

Formula 1000 Technical Regulations 2023

The following regulations are set out in accordance with Motorsport UK specified format, **and it should be clearly understood that if the following text does not say that “you can do it”, then you should work on the principal that you cannot.**

By joining the F1000 Rally Club you declare that you have read and fully understood the regulations before you start your first event of the 2023 season. By joining the F1000 Rally Club you agree to be bound by these regulations in their entirety.

IT IS YOUR RESPONSIBILITY TO ENSURE THAT YOUR CAR IS LEGAL IN ALL RESPECTS AT ALL TIMES.

Failure to accept these rules will invalidate your Junior 1000 Status. The “Committee” referred to in these regulations are the elected members of the committee of the Formula 1000 Rally Club for 2023 or Club Technical Officer thereof.

GENERAL DESCRIPTION

The aim of the championship is to encourage competition cars of less than 1000cc engine capacity, that handle and stop well, are reliable and cheap to run and can be used on other events with minimal changes. These regulations are for stage rally cars and require a Motorsport UK Competition Car Log Book or Vehicle Passport.

The prime objective of these regulations is to facilitate equality of performance between different types of cars

The organisers reserve the right to change any of these rules, at any time in order to facilitate safe and fair competition. Changes will be publicised by e mail to all registered competitors. Details will also be posted on the championship website A time of 14 days will be allowed from initial notification to implementation. There will be no lenience in this timescale.

CLASSES

There will be no classes within the junior championship.

AGE OF VEHICLE

Eligible vehicles must have been manufactured on or before 31st December 2017.

Unless specifically permitted by these regulations, replacement parts, whether new, used or refurbished must be of the same specification as fitted to the vehicle when new.

Technical Regulations In Detail.

The following text is in addition to regulations J5-J5.21.17 and R46-48.10.11 of the current Motorsport UK Competition Yearbook. (The Blue Book)

1.1. Engines must be a maximum capacity of no more than 1000cc. There is no re-bore allowance. If your engine is worn or suffers a failure, then a replacement engine of the same type and of the correct capacity and of the same related model may be fitted. The fitting of a later engine from a newer model is not allowed, e.g. a Micra K11 engine cannot be fitted to a K10. If such replacement is not available, then re-boring for the purposes of re-lining the engine to the correct capacity and stroke is allowed. Re-boring an engine and short stroking by swapping or modifying the crank in any way so as to achieve the correct engine capacity is strictly forbidden.

1.2. It may be permitted to transplant a sub 1000 engine into an originally higher specification car. E.g. Nova GTE with a sub 1000cc Vauxhall engine. (Please if you think this may apply to you then contact the Club Technical Officer for clarification BEFORE you spend time and money).

1.3. Diesel engines are not allowed.

1.4. Rotary (Wankel) engines are not allowed.

1.5. Hybrid or electric cars are not allowed.

1.6. Forced induction in any form is not allowed, whether engine, exhaust, electric, wind or motion driven.

1.7. Air filters must be fitted; open ram pipes are not allowed.

1.8. For the purpose of these regulations' models of any differing specification including alternate manufacturers names will be considered the same vehicle. K11 Micra's of any age are considered the same as each other. Toyota Aygo, Citroen C1, Peugeot 107 are considered the same. Nissan Pixo and Suzuki Alto are considered the same. New model after 2014 Toyota Aygo, Citroen C1 and Peugeot 108 are NOT considered the same vehicle as each other or their earlier model versions. VW Up, Skoda Citigo and Seat Mii are NOT considered the same due to the number of different body panels. For clarification, please contact the Club Technical Officer.

ENGINES

ENGINES PART 2 (DETAIL)

2.1 Carburettor or fuel injection is only permitted as originally fitted to the sub 1000cc engine. This includes fuel injectors which must remain the standard injectors fitted to that specification of engine by the manufacturers, larger injectors or injectors from another model or engine are forbidden. Throttle bodies must also remain as standard and contain all the components as the car left the factory. The machining, enlarging

or any other type of modification is not allowed. The diameter of the throttle body and any butterflies or bridges must remain within the manufacturer's tolerances for that model and year of car. The throttle body may not be replaced with any such item from another model of that car or any other car in the manufacturers range.

2.2 Air filter and trunking are free but must be fitted. These may be modified to aid air flow but all incoming air must pass through the air filter, i.e. no bypass systems. Filters must not be outside the body area of the car or protrude through any part of the body, grille or bumper area of the car.

2.3 Cold air boxes may be fitted.

2.4 Carburettor/s may be set up to optimise jetting.

2.5 Fuel pumps are free.

2.6 Adjustable fuel pressure regulators may be fitted.

2.7 The inlet manifold must be original and unmodified in any way. The exhaust manifold must remain standard up to the entry of the catalytic converter or other junction whichever is sooner. Vehicle must comply with Motorsport UK Blue Book J5.16.7 in relation to fitting of catalytic converters.

2.8 The routing of exhaust pipes and silencers is free from the exit of the exhaust manifold, with reference to (J) 5.16 1-. Exhaust by pass systems are not allowed. All exhaust systems must comply with the relevant noise limit for the event on which you are competing as Motorsport UK regulations

2.9 It is permitted to fit a sub 1000cc engine into a car of the same model, but all other performance related parts must be from that sub 1000cc engine. E.g. when fitting a 993cc engine into a 1300cc Corsa it is not permitted to use the fuel injection from the 1300cc engine.

2.10 Modifications of any kind to the engine block, any internal engine parts or rotating masses are not allowed except as detailed in the cylinder head section of these regulations. Non-original steel cranks or bottom ends are not allowed. Modifications such as balancing and or lightening are not allowed. The lightening or balancing of con rods and or crankshafts is forbidden. The use of non-standard pistons and or gudgeon pins is forbidden. The machining and or lightening of flywheels is forbidden. If an engine block is no longer available for the car e.g. classic Mini, it is permitted to machine the top of the block of a larger cc engine of the same make to bring the engine to the correct displacement as long as the bore and stroke of that engine are not changed. The machining of skirts from the bottom pistons is not allowed

2.11 Oil coolers may be fitted. These must be contained within the profiles of the body, grille and bumper area.

2.12 Radiators may be modified and increased or decreased in either size or number. Location may be altered from the standard position.

2.13 Rev limiters whether electronic, fuel or mechanical are to remain unchanged from standard specification for that make and model of car. The rev limiter must operate within the manufacturers range and limits as specified for that make and model of car. NO tolerance will be given for cars that do not comply and the penalty for this will be exclusion.

2.14 The drilling and or machining of any parts of the engine and any of its ancillaries other than to facilitate the application of a seal is expressly forbidden. This is deemed as lightening and includes any grinding or machining of lips ridges or any other webs or excess metal on any engine parts.

2.15 Engines must be made available for sealing at any time that the Club Technical Officer requests. To facilitate this seal, it is required that at least two head/cam cover bolts be cross drilled to allow a wire seal of 1/16th inch to be fitted. For any engine which carries a seal that needs to be replaced, approval must be sought in writing from the Club Technical Officer or if not in attendance at an event his nominated person before any changes can occur. Any engines without a seal may have seals imposed on them should they suffer a failure, with the Club Technical Officer reserving the right to inspect that engine. If anything within a sealed engine is found to be illegal, the competitor involved will be disqualified from the championship with no right to appeal.

CYLINDER HEADS

3.1 It is permitted to skim the cylinder head up to a maximum of 25 thousand of an inch. A cylinder head may only be skimmed once. Should a cylinder head fail after it has been skimmed then a replacement must be obtained, this may then also be skimmed within the same tolerances.

3.2 The cylinder head must be the correct cylinder head for the make and model of the car entered. It is not permissible to replace the cylinder head with one from a larger engine car and or a different model of the car.

3.3 Any machining or polishing of any part of the cylinder head other than that detailed in 3.1 is also forbidden. In particular, any part of the inlet and or exhaust ports or chambers, the valve seats and or chambers.

3.4 Inlet and exhaust valves must be the standard size type and fitment for the year make and model of car entered. Any machining lightening or polishing of the valves or any part of the valve is forbidden. After market valves are forbidden. Valves from any other specification of engine are also forbidden.

3.5 Valve springs; rockers and any part of the valve operating mechanisms must be as standard fitment for the make and model of car and any aftermarket items are forbidden.

3.6 Camshafts must be the original standard equipment camshaft/s for the make, model and engine capacity and year of the car entered. No reprofiling of cam lobes and or bearings and or carriers is allowed. The use of aftermarket and or uprated camshafts is strictly forbidden.

3.7 It is permissible to adjust camshaft/s to bring valve timing back to standard after the head has been skimmed as per 3.1

Engine Control Units (E.C.U's)

4.1 ECU's must be standard and unmodified in any way from the original ECU for the make and model of car entered other than detailed here.

4.2 The modification of any engine and or ancillary control unit for the engine is forbidden. Especially to raise the rev limiter of the car, and or fuel mapping, and or ignition timing.

4.3 The fitting of any auxiliary and or piggyback ECU is not allowed.

4.4 The fitting of any electronic device to attempt to increase the performance of a car is not allowed. i.e. aftermarket plug in chips. All sensors that effect engine performance must remain in their original position and operate to standard manufacturers tolerances. No inline resistors or similar to attempt to disrupt signals to any engine sensors or ECU's are permitted.

4.5 Removal of certain functions such as ESP, Stability Control, Anti Yaw, ABS, Traction Control or Immobiliser etc. may only be carried out by the Formula 1000 Rally Clubs nominated company. If an Ecu has been modified by other than the Championships nominated company, then the ECU may be sent away for testing for compliance and the cost for this will be born by the competitor.

4.6 The ECU must be securely fitted to the body or frame of the competing car. The unit must be bolted or screwed securely with a minimum of two fixings. No temporary fixings such as Velcro, tie wraps or double-sided tape will be permitted.

4.7 All ECU's will carry a Formula 1000 Rally Club official seal. If there is a need to change your ECU the reason must be given and it must have a seal re fitted by the Club Technical Officer before you start the next event. All ECU's must always carry an official seal.

4.8 ECU's may be removed by the Club Technical Officer at any time and sent to the Formula 1000 Rally Clubs nominated test company to confirm they are standard to the manufacturer's specification.

4.9 If an ECU is tested and found to not comply with these regulations in any form no matter how small and whether it provides any performance advantage or not, then the competitor will be deemed to have run that ECU since the date the Formula 1000 Rally Club seal was applied and will forfeit all points scored from that date, up to and including the time the unit was tested.

4.10 The Club Technical Officer reserve the right to ask any competitor to run an ECU provided by the club at any time during the season or at any time during an event. Failure to use the ECU provided will result in the

crew scoring 0 points for the event and it will count as one of their 6 scores. Unless the ECU provided fails to start and run the car.

4.11 If an ECU is suspected to infringe these regulations and is removed as per 4.8, and is found to not comply with regulations in any way other than modifications that are allowed in these regulations, and have been carried out by the Formula 1000 Rally Clubs nominated company then the cost of the ECU being checked will be borne by the competitor. The charge for this is approx. £180.

4.12 The Formula 1000 Rally Club reserve the right to attach any type of data logging equipment to a car. The data collected will be shared with the competitor. The championship and or any outside expert will interpret the data and decide whether any further tests are required.

4.13 All cars must have the manufacturers OBD/OBD II or diagnostic socket mounted in such a way that easy access is available to attach diagnostic or ECU reading equipment by the Club Technical Officer and or any person nominated by the Formula 1000 Rally Club to perform such an action.

4.14 The wiring loom is free and may be modified and redundant wires removed. However the engine loom wiring and connections to both ECU and OBD and or diagnostic port must remain. Removal of wires to either of these items that results in the Club Technical Officer and or their representative not being able to communicate fully with the ECU will be taken as the ECU having been modified and penalties applied as per 4.9.

4.15 The nominated company for all cars to which ECU's will be sent is ACT and Fusion Motorsport for pre coil pack Nissan Micras. Should this change at any time you will be informed in writing.

BODYSHELLS.

5.1 The body shell of the car may be freely strengthened including roll cage and suspension areas.

5.2 Gusset/Triangulations panels (or similar, seam weld and weld on braces are all permitted.

5.3 Bolt on strut braces across suspension turrets are permitted.

5.4 Carpets, headlining's and sound deadening may be removed.

5.5 All body shell panels shall be of the original material as specified by the manufacturer for the age and model of your car. These panels should be of steel unless a composite material was used in the cars original manufacture. The replacement of standard steel items by composite or GRP is not allowed.

5.6 Additional or alternative instruments are permitted as are interior accessories e.g. intercom, trip meter etc.

5.7 Under body guards are permitted.

5.8 Strengthening, adding or replacement of engine and/or gearbox mounts is permitted.

5.9 Brake and fuel lines are free and their positioning can be changed.

5.10 Bonnet and boot fastenings are free, all doors (except tailgate) must retain the original manufacturers fastening and all doors must be able to be opened from inside and outside the car.

5.11 All glass areas MUST remain glass. The replacement by any other material than glass is NOT permitted. Glass must remain original factory thickness. All side glass must be covered with protective film as per Motorsport UK Blue Book.

5.12 A minimum of four rear view mirrors must be fitted to all cars. They will consist of two interior rear view mirror and two door mirrors. The first interior rear view mirror location may be moved to allow free vision after the fitting of a roll cage, it must however be in such a position that it can be used by either the driver or navigator as required. The second interior mirror is for the use of the navigator only and must be mounted in such a position that it can be used whilst that person is seated and belted in the car. The door mirrors must be fitted in the original manufacturers position and must be fully extended outwards at times during an event. The door mirrors must be a single pane and should be the original equipment for the car or an equivalent aftermarket part with a surface area of not less than 100mm high and 150mm wide. It is permissible to substitute electrically operated door mirrors for manual versions on a cost basis, but they must be the correct mirrors for the car and of the correct dimensions. A minimum of one replacement glass for each door mirror must be carried in the service vehicle to allow for replacement in the event of a breakage. If both door mirrors and replacements should be broken during an event, then as a minimum an internal mirror must be installed to allow rear view for the navigator. In the event of a vehicle being registered prior to 1st August 1978 where only one mirror was required by law, then these cars must be retro fitted with door mirrors of the correct dimensions.

5.13 Lightening of the body shell is not permitted, however in the interest of safety and for the purpose of fitting equipment, removal or alteration of internal trim, mountings and brackets is not considered as lightening. Bonnets, boots/tailgates and doors must not be lightened, and any strengthening bars MUST NOT be moved from standard position in the vehicle or removed altogether. Trim removal and drilling to affix handles or fittings are not considered lightening. Fixings may be removed, shortened or replaced with items made from any material.

5.14 The dashboard and instrument panel must remain in their original positions and must not be removed. The edges of the dashboard may be cut to allow the fitting of a roll cage. The dashboard (dash top) must be the original for the car; this item cannot be substituted for an aftermarket item.

5.15 Indicator and wiper/washer's switches must remain in the original positions on the steering column and operate in such a position. It is permitted to fit secondary switches for wipers/washers/ horn that can be

operated by the navigator.

5.16 Heaters must be fitted in all cars and where possible should be the original item for the car. The heater specifically **MUST** be able to blow warm air onto the screen of the car through the manufacturers original dash top outlets or vents. The fan **MUST** be able to blow with a similar force as the standard manufacturers fan when on full speed. This system must be capable of keeping at least 80% of the cars windscreen clear at all times. This applies even if a heated screen is fitted and must meet this criteria even with the screen turned off. For cars that will be registered after 1st January 2014 the original manufacturers heater box must be retained in full.

5.17 Air conditioning systems including pumps, condensers and or radiators may be removed.

5.18 The removal of the roof anti flex bar is allowed. The removal of the glove box is permitted.

5.19 The battery must remain fitted in the original position. The method of strapping the battery is free and the size of battery fitted is free.

5.20 Bumpers are not classed as trim and are not allowed to be lightened. The original steel back plates, or crash bars must be fitted. The drilling of holes in the bumpers themselves and or the steel backing or crash bars will be classed as lightening and is not allowed.

5.21 Only factory wings or aerofoils are permitted. No aftermarket or altered versions are allowed.

5.22 Bonnet vents, scoops or any other modification to the bonnet area is not allowed. A bonnet vent will only be allowed if it was fitted as standard to the make and model of car entered.

5.23 A roof mounted vent pod is allowed.

5.24 Door cards must be fitted to doors; original door cards can be replaced with carbon fibre or such other parts. The original interior release handle must be retained and operational.

5.25 Tinted windows are allowed within the limits as laid down for a car to pass an MOT. The tinting must allow clear visibility, through all windows if the SOS/OK board is held up within the car by either driver or navigator.

5.26 The radiator grille or bumper air intakes must be fitted. It is permissible to replace these with another material to increase air flow but they must be fitted.

5.27 The removal of or replacement using a lighter material of the petrol filler cap or flap is not permitted.

5.28 The profile of the bodyshell must remain as standard, no modification to wings or wheel arches (i.e. widening) is allowed.

5.29 The minimum weight of eligible cars for 2023 is as follows.

Micra K11 All Derivative's	950kg
Citroen C1 and Der Pre 2014	1020kg
Vw Up, Skoda Citigo Seat Mii	1070kg
Citroen C1, Peugeot 108, Toyota Aygo, post 2014	1020kg

These minimum weights are to include both crew members and all relevant safety gear.

BRAKES.

6.1 Pads, Linings and fluids are free.

6.2 ABS systems may be disabled or removed. If this requires any modification to the ECU then this must be carried out by the Formula 1000 Rally Championships nominated company.

6.3 All major mechanical components of the braking system must remain as standard for the make and model entered, or a direct bolt on replacement from another model in the range. You may fit brakes of a higher specification model, but they must not be aftermarket products.

6.4 Extending the parking brake lever is allowed. The extension must be no more than 200mm in length and must follow the line of the existing lever (NO BENDS). The parking brake must continue to work as per MOT requirements

6.5 Hydraulic Handbrakes are not permitted. No parts of a hydraulic handbrake system will be allowed to be fitted to a car even if it appears to be disabled.

6.6 A brake bias valve may be installed however it must be positioned in such a way that neither the driver nor co driver can operate said valve whilst seated and belted in the car. Any such valve that the club or its officials believe may be within reach must be securely covered so as not to allow adjustment whilst in motion

TRANSMISSIONS AND DIFFERENTIAL

7.1 No modifications or machining to the standard gearbox are permitted.

7.2 All internal parts including gears MUST be standard showroom specification for the make and model entered. The transmission unit must complete as originally supplied by the manufacturer for the make and model of the competing car. It is not permitted to replace any transmission parts with aftermarket parts or parts from another model. This will be deemed as a specialist box and is not permitted.

7.3 Up rated gear linkages are permitted.

7.4 Replacing automatic gearboxes are permitted.

7.5 Limited slip or torque biasing differentials are NOT permitted.

7.6 Clutch linings, covers and release bearings are free.

7.7 Drilling or machining on any external or internal parts of the transmission, gearbox casing, differential casing or any of its ancillaries other than to facilitate the application of a seal is expressly forbidden.

7.8 The gearbox from a Toyota Aygo, Citroen C1 or Peugeot 108 (with final drive that is not 3.550 to 1) introduced from May 27th 2014 must not be fitted to any Aygo, C1 or 107 manufactured before this date.

7.9 The fitting of a Toyota Yaris final drive to any Aygo, C1 or 107 is forbidden.

7.10 Volkswagen Up, Skoda Citigo and Seat Mii models may only use the standard gearbox with 4.17 final drive. No other gearbox is acceptable for these models.

7.11 Final drive and gearbox ratio checks will be carried out at random throughout the year. If any car fails these checks then they will score no points for that event and the event will be counted as one of the six scores for the season and will not be allowed to be counted as a dropped score.

7.12 Up-rated drive shafts and/or CV joints are permitted providing there is no modification to the gearbox output to allow this.

7.13. Gearboxes must be made available for sealing at any time that the Club Technical Officer requests. To facilitate this seal, it is required that at least two easily accessible bellhousing to engine block bolts be cross drilled to allow a wire seal of 1/16th inch to be fitted

STEERING

8.1 Aftermarket steering racks of higher ratio than standard are not permitted.

8.2 Power Steering may be added or removed.

8.3 Conversion from left to right or right to left hand drive is permitted.

SUSPENSION

9.1 Suspension bushes may be changed for polymer material.

9.2 No all metal spherical, or composite or similar joints are allowed except as defined in rule 9.6.

9.3 All suspension mounting points MUST be kept in the same position as standard showroom specification, other than rule 9.6, but may be strengthened.

9.4 Springs and dampers are free, however remote reservoir dampers are not permitted.

9.5 Struts, springs and dampers may be changed for an up-rated version but MUST be attached to the original fixing points on the car and suspension components.

9.6 Heavy duty/fabricated strut top mounts or similar are permitted, including spherical joints. These MUST fit in the standard body shell location per Motorsport UK regulation R48.8 or be fitted via 3 fixing holes drilled concentric with the original strut top mounts. The 3 holes must be no larger than 9mm diameter each and no other metal may be removed from the body shell within a circle inscribed through the 3 holes. Any variation from or alteration(s) to the type of mounting and/or mounting point(s) provided by the vehicle manufacturer is subject to the approval of the Championship Eligibility Scrutineer and Club Technical Officer and will be recorded on the Championship Vehicle Record Card.

9.7 Rear coil overs are permitted as long as the top and bottom mountings of such items mount the car body and other suspension components in the original way.

SAFETY EQUIPMENT

All cars must comply with Motorsport UK safety regulations.

10.1 Five or six-point safety harnesses are mandatory.

10.2 Mud flaps must be fitted to all four wheels as per blue book section R48.1.12

10.3 A spill kit of 2.5 kg must be carried.

10.4 First Aid Kits are MANDATORY

10.5 The Co-Driver MUST be capable of operating the horn whilst strapped in the passenger seat without undoing any belt to reach/ operate the horn. It is suggested that a foot operated horn button is fitted for the co driver.

WHEELS

11.0 Wheel manufacturers are free they are not in contravention of Motorsport UK Blue Book Regulations.

11.1 Permissible wheel sizes are as follows.

Nissan Micra K11 all pre 2014 Citroen C1. Peugeot 107, Toyota Aygo and Suzuki Alto 13" wheels

Citroen C1, Peugeot 108, Toyota Aygo post 2014 14" Wheels

VW UP, Skoda Citigo, Seat Mii 14" Wheels

11.2 The machining or lightening of any roadwheel from the wheel manufacturers specification and weight is forbidden. The centre spigot hole may be enlarged to allow fitting over the hub

Nissan Micra, Citroen C1, Peugeot 107, Toyota Aygo, VW Up, Skoda Citigo, Seat Mii or any derivatives of these cars registered prior to 1st January 2014: 13 inch wheels with 175/60 x 13 (160/540/13) tyres.

Ford Fiesta: 14-inch wheels with 180/560 x 14 Tyres.

These tyre sizes are the only tyre sizes permissible for the 2022 Championship. Any car that is not on the list please take advice from the Club Technical Officer before buying your wheels and tyres.

TYRES

12.0 The championship tyre for 2023 will be the Nankang NS 2R

13" Wheels will use the 175/50 x 13 tyres

14" wheels will use the 185/60 x 14 tyres

These tyres are available through Andrew Knott at Slicks Tyres and must be marked with the PEC Branding

12.1 The use of tyre warmers is not allowed.

12.2 The use of tyre softening chemicals, compounds or any type of tyre softening material is NOT allowed.

12.3 The hand cutting of any or any other modification to the tyre is prohibited.

12.4 Tyres prices will be notified in a separate bulletin but we are working hard to keep the cost down

FUEL

13.0 Only commercially available pump fuel (petrol) will be permitted.

13.1 Bio ethanol fuel is not permitted

13.2 Only factory fitted fuel tanks are allowed.

GENERAL

14.1 The sticker for championship sponsors will be required to be displayed these will be as follows.

Windscreen Sun Visor Strip

Leading Edge of Bonnet

Bottom of Rear Windscreen(F1000 Rally Club - Rallying for 14-17 Yr Olds)

All Four Bumper Corners (Nankang

There will also be a championship doorplate carrying advertising and space for your competition number, which for 2023 will be prefixed by a letter J.

14.2 Social Media. In the event that in the view of the committee of the Formula 1000 Rally Club any member, competitor, crew, service crew or any member of the families and or friends of those mentioned records adverse and or malicious comments regarding the club any of its members or officials on any form of social media, then the competitor with which they are associated shall have penalties applied as per Appendix 2 and regulation 4.1 of the championship regulations above.

14.3 The whole aim of this championship is to inspire and promote young talent. We do not want to find anyone in contravention of these regulations. You are given fair warning that in 2022 the checks on cars will be much more stringent and much more regular we also intend to have a championship Motorsport UK Scrutineer at all events. If you have any queries regarding anything written here please get in touch. We have said many times, if these pages don't say you can do it then assume you can't. If your engine has had anything done to it at all other than the head skimmed and the cam timing adjusted, then it is illegal. If your ECU has been altered in any way by anybody other than the Formula 1000 Rally clubs nominated company then it is illegal. In 2022 we again want the talent to shine not the budget.

SEALS

15.1 The F1000 Club Technical Officer Reserve the right to seal any item on a vehicle that they choose.

15.2 Any seal placed on a vehicle will have the sealed item inspected at a later date that the Club Technical Officer decides.

15.3 If any sealed item is found to be in contravention of these regulations, the vehicle/ crew in question will

have all points removed from events completed from the date of sealing up to the date of inspection inclusive. The crew involved will also be referred to the F1000 committee for any possible breaches of the Clubs code of Conduct laid out in 4.1 of the Championship Regulations.

15.4 Any item which is inspected and found **NOT** to be in compliance with these regulations may be sealed so as to ensure no future modifications may be carried out on such item. Any breaking of these seals without the written permission of the Club Technical Officer will result in the penalties as laid out in 15.7 below.

15.5 Any competitor who is the subject of a Technical Challenge Form (Appendix 1) will not be required to pay for the item being challenged to be sealed. The cost of this will be borne by the complainant. The only exception to this is if the resulting part is found to be in contravention of these regulations at which point the guilty party will be liable for ALL COSTS INCURRED by the F1000 Rally Club in checking and sealing the item.

15.6 Competitors must seek written approval from the Club Technical Officer, or person nominated by him, if they wish to break any seal. Any seal broken without the written permission of the Club Technical Officer, or person nominated by him, will result in the offending crew losing one of their scoring rounds. To clarify, 1 unapproved broken seal would result in a competitor being allowed to count their best 5 scores, 2 unapproved broken seals would mean they could count 4 scores.

Written approval from the Club Technical Officer or their nominated representative can be obtained in the form of paper, e mail, text or other social media or electronic mailing providing the number or name of the Club Technical Officer or their nominated representative is shown on the message.



Technical Challenge Form

This form has been produced to allow members to raise technical objections to other competing cars. It may only be used by the co-driver of a Junior car who must fill in the specific concern and reason for raising it. To use this form, you must be a member of the F1000 club stating your membership number and also must print and sign the document.

Please return this form to the championship co ordinator or any member of the F1000 Club Technical Officer.

Nature of complaint

Please state your complaint detailing the specific details required to be checked and giving reasons and evidence to back your claim.

Nature of complaint/concern

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Evidence to be considered

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.....
.....
.....
.....

Name Membership number

Signed Date/...../.....

1000 RALLY CLUB CONDUCT WITHOUT RESPECT

OUTLINE DETAILS:

To:

DATE OF MEETING: VENUE:

CLUB / CHAMPIONSHIP REGISTRATION NUMBER:

SUMMARY OF DISRESPECT: (PLEASE SUMMARISE THE BEHAVIOUR WHICH LED TO THIS REPORT AND ATTACH ANY RELEVANT REPORTS/WITNESS STATEMENT(S))

Following investigation it is apparent that you are not upholding the values of the F1000 Rally Club Code of Conduct which is integral to the values of this Club / Championship and Rallying in general. Accordingly the Club Committee / Championship Organiser has requested that you:

☐ DRIVER ☐ PARENT / GUARDIAN ☐ TEAM ☐ OFFICIAL

Receive a verbal warning	
Receive a formal and Final warning	
Are to be removed from the F1000 Rally Club and its Championship with additional removal of Junior Rally Licence	

IN ADDITION THIS REPORT IS BEING PASSED TO THE CLUB COMMITTEE / CHAMPIONSHIP STEWARDS WHO MAY IMPOSE FURTHER PENALTIES, WHICH COULD INCLUDE:

Suspending you from participation for one or more Championship Rounds or Club Meetings	
Exclude from the Championship or withdrawal of your membership from the Club. Teams may be forbidden to attend club meetings.	
Exclusion from the Club for 1 yr	
Exclusion from the Club for more than 1 Yr, to be decided by the committee	
Refer the matter to the Motorsport UK	

I ALSO UNDERSTAND THAT:

Motorsport UK may consider whether the matter should be referred for consideration of further penalty against your licensed Entrant

THIS REPORT/NOTICE WAS ISSUED BY:

PRINT NAME: _____ SIGNED: _____

RECEIVED BY:

PRINT NAME: _____ SIGNED: _____

FOR REPORTS/NOTICES FOR ANYONE UNDER 18 YEARS OF AGE THE Parent/ Guardian SHOULD ALSO ACKNOWLEDGE RECEIPT OF THIS NOTICE

PRINT NAME: _____ SIGNED: _____