

2024 Castle Combe
Formula Ford1600 Championship
Regulations PUBLISHED COPY



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INTRODUCTION

Catering for Kent engine Formula Ford 1600's this superb championship has been a crowd favourite at the circuit since 1969. The Castle Combe Championship is now the oldest in the country blending intense competition with a friendly atmosphere amongst the competitors. Close racing ensures the success of the Championship for competitors, sponsors and spectators alike!

Four classes allow any type of Formula Ford 1600 to run competitively against its peers.

Class A Post 95, caters for the latest generation cars built after the 1st of January 1996

Class B 90 > 95, is for cars built between 1/1/90 and 31/12/95

Class C 85 > 89, is for cars built between 1/1/85 and 31/12/89

Class D Pre 85, is for pre 1985 classic cars. Usually, these cars are cheaper to buy and run so the class appeals to the more budget orientated competitor. It's a great place to start a single seater-racing career. Irrespective of class all competitors score points for the overall Championship.

The following technical regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do you should work on the principle that you cannot.



1.1 TITLE & JURISDICTION

The 2024 Castle Combe FF1600 Championship is organised and administered by the Castle Combe Racing Club Ltd (The Organisers), in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

The **numbers** in bold type are references to the Motorsport UK yearbook

Commercial rights and Championship title are owned by Castle Combe Circuit Ltd.

Motorsport UK Championship Permit No:**CH2024/RO72**

Race Status: Interclub

Motorsport UK Championship Grade: C

1.2 OFFICIALS

1.2.1 CHAMPIONSHIP CO-ORDINATOR AND ADMINISTRATOR:

Cat Dall'Occo E-mail: catd@ccracingclub.co.uk

Castle Combe Circuit, Chippenham, Wiltshire, SN14 7EY office 01249 784160

RACE DAY CO-ORDINATOR:

Emma Brown FF1600@ccracingclub.co.uk

1.2.2 ELIGIBILITY SCRUTINEER:

Rod Bennett

Tel: 07710 427563

Email: rbennett@v-i-c.co.uk

1.2.3 CHAMPIONSHIP STEWARDS:

Richard Beard, Richard Culverhouse and Roly Hamblin

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

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

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

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) be fully paid-up valid membership card holding members of the CC Racing Club
- (b) be Registered for the Championship
- (c) be in possession of a valid Motorsport UK Entrants Licence

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- 1.3.2 Drivers and Entrant/Drivers must
- (a) Be current Members of the CC Racing Club and
 - (b) be Registered for the Championship
 - (c) be in possession of a valid Competition Racing Club Licence as a minimum.
unless (**Q 11.6 applies**)
 - (d) Or in possession of the highest grade of national race licence or valid FIA International Licence, together with their ASN's written consent ((H26.2) 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.

1.4 REGISTRATION

- 1.4.1 All competitors must register for the championship by returning the Registration Form to the Co-ordinator prior to the Final Closing date for the first round being entered.
- 1.4.2 No Registration fee is payable.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship
- 1.4.4 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters.
- 1.4.5 Once registered race entries can be completed online. <http://castlecombe.prosolvehosting.co.uk/> Sign on must be completed on line by 5pm on the Wednesday before the event. A photo licence should be uploaded to the Rev Up system or sent to the Secretary of the meeting with the original carried at all as random events as random checks may be carried out.

1.5. CHAMPIONSHIP ROUNDS.

- 1.5.1 The 2024 Castle Combe FF1600 Championship will be contested over 14 Rounds as follows:

Date:	Venue:	Organising Club:	Grade:
Monday 1 April (Double header)	Castle Combe	CCRC	Interclub
Monday 6 May (Double header)	Castle Combe	CCRC	Interclub
Monday 27 May (Double header)	Castle Combe	CCRC	Interclub
Saturday 15 June (Double Header)	Castle Combe	CCRC	Interclub
Saturday 3 August (Double Header)	Castle Combe	CCRC	Interclub
Monday 26 August (Double Header)	Castle Combe	CCRC	Interclub
Saturday 5 October (Double Header)	Castle Combe	CCRC	Interclub

- 1.5.2 Races will have one qualifying of 15 minutes duration and individual races of 10 laps.
Races will cost £335 per meeting and be 2 x 10 laps.
Grid for second race of double-header will be determined by the second fastest time in qualifying.
- 1.5.3 The organisers will endeavour to re arrange a cancelled round at another CCRC event, if this is not possible a further away round at a different venue may be arranged where all championship regulations will apply. (**D11.1** applies)

1.6 SCORING

- 1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results for each round. Points are awarded based on a competitors overall finishing position, irrespective of class as follows;
1st 23, 2nd 20, 3rd 18, 4th 17, 5th 16, 6th 15, 7th 14, 8th 13, 9th 12, 10th 11, 11th 10, 12th 9, 13th 8, 14th 7, 15th 6, 16th 5, 17th 4, 18th 3, 19th 2, 20th 1.
- Points scored in the overall results will determine the championship standings.
- Separately points will be awarded per class as follows and will determine the additional class placing's;

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1st 12, 2nd 9, 3rd 8, 4th 7, 5th 6, 6th 5, 7th 4, 8th 3, 9th 2, 10th 1.

- 1.6.1.1 Fastest Lap, 1 point will be awarded overall and per class for the driver(s) setting the fastest race lap time(s) If more than one driver sets the same fastest lap then each shall receive the additional point. The 1 point for fastest lap is awarded irrespective of classification in the results including DNFs. The highest total scores **from 11 rounds** of the 14 will count.
- 1.6.2 Any judicial exclusion irrespective of reason are to be counted as part of the total of rounds.
- 1.6.3 Ties will be resolved according to **W 1.3.4** of the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full point scoring round.
- 1.6.5 At the discretion of Castle Combe Racing Club, Competitors not registered for the championship may be permitted on an individual round basis and will.
- (a) be deemed "Guest Competitors"
- (b) not score points and for the purpose of points scoring will be ignored.
- (c) Qualify for event awards.
- (d) comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (b) and 1.3.2 (b), as appropriate.

1.7 AWARDS

- 1.7.1 All awards are to be provided by the Castle Combe Racing Club.
- 1.7.2 PER ROUND:
Trophies to 1st, 2nd & 3rd in each class subject to number of starters as follows;
1st place only if 3 or less starters
2nd place if 4 starters
3rd place if 5 or more starters
- 1.7.3 OVERALL CHAMPIONSHIP at the conclusion of all 14 rounds:
Trophies to 1st, 2nd, 3rd overall and 1st, 2nd & 3rd in each class subject to number of points scoring drivers as follows;
1st place only if less than 4 points scoring drivers
2nd place if 4- or 5-points scoring drivers
3rd place if 6 or more points scoring drivers
- 1.7.4 The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

PRESENTATIONS:

A Trophy will be provided for presentation to the outright winner at the end of each event or at the end of the meeting presentation ceremony if possible. Should there be any Prize money and Bonuses they will be posted to the Entrants within 10 days of the results being declared final after each event. End of season championship awards will be presented at the Castle Combe Racing Club Annual awards evening (date and location to be announced via Championship bulletin).

To be eligible for end of season championship points and awards competitors must have participated in at least 7 rounds of the championship.

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1.7.5

ENTERTAINMENT TAX LIABILITY:

In accordance with current government legislation, the Castle Combe Racing Club Ltd. is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the Castle Combe Racing Club Ltd. is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F 0151 472 648

1.7.6

TITLE TO ALL TROPHIES:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Castle Combe Racing Club in good condition within 7 days.

2. CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 ENTRIES

2.1.1 Competitors are responsible for supplying correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 7 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.

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- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. **If an entry is withdrawn after the entries closing date such a withdrawal will be subject to an administration fee of £25.** If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned should apply for approval of acceptance by the Stewards of the Meeting before signing on.
- 2.1.4 The Entry Fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions.

If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the 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 pit lane exit. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for the meetings. **When notified competitors must attend all briefings.**

2.3 QUALIFICATION, PRACTICE

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship/series criteria and the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the **Q.12.4** and **Q.12.9**. The Clerk of the Course shall have the right to disqualify any driver whose practice times or racing are considered unsatisfactory as per **Q.12.4**.

2.4. RACES

The standard minimum scheduled distance shall be 10 laps (see 1.5.2) whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

For those meetings which are run by another Club/Organisation races may be timed in place of the scheduled number of laps

2.5 START PROCEDURE.

- 2.5.1 All cars will form up on the grid position in the assembly area.
Cars will then be released on to the circuit, they will then form up on the grid for a **STANDING START**
- 2.5.2 The minimum countdown procedures visible and audible warning sequence shall be:
1 minute to start of Green Flag formation lap - Start Engines
30 Seconds -to the start of Green Flag formation lap.
Cars will then be released behind the Parade Car for the green flag lap.
All cars will then form a 2 x 2 grid for a STANDING START.
A five second board will be used to indicate the grid is complete
The red lights will be switched on five seconds after the board is withdrawn.
When red lights are extinguished the race will commence.
- 2.5.3 Any cars driven into the pits on Green Flag lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the pit lane exit.
- 2.5.4 Any drivers unable to start the Green Flag formation lap or start the race are required to indicate their situation as per **Q.12.13.2**. In addition any driver unable to maintain grid position 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.

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- 2.5.5 In the event of any starting light failure the starter will revert to the National flag. Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited on the formation lap. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid. Tyre cooling is also prohibited other than by natural convection.

2.6 RACE STOPS, SESSION RED FLAG

Should the need arise to stop any race, RED LIGHTS will be switched on 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 starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

- 2.6.1 **Case A** – Less than two laps completed by the race leader.

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

- 2.6.2 **Case B** – More than two laps completed by the race leader but less than 75%

The Race will restart from the grid set out in the finishing order of part one (as per **Q.12.15.2.**) The result of the race will be the finishing order at the end of part 2. The Clerk of the Course will determine the length of the restarted race.

- 2.6.3 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with **Q12.15.4.** unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

RESCRUTINY

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

2.7 PITS, PADDOCK AND PIT LANE SAFETY

- 2.7.1 Competitors must ensure that 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 due care and drive at minimum speeds in pit lane, any transgression may result in a penalty. (See 3.1)

- 2.7.3 REFUELLING:

May only be carried out in accordance with **Q12.25.1/2/3.** Circuit Management Regulations and SR's or Final Instructions issued for each Meeting.

- 2.7.4 The Pit Lane Speed limit is 60km/h / 37mph

2.8 RACE FINISHES

After taking the Chequered Flag drivers

- Progressively and safely slow down
- remain behind any competitors ahead of them.
- return to the Pit Lane Entrance as instructed,
- comply with any directions given by Marshals or Officials
- keep the helmets on and harnesses done up while on the circuit or pit lane.

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. **(D) 26.3)**

2.10 TIMING MODULES

All competitors will be required to fit Transponders to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport

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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.

Competitors may not place electronic timing equipment within five meters 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

In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the co-ordinator / organiser may at their discretion run Qualification Races. In the event of the need for any 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 may be brought into operation and run in accordance with section Q, Appendix 3 of the Motorsport UK general regulations.

2.13 ON BOARD CAMERAS MOTORSPORT UK Current Yearbook Section (J)5.21 applies.

2.13.1 Mandatory fitting of a camera in every car.

2.13.2 It must be installed in a position which will give a 'driver's eye' view that should include, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 degrees and some of the nearside view.

2.13.3 The competitor must supply the camera.

2.13.4 The camera must be of an acceptable specification, capable of recording in High Definition and, at a minimum, must be able to record the Qualifying/Practice session and the Race (Both at a Double-Header meeting).

2.13.5 The recording must be easily downloadable onto a remote viewing device in Race Control (for example, laptop computer, etc.) via an accepted protocol such as USB connection or SD card.

2.13.6 The camera mounting must comply with the requirements of the MOTORSPORT UK Current Yearbook. It must be a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet.

2.13.7 The onus is on the competitor to ensure that the camera is switched on prior to leaving the assembly area and recording for the full duration of any official free practice, qualification session and race. The camera must not be switched off until the car is released from Parc Fermé.

2.13.8 For any camera that is not switched on during the occasions detailed in Championship Regulation 2.13.6, the Competitor may incur a fine or other penalty for each and every offence.

2.13.9 Failure to supply recordings to the Clerk of Course when requested, may incur a fine or other penalty.

2.13.10 The memory card/method of footage storage belonging to the competitor may be removed by the organisers and marked with an appropriate seal and/or number and the recorded footage copied for use in broadcast, or any other area deemed appropriate by the Championship organiser.

2.13.11 The Championship Eligibility Scrutineer or their representative will be the only person allowed to retrieve the footage from the recording equipment. No competitor or any other person should retrieve or view the footage whilst in Parc Fermé. The evidence from the in-car footage will be considered as a 'Judge of Fact', in accordance with Section C, Judicial, and Part 3, Appendix 4 of MOTORSPORT UK Current Yearbook Regulations.

2.13.12 All commercial regulations imposed by the Circuit and/or Organiser must be adhered to. It is the competitor's responsibility to ensure that they comply with specific circuit and Organisers Regulations concerning the recording of race footage.

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3 CHAMPIONSHIP REGULATION.

- 3.1 By registering for this Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code, which is appended to these regulations (Appendix 1).
- 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 to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4 CHAMPIONSHIP PENALTIES

- 4.01 Excessive speed in the pit lane **will incur a Penalty.**
- 4.02 Track Limits. Competitors should be aware that specific guidance has been issued by Motorsport UK **Q.12.22.**
- 4.03 Penalties may also be implemented for a breach of the Race with Respect initiative with reference to current Motorsport UK guidelines.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post practice Scrutineering or Judicial Action.
Minimum Penalty: The provisions of **C.3.3.**
- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of **C.3.5.1 (a) and (b).**
For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of **C.3.5.1(c).**

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read the following sections of the Motorsport UK Yearbook Regulations:

Section B, J, K, L, Q Technical Regulations and relevant Formula Ford 1600 Technical Regulations for the age of the car issued by the Ford Motor Company specifically.

5.2 GENERAL DESCRIPTION

5.2.1 The Castle Combe FF1600 Championship is for Competitors participating in 1600cc (Kent engine) Formula Ford Single Seater Racing Cars, which comply with the current Regulations issued by the Ford Motor Company.

Cars will be split into four classes for cars manufactured as follows;

Class A: Cars built from 1/1/96

Class B: Cars built from 1/1/90 to 31/12/95

Class C: Cars built from 1/1/85 to 31/12/89

Class D: Cars built before 1/1/85

For all classes the onus is on the Competitor to prove the eligibility of the car.

5.2.2 **EXAMINATION OF VEHICLES**

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. Costs of engine stripping, rebuilding and testing or examination by any technical official will be the competitor's responsibility.

The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

5.2.3 The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

5.2.4 The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

5.2.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered.

5.2.6 Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship/series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

5.2.7 No car may be removed from the circuit/venue prior to the conclusion of the race without the approval of the Clerk of the Course and Chief Scrutineer.

5.3 SAFETY REQUIREMENTS

Motorsport UK Regulation K Safety Regulations will apply unless specified in the current Formula Ford Regulations issued by the Ford Motor Company:

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.5 CHASSIS: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.6 BODYWORK: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.7 ENGINES: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.8 SUSPENSION: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.9 TRANSMISSION: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.10 ELECTRICS: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.11 BRAKES: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.12 WHEELS AND STEERING: As per the current Formula Ford Regulations issued by Ford Motor Company.

5.13 TYRES: (L1 for Formula Ford refers)

5.13.1 SPECIFICATION:

FF1600 cars built from 01/01/93: Avon ACB10

FF1600 cars built from 01/01/ 82 to 31/12/92: Avon ACB10, ACB9 (Complete sets only)

FF1600 cars built before 1982 ACB10, ACB9 or Dunlop tyres approved by Motorsport UK for use on Formula Ford vehicles (Complete sets only).

5.13.2 Nominated manufacturers: Avon (Dunlop tyres may be used on pre 1982 cars only)

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

5.13.4 For each event (including official qualifying) competitors may only use officially nominated tyres (regulation 5.13.6 below). A maximum of five new sets (10 x front and 10 x rear) of tyres may be nominated during the season, except to qualify for a fifth set of tyres the driver must have completed in at least nine of the previous rounds

5.13.5 A used tyre is defined as a tyre, which has been nominated and used for that competitor on a tyre nomination form at a previous round. All other tyres are deemed to be new tyres.

5.13.6 Each competitor must nominate, on the **online form** provided by the Championship organisers, the manufacturer's serial numbers of the tyres for use at each event. The **online form** must be **sent** to the Scrutineers prior to the start of the first qualifying session.

5.13.7 The nomination of tyres is specific to the driver. If the driver changes cars in a team, then he/she must use tyres previously declared for his/her use, plus any new tyres up to the maximum permitted by these regulations. Likewise in the case where a driver changes team during the season they may nominate tyres as shown above.

5.13.8 The replacement of any tyre is subject to the prior agreement of the Championship Eligibility/Safety Scrutineer and a representative of Cooper-Avon Tyres if present at the event.

5.13.9 Only tyres nominated for that event are permitted in the Pit Lane during official qualifying sessions and races.

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- 5.14 MINIMUM WEIGHT LIMIT:** As per the current Formula Ford Regulations issued by Ford Motor Company. In addition, the minimum weight of car plus driver, at any time during competition shall be 500kg.
- 5.15 FUEL TANK AND FUEL:** As per the current Formula Ford Regulations issued by Ford Motor Company.
- 5.16 SILENCING:**
Vehicles must be silenced to the requirements of **J.5.17** Appendix 1 Chart 5.18 Section B (108dBA at $\frac{3}{4}$ rpm at 0.5m). In addition, the noise level produced by the vehicle measured at the location specified in the Track Licence (approximately 16m from the racing line), or any other similar position determined by the Organisers, must not exceed 98 dBA.
- 5.17 COMPETITION NUMBERS/DECALS**
- 5.17.1 **J.4** specification numbers displayed in positions acceptable to the Timekeepers must identify all cars. Numbers must be located on both sides and forward facing. Coloured disks, supplied by the championship organisers, are to be affixed next to racing numbers to aid class identification.
- 5.17.2 The Castle Combe Racing Club and any sponsors decals must be displayed in an un-obscured position on both sides of the car. Failure to comply may result in a fine or deduction of points.
- 5.17.3 The Championship Organisers will provide the Castle Combe Racing Club and sponsors decals, whereas Entrants are responsible for supplying numbers and backgrounds.
- 5.17.4 Class designation-coloured patches must be sited alongside the competition numbers on both sides of the car. These will be supplied by the organisers: -
Class A, Red
Class B, Yellow
Class C, Blue
Class D, Green

6. APPENDICES

The Following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK/MSC.

6.1 RACE ORGANISING CLUB AND CONTACTS

Title:	Name	Contact Details:
Championship Co-Ordinator	Cat Dall'Occo	Castle Combe Circuit, Chippenham, Wiltshire SN14 7EY Tel: 01249 784160 E-mail: catd@ccracingclub.co.uk.co.uk

2024 Castle Combe FF1600 Championship Regulations

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the championship its sponsors and its audience. Therefore, in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car that they consider may prejudice the reputation of the championship/series or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.

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

6.2.3 VEHICLE DECALS: Decals to be displayed on either side of the vehicle.

6.2.4 PROMOTIONAL ACTIVITIES: Drivers may be required to participate in promotional activities at certain race meetings.

DRAFT **8.1.2024** by Rod Bennett on behalf of Castle Combe Racing Club



APPENDIX 1



A socially-minded standard of behavior is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you accept the values of the Respect Code:

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 my part in keeping sport safety through my 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.