - refer to drawing

| | |
|---|---|
| (A) Maximum body height measured from ground | 90 |
| (B) Maximum front overhang from front wheel axis | 100 |
| (C) Exhaust height measured from the ground | 60 Max |
| (D) Minimum height of Lateral Protection Structure | 15 |
| (E )Minimum safety roll-over bar length in line with drivers spine | 92 |
| (F) Minimum allowed helmet clearance | 5 |
| (G) Maximum width | 185 |
| (H) Maximum body width behind front wheels | 95 |
| (J) Minimum cockpit opening | 45 |
| (K) Minimum cockpit parallel opening length | 30 |
| (L) Minimum cockpit overall opening length | 60 |
| (M) Maximum rear wheel width | 5.5 inch |
| (N) Maximum front wheel width | 5.5 inch |
| (P) Maximum exhaust length from rear wheel axis | 60 |
| (R) Minimum ground clearance | 4 |
| (S) Maximum width including lateral protection structure | 130 |
| (T) The maximum height of any part wider than 110cm ahead of the front wheels is not to exceed the front rim height | |
| Minimum wheelbase | 200 |
| Minimum track | 120 |
| Wheel diameters | 13 inch |

ALL dimensions in cm unless specifically stated

# APPENDIX "C"

**TYRES**
The only approved for Formula Ford cars are:

**Dunlop**

With reference:

| Pattern | Size | Specification Nº | | |
|---|---|---|---|---|
| | | Pattern | Construction | Compound |
| Front Tyre | 160-535 13 | CR301 | s06 | 644 |
| Rear Tyre | 170-575 13 | CR298 | s06 | 644 |

The specification number will be moulded on one sidewall of the tyre, as will a unique serial number for that tyre. No mechanical (other than rubber removal by normal wear), heat or chemical treatments are permitted to the “as sold” tyres.

Tyres Supplied by:
Dunlop Motorsport Europe,
Fort Dunlop,
Birmingham,
B24 9QT
England.
Tel: 0044 (0) 121 306 6000
Fax: 0044 (0) 121 306 7000

Teams Contact:
Paul Dyas
Mr Tyre (Motorsport) Ltd
Unit B, 33 Pitsford Street,
Hockley,
Birmingham,
B18 6LJ.
Tel: 0121 551 2131
Fax: 0121 551 2133
Mob: 07713 684194
E-mail: paul@mrtyremotorsport.co.uk

OR

**Cooper Tire (Avon)**

with reference:

| | Size | Specification Number |
|---|---|---|
| Front Tyre | 6.0/21.0-13 | 7317 |
| Rear Tyre | 7.0/22.0-13 | 7319 |

The specification number will be moulded on one sidewall of the tyre. In addition, each tyre will have a unique number moulded into the same sidewall as the specification number prefixed by an 'A' for tyres sold in the UK and an "X" for tyres sold outside the UK (i.e. Europe)

No mechanical (other than rubber removal by normal wear), heat or chemical treatments are permitted to the "as sold" tyres.

Supplied by
Avon Tyres Motorsport
Cooper - Avon Tyres Ltd
Bath Road,
Melksham,
Wiltshire.SN12 8AA.
U.K.
Tel: 0044 (0)1225 357855
Fax: 0044 (0)1225 707443

Enquiries:

| **Sales** | **Technical** |
|---|---|
| Brian Davis | Paul Coates |
| Trevor Swettenham | |

See **sporting regulations** for the make, type and number of tyres that can be used at any race meeting.

## FORMULA FORD PARTS LISTING

### MANDATORY PARTS

| | | |
|---|---|---|
| CRANKSHAFT (ARROW RACING) | 9000000 | 771M-6303-AE |
| CRANKSHAFT (SCAT) RECOMMENDED RED LINE 6,800RPM | 9094898 | 711M-6303-AG |
| CAMSHAFT | 91572456 | 771M-6250-BA |
| PISTON ASSY WITH RINGS - MAHLE | 9096466 | 711M-6102-CA |
| PISTON ASSY WITH RINGS - FEDERAL MOGUL (WITH CENTRE BOWL) | NLA | 711M-6102-DA |
| PISTON ASSY WITH RINGS - FEDERAL MOGUL (WITH OFF SET BOWL) | NLA | 711M-6102-EA |
| VALVES INLET | 91596693 | 801M-6507-EA |
| VALVES EXHAUST | 96077327 | 791M-6505-DA |
| GASKET CYLINDER HEAD | 95028795 | 931M-6051-AA |
| GASKET INLET MANIFOLD | 95028798 | 931M-9441-AA |
| SILENCER | 9095317 | 9095317 |

### PARTS AVAILABLE FROM SKY FORD / FFI

| DESCRIPTION | FINIS | PART NUMBER |
|---|---|---|
| CYLINDER BLOCK BRAND NEW` | 9093540 | 710M-6010-BA** |
| CYLINDER BLOCK RECONDITIONED WITH NEW LINERS NLA | NLA | H711F-6010-BA |
| CYLINDER HEAD | POA | 711F-6085-CA |
| CRANKSHAFT (STD) | NLA | 771M-6303-AE |
| CRANKSHAFT (STEEL – SCAT) RECOMMENDED RED LINE 6,800RPM | 9094898 | 711M-6303-AG |
| CAMSHAFT | 91572456 | 771M-6250-BA |
| PISTON ASSY WITH RINGS - MAHLE | 9096466 | 711M-6102-CA |
| PISTON ASSY WITH RINGS - FEDERAL MOGUL (WITH CENTRE BOWL) | NLA | 711M-6102-DA |
| PISTON ASSY WITH RINGS - FEDERAL MOGUL (WITH OFF SET BOWL) | NLA | 711M-6102-EA |
| CIR CLIP (PISTON) | NLA | E860082 S |
| PISTON RING KIT | NLA | 751M-6149-AA |
| CONROD *** P/No 2177EB acceptable as originally from AX Block NLA | 9094722 | 2737E-6200-B*** |
| MANIFOLD INLET | NLA | V821F-9425-AA |
| CARBURETTOR NLA | NLA | 751M-9510-AA |
| CARB FLOAT PLASTIC NLA | NLA | 71HF-9555-BA |
| VALVES INLET | 91596693 | 801M-6507-EA |
| VALVES EXHAUST | 96077327 | 791M-6505-DA |
| VALVE SPRING (HEAVY) | 96020950 | 731M-6513-AA |
| VALVE SPRING RETAINER | 96005893 | 721M-6A536-AA |

| | | |
|---|---|---|
| COLLETS | 91420824 | 2733E-6518-A1 |
| ROCKER SHAFT | 91433716 | 2733E-6563-A |
| ROCKER SHAFT COMPLETE | NLA | 2733E-6563-B |
| ROCKER ARM RH NLA | NLA | 2733E-6529-A |
| ROCKER ARM LH NLA | NLA | 2733E-66530-A |
| ROCKER SHAFT SUPPORT | 91710822 | 105E-6531-B |
| ROCKER ADJ.SCREW | 91433715 | 2733E-6549-A |
| SCREW ROCKER COVER | 91758441 | 50527-S8 |
| CAMSHAFT SPROCKET | POA | 105E-6256-B |
| PLATE SPROCKET RETAINER | 91710511 | 105E-6258 |
| THRUST PLATE (CAMSHAFT) | 91710523 | 105E-6269 |
| PLATE RETAINER (CAMSHAFT) | 91744817 | 105E-6255 |
| TIMING CHAIN | 96156318 | 86BM-6268-A2A |
| TIMING CHAIN / ENDLESS NO LINK / NON FORD | NLA | 86BM-6268-A2B |
| TENSIONER | NLA | 77BM-6K254-AA |
| TENSIONER PAD | NLA | E62C-P-7 |
| TENSIONER KIT ( COMPLETE WITH TENSIONER PAD ) | 91708153 | E320-Z-1 |
| TAPPETS NLA | 91662936 | 89BM-6500-AB |
| PUSH RODS NLA | NLA | 2737E-6565-A |
| CRANKSHAFT SPROCKET NLA | NLA | 2730E-6306-A |
| CRANK WOODRUFF KEY | 91760157 | 115004-ES |
| LOCKWASHER – SUMP | 91628314 | E832108-571M |
| TIMING COVER | NLA | 77BM-6059-AE |
| REAR COVER | 96024782 | 731M-6K301-AA |
| CLUTCH COVER | 91420697 | 75AB-7563-BA |
| CLUTCH DISC (STD) | 91428629 | 2735E-7550-C |
| CLUTCH DISC (HD) | 2257100 | 2735E-7550-D |
| SPIGOT BRG | 91596468 | 82ET-7600-DA |
| FLYWHEEL (NO GEAR) NLA | 9094947 | 751M-6375 |
| FLYWHEEL + INERTIA RING GEAR NLA | 9094949 | 751M-6375-DA |
| RING GEAR INT 110T (10.048) | 91483403 | 701M-6384-AA |
| RING GEAR INT (110T) (10.167) | 91483404 | 701M-6384-BA |
| INERTIA FLYWHEEL | 9094949 | MS15FF-6375-AA |
| PRE ENGAGED FLYWHEEL | 9094951 | MS15FF-6375-BB |
| RING GEAR PRE EN 135T (10.167) | 91451391 | 70HM-6381-BA |
| FUEL PUMP | 96132168 | 83BF-9350-AA |
| FUEL PUMP / NON FORD ALTERNATIVE NLA | 96132169 | 83BF-9350-BA |
| WATER PUMP | 91518093 | W88FX-8591-CA |
| OIL PUMP GEAR | 91710827 | 105E-6551 |
| OIL PUMP GEAR PIN | 93415834 | 72432-S |

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|---|---|---|
| CAM BEARING KIT (AE) | 9196261 | 77BM-6260-AA |
| BEARING CAM FRONT (FORD) | 6176756 | 89BM-6261-CA |
| BEARING CAM CENTRE (FORD) | 1564428 | 77BM-6262-EB |
| BEARING CAM REAR (FORD) | 1564428 | 77BM-6262-EB |
| CRANK MAIN BEARING (STD) (AE) | 96014924 | 731M-6333-CAA |
| BIG END BRG (STD) | 96014911 | 731M-6211-A1A |
| SMALL END BRG KIT. | 91744694 | 105E-6207-B |
| CRANK THRUST WASHER | 91078671 | 98FF-6308-AB |
| CRANK THRUST WASHER (HD) (AE) | 1561800 | 731M-6308-DA |
| CYL HEAD BOLTS LONG 3.79 | 91455640 | 681F-6065-AA |
| CYL HEAD BOLTS SHORT 2.51 | 91455641 | 681F-6065-BA |
| FLYWHEEL BOLTS | 91427779 | 120669-ES |
| CLUTCH COVER BOLTS | 91568872 | 304634 S80 |
| BIG END BOLTS (STD) | 91641896 | 2733E-6215-B |
| BIG END BOLTS (HD) | 91641897 | 2733E-6215-C |
| BIG END BOLTS (HD – ARP) | 91641898 | 2733E-6215-D |
| CAMSHAFT DOWEL | 91744815 | E93A-6253 |
| CONROD DOWEL | 91555368 | 116336-ES100 |
| FLYWHEEL DOWEL | 91665133 | W70043-S300 |
| GEARBOX DOWEL | 91302132 | W701350-S437 |
| PLUG OIL GALLERY SMALL | 91521644 | E650411-572 |
| PLUG OIL GALLERY LARGE | 91759055 | 87837-ES2 |
| CORE PLUG HEAD | 96110418 | 353000-S71 |
| CORE PLUG BLOCK / REAR - STD 051mm | 91628322 | 119778-S71 |
| CORE PLUG BLOCK / REAR - O/S 0.52mm | 96148261 | E857116-S71 |
| CORE PLUG BLOCK / SIDE - STD 041.6mm | 96110418 | 353000-S71 |
| CORE PLUG BLOCK / SIDE - O/S 042.6mm | 91000478 | 353000-S71 |
| DISTRIBUTOR - ELECTRONIC NLA | NLA | R86BF-12100-BA |
| DISTRIBUTOR - CONTACT NLA | NLA | R77BF-12100-FB |
| DISTRIBUTION CAP NLA | 90710254 | 117-10254 |
| ROTOR ARM NLA | NLA | 82HF-1200-AA |
| POINTS NLA | NLA | 83SF-12107-AA |
| CONDENSER NLA | NLA | 78BF-12300-AA |
| DISTRIBUTOR CAP NLA | NLA | 920X-12276-ALA |
| ROTOR ARM NLA | NLA | 920X-12200-AA |
| POINTS NLA | NLA | 902X-12107-AA |
| CONDENSER NLA | NLA | 920X-12300-AA |
| DISTRIBUTOR GEAR | NLA | C3AH-12390-B |
| IGNITION COIL NLA | NLA | 79BB-12024-AA |
| LEAD (ELECTRONIC) NLA | NLA | 84AG-12045-BA |
| PLUG LEAD SEPARATOR - RUBBER | 91608178 | 82HF-12297-AA |

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|---|---|---|
| PLUG LEAD SEPARATOR – PLASTIC NLA | NLA | E864816-S |
| SILENCER | 9095317 | 9095317 |

**GASKETS**

| | | |
|---|---|---|
| GASKET KIT DE COKE | 91602013 | D691-6014-AA |
| GASKET CARB BASE | 91665187 | 76XF-9447-AA |
| GASKET CARB TOP COVER | 91493692 | 71HF-9519-AA |
| GASKET CYLINDER HEAD | 95028795 | 931M-6051-AA |
| GASKET ROCKER COVER | 91421437 | 2733E-6584 |
| SEAL VALVE STEM NLA | 96008688 | 731M-6571-A1A |
| SEAL VALVE STEM (SPRING) NLA | 91474550 | 70HM-6571-A1B |
| GASKET INLET MANIFOLD | 95028798 | 931M-9441-AA |
| GASKET EXHAUST MANIFOLD | 5028799 | 931M-9448-AA |
| GASKET EXHAUST MANIFOLD | 5028800 | 931M-9448-AB |
| GASKET THERMOSTAT | 91628164 | 84BF-8255-AA |
| GASKET FUEL PUMP | 95028797 | 105E-9374 |
| SEAL DISTRIBUTOR | 91751884 | 204E-12143 |
| SEAL CRANK FRONT | 91031223 | 83BM-6700-A3A |
| GASKET TIMING COVER | 91536187 | 681M-6020-AB |
| SEAL CRANK REAR | 91641893 | 83HM-9701-A1A |
| GASKET REAR COVER | 95028796 | 931M-6344-A |
| GASKET OIL PUMP | 91710882 | 105E-6659 |
| SEAL SUMP FRONT NLA | 91454237 | 681F-6722-AA |
| SEAL SUMP REAR NLA | 91454238 | 681F-6723-AA |
| SUMP GASKET LH NLA | 91487262 | 681M-6711-AA |
| SUMP GASKET RH NLA | 91487265 | 681M-6710-AA |
| GASKET DRAIN PLUG | 1454118 | 70TM-6734-AA |

**Additional acceptable Block Numbers
711M-6010-16K
711M-6015BA
831C6015B34/R34(service block South African casting)
Casting Code “AX”

NLA
NLA stands for No Longer Available through the Ford Network. Any item annotated with NLA may be sourced as a pattern part, no Ford Logo. It should however be noted that any such part must comply with the regulations in full, where stated. This means, material, weight and size, all of which can and may be checked against an original reference part. Original part numbers remain for reference

POA
POA stands for price on application. This means that there may well be an opportunity to source an original part, that Is no longer available from the Ford network, But, the part may be re-conditioned, and prices for these parts will differ, depending on availability and re-conditioning costs.

**Appendix 2 – Tyre Declaration Form**

| Driver | Car No | Circuit |
|---|---|---|
| | | |

# Official Event Tyres

| No | Front | Rear | Serial/Barcode Number **Underline on the tyre** | Session Used | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| N1 | | | | | | | |
| N2 | | | | | | | |
| N3 | | | | | Leave | this | |
| N4 | | | | | area | blank | |
| N5 | | | | | | | |
| N6 | | | | | | | |

| Damage Substitution | | | |
|---|---|---|---|
| Front | Rear | Tyre ID | Serial/Barcode Number |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

This declaration **must be Presented and Signed prior to Event Start.**

| Team Print / Sign | Scrutineer Print / Sign | Date |
|---|---|---|
| | | |

Damage Substitution Authority

| Team Print / Sign | Scrutineer Print / Sign | Tyre ID No. from above | | | |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

## Appendix 3

A socially-minded standard of behaviour is expected from everyone within the Motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:
Motorsportuk.org/racewithrespect
#RaceWithRespect

### The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.