

Fiesta Junior – Discussion paper

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Introduction

The Ford Fiesta Junior Championship is the new for 2011 initiative which will see young drivers between the ages of 14 and 16 competing exclusively in Ford Fiesta ST race cars on real tracks around the UK and use the opportunity to gain experience and track craft before going on to other motorsport challenges as they grow older. Safety is a key issue here. This draft paper is very comprehensive and competitors are advised to please read carefully, several times.

Championship contact:

Ford Fiesta Junior Championship

Tel 01323 895859, email info@fiestajunior.ms

www.fiestajunior.ms



1. SPORTING PAPER - GENERAL

1.1. Title & Jurisdiction

The 2011 Fiesta Junior is organised by the BRITISH RACING & SPORTS CAR CLUB [BRSCC] and by Ford Racing UK in accordance with the General Regulations the of Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Papers.

MSA Championship Permit No – tbn

Race Status – tbn

MSA Championship Grade – tbn

The BRSCC reserve the right to amend or vary the Sporting Paper in accordance with MSA Regulation D11.1.3 at any time before or during the Championship and further issue additional statements concerning the Paper from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Paper including any amendments, variations or statements relating thereto.

1.2. OFFICIALS:

1.2.1. Championship Co-ordinator

Kevin Shortis, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD

Tel: 01323 895859 Mobile: 07801 594022 email info@fordracing.eu

1.2.2. Eligibility Scrutineer

Bob Blackmore, 26 Crawford Chase Wickford Essex SS12 9QW

Tel: 01268 562244 Mobile: 07952 166634

1.2.3. Championship Stewards:

D Furlong, D Wells, R Smith & D Walton

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

1.3. COMPETITOR ELIGIBILITY:

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

1.3.2. Drivers and Entrant/Drivers must be fully paid up valid membership card holding racing members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences or equivalent (MSA Regulation H26.1.5) or be a professional driver in possession of a valid Licence (featuring an E.U Flag) and medical, issued by the ASN of a member country of the European Union.

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

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such approval from his/her school in order to fulfil registration for the Championship

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

1.3.4. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

Fiesta Junior competitors must be a minimum of 14 years of age prior to or on the day of competing in their first Ford Fiesta Junior Championship round. Competitors who reach the age of 16 during the racing season may continue to take part in all rounds of the championship for that year, however 1.4.6 applies

1.4. REGISTRATION

1.4.1. All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to: H.K.M.S. 1 Went Hill Park, East Sussex, BN25 4QD prior to the Final Closing date for the first round being entered.

1.4.2. The Registration Fee is £tbn - made payable to HKMS.

1.4.3. Registrations will be accepted from the 1st January 2011 until the Entry Selection for the last round.

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

1.4.6. Acceptance or rejection of registration is entirely at the discretion of the organisers and/or promoters.

It is a condition of registration that all licences will be held by the Co-ordinator for the race season until the driver reaches the age of 16. From 16 a driver may hold his/her own licence to allow him/her to test but not compete in other Circuit Racing Formulae.

1.5. CHAMPIONSHIP ROUNDS

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

Rounds	Date		Venue	DH	Licence	Club
tba	Tba	tba	tba	tba	tba	BRSCC
tba	Tba	tba	tba	tba	tba	BRSCC
tba	Tba	tba	tba	tba	tba	BRSCC
tba	Tba	tba	tba	tba	tba	BRSCC
tba	Tba	tba	tba	tba	tba	BRSCC
tba	Tba	tba	tba	tba	tba	BRSCC
tba	Tba	tba	tba	tba	tba	BRSCC
tba	Tba	tba	tba	tba	tba	BRSCC

1.6. SCORING

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

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

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

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

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race: 1 point

Fastest Race Lap in each class: 1 point.

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

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

1.6.2. The totals from all qualifying rounds held, less two will determine the final Championship points and positions. Unless subject to the application of any MSA Regulation C3.5 penalties. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing.

1.6.3. Ties will be resolved according to MSA Regulation Q3.4 of the current MSA Yearbook.

1.7. AWARDS

1.7.1. All awards are provided by organising club.

1.7.2. Per Round: Trophies for 1st, 2nd, 3rd & 4th.

1.7.3. Championship: An award, Class - 1st, 2nd 3rd 4th - a trophy.

Overall Champion – The Championship Trophy

The totals from all qualifying rounds held will determine the final Championship overall position, unless subject to the application of any MSA Regulation C3.4 penalties. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing. The only proviso is that at least six cars in that class must have started the race to use those points to count overall.

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

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

Winner - a garland.

1.7.6. Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

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

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standard John's House, Merton Road, Merseyside. L69 9BB. Tel: 0151 472 6488

1.7.7. Title to all Trophies

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

2. SPORTING PAPER - JUDICIAL PROCEDURES

2.1. ROUNDS

In accordance with Section C of the 2011 MSA Yearbook.

2.2. CHAMPIONSHIP

In accordance with Section C of the 2011 MSA Yearbook.

3. SPORTING PAPER – CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURES

3.1. ENTRIES

- 3.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 3.1.2. Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3. Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.
- 3.1.4. The Maximum entry fee for every round shall be as stipulated in the Supplementary Paper plus any late entry surcharge imposed by the club.
- 3.1.5. In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these paper.
- 3.1.6. Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2. BRIEFINGS

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

3.3. PRACTICE

- 3.3.1. The minimum period of practice to be provided is to be as specified in the MSA Paper in respect of circuit lengths.
- 3.3.2. Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship/series criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3. Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other Marshal Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable

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pace and return to the pit lane unless directed by officials not to do so.

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

3.4. QUALIFICATION:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulation Q4.5. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Q4.5.3.

3.5. RACES:

- 3.5.1. The standard minimum scheduled distance shall be 8 miles but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round.

3.6. STARTS:

- 3.6.1. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green Flag Lap(s) in the formation as specified on the Track Licence for each circuit.

- 3.6.2. The minimum countdown procedures/audible warning sequence shall be:
Standing Start:
1 minute to start of Green Flag lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warnings for start of Green Flag Lap.

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

- 3.6.4. Any cars removed from the grid after the 1 minute stage or driven into the pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.

- 3.6.5. Any drivers unable to start the Green Flag Lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

- 3.6.6. Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

- 3.6.7. A 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.
In the event that the starting lights fail the Starter will revert to using the National Flag.

3.7. RACE STOPS:

- 3.7.1. Should the need arise to stop any race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable

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pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

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

- 3.7.2. Case A – Less than two laps completed by the race leader.
Any race stopped before the leader has completed two laps will be declared a “No Contest” and available cars will restart from their 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. The length of the restarted race will be determined by the Clerk of the Course. MSA Regulation Q5.4.1
- 3.7.3. Case B – More than two laps completed by the Race Leader but less than 75%
Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red flag. Only cars which are under their own power at the showing of the Red flag will be classified. The result will be the order of finishing at the end of the re-started race. The length of the restarted race will be determined by the Clerk of the Course. MSA Regulation Q5.4.2
- 3.7.4 Case C - More than 75% of race completed
Any race stopped after the leader has completed 75 % of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of first showing of the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified. If run as a two part race, 3.7.3 will apply. MSA Regulation Q5.4.3
- 3.8. RE-SCRUTINY:

All vehicles reported involved in contact incidents during race or practice must be presented to the Scrutineers at the end of the race or practice.
- 3.9. PIT & PITLANE SAFETY:
- 3.9.1. Pits.
Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Paper are complied with at all times.
- 3.9.2. Pitlane:
The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on Drivers to take all due care and drive at minimum speeds in pitlanes.
- 3.9.3. Refuelling:
May only be carried out in accordance with the MSA Paper, Circuit Management Paper and the SRs or Final Instructions issued for each Circuit /Meeting.
- 3.10. RACE FINISHES:

After taking the Chequered Flag drivers are required to: Progressively and Safely slow down, remain behind any competitors ahead of them, return to the pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep helmets on and harnesses done up while on the circuit or in the pitlane. All finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in exclusion from the event.

3.11. RESULTS:

All Practice Timesheets, Grids, race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12. TIMING MODULES

3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13. QUALIFICATION RACES:

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

3.14. OPERATION OF SAFETY CAR

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

3.15. Mandatory Video Camera

All cars must have fitted a GoPro Hero HD/stipulated make video camera in a place and position as determined by the championship organiser. The unit will be operable at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card may be removed by the organisers for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to make available to the championship organiser the memory card when requested will be deemed to be an obstruction and the facts reported to the clerk of the course. If the judgement of the clerk of the course, without reasonable cause or reason to make the memory card available to the championship organiser will result in the competitor having any official time or race position nullified.

4 CHAMPIONSHIP RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL PAPER

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of MSA Regulation C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Paper C3.5.1 (a) & (b).

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1(c).

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA PAPER AND THE SPORTING PAPER ISSUED FOR THE CHAMPIONSHIP

4.2(a) The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation Q12.6.

4.2.1 As per current MSA Judicial Procedure Paper.

4.2.2 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Race.

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are:

Reckless or dangerous driving in the course of a meeting. (see MSA Regulation C1.1.5)

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

5. TECHNICAL PAPER:

5.1 INTRODUCTION:

The following Technical Papers are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read MSA Paper Section J4.1, J5, Q19 Technical Paper, Section B, Nomenclature & Definitions, Section K and Section L of the 2011 MSA Competitors' and Officials' Yearbook.

5.2. GENERAL DESCRIPTION:

The 2011 Fiesta Junior is a one class championship for competitors participating in Ford Fiesta vehicles modified in accordance with the following paper. Ford Fiesta ST fitted with Ford Duratec 2 litre engine in 150 basic format, transmission and Electronic Control Module. See appendix A for detail.

5.2.2 EXAMINATION OF VEHICLES

The organisers (in addition to any other powers they may have under these Paper reserve the right before or after any race in the championship/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these paper 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.

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

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

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these paper for each event at which they are entered. Failure to comply in either respect will be a breach of these paper. 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.

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

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The organisers may review the performance of vehicles within the championship/series with particular regard to newly introduced vehicles/models, after every three championship/series rounds. This may result in the minimum weight being altered for any registered model.

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the championship organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact in accordance with the MSA paper E4.1.

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

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

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

5.3. SAFETY REQUIREMENTS:

The following items of MSA Yearbook Regulation Section K Safety Criteria Paper will apply:
- Section K6, Section K8, Section K 10 & Section K14.

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

a) Roll over protection: All cars must be fitted with the roll over protection system (roll cage) designed for the Fiesta Junior Championship by Custom Cages of Daventry.

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

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

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

b) Safety Harness: A 6 point safety harness in accordance with FIA Appendix J Article 253-6 manufactured by Schroth Type Profi 11-6H FIA approved for use with the 'Hans' System is mandatory. These belts comply with FIA D130T/98 & FIAD 133P/98. (The 'Hans' system must also be used – see (g) Safety Helmets, below). The safety harness mounting points must be those installed by Custom Cages of Daventry, to FIA approved standards; these will be fitted at the same time as the roll cage. No other safety harness mounting points may be used. The safety harness must be purchased via the Championship authorised supplier.

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

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purchased via the Championship authorised supplier, as per appendix 6.

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

e) Safety Fuel Tank:

f) Overalls: Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes/boots homologated to the FIA 8856-2000 standard, as detailed in FIA Appendix L Chapter III Article 2. The overalls must be as supplied by the Fiesta Junior Championship and will carry the championship identity. No other badges or facings may be attached.

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

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

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

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

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

5.4.1. Definitions: All references to standard parts and/or material in these paper shall be interpreted as references to the manufacturer's original specification(s) as appearing on the Ford Fiesta Si Production Car Specification Sheets as appropriate.

5.4.2. All parts must remain as Standard except for the Modification listed. The Modifications Specifically Prohibited is for competitor's guidance only.

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

5.5. CHASSIS: Standard.

5.5.1. The following FIA Group N modifications and restrictions can be applied to the body shell strengthening of the suspended part in the area of the suspension pivot locations is allowed provided that the material used follows the original shape and is in contact with it.
N.B. Larger section composite reinforcement panels are not permitted.

5.5.2. Seam welding of the body shell is permitted. Only material/parts specially allowed by these paper can

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be modified or removed. Removed material cannot be reused on the vehicle.

- 5.5.3. No modifications are allowed which will cause the axis and/or position of the suspension pick-up points on the chassis to be moved.
- 5.5.4. Fit front and rear towing eyes of substantial size securely fitted to the main structure of the vehicle. These towing eyes shall be made of durable flexible webbing material and shall not be solid metal which would cause damage when coming into contact with bodywork of another competing car. These should be contrasting, bright colours (see MSA Regulation Q19.1.3). The position of the towing eyes hidden by the bumper/spoiler must be clearly indicated on the outside of the bumper/spoiler.
- 5.5.5. Bonnet and tailgate fasteners must be fitted. Original locking devices must be rendered inoperative with the exception of the front bonnet catch, which must remain operative. The actuation lever of this catch must be extended into a visible position from outside the car and painted with dayglo paint. Disconnected locking devices may be removed.
- 5.5.6. Steering lock must be rendered inoperative and may be removed from the vehicle. Cars fitted with Safety Airbag in the steering wheel must have them removed. CAUTION IS REQUIRED OVER THE REMOVAL OF ANY AIRBAG DEVICE. IF IN DOUBT CONTACT THE ELIGIBILITY SCRUTINEER FOR THE CORRECT METHOD OF REMOVAL.
- 5.5.7. Central locking and alarm system must be rendered inoperative by the removal of the fuse or that wiring element. electric window winder mechanisms are not allowed except Fiesta ST.
- 5.6. BODYWORK: GROUP N
 - 5.6.1. Modifications Permitted:
 - 5.6.1.1 Removal of spare wheel and tools.
 - 5.6.1.2 Alternative steering wheel.
 - 5.6.1.3 Non-standard driver's seat.
 - 5.6.1.4 Removal of floor carpeting.
 - 5.6.1.5 Removal/replacement of passenger seats.
 - 5.6.1.6 Removal of passenger compartment heater.
 - 5.6.1.7 Fuel and brake lines may be routed through the driver habitacle subject to provisions of MSA Regulation Sections J5.12 and J5.13.
 - 5.6.1.8 Silhouette
No change is permitted.
 - 5.6.1.9 Ground Clearance
The car with driver aboard and in the condition in which it is entered for competition must pass over a block 95 mm high x 600 mm wide situated on the car centre line without touching it. No exception will be made for low hanging exhaust systems.
 - 5.6.2. Modification Prohibited
 - 5.6.2.1 Interior Trim and instruments:
Dash panel and instruments must be as fitted and MUST be complete with all switches, air vents,

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steering controls, glove box lid, steering column cowl, etc. All door trim panels must be fitted, however these may be of alternative materials but of the same shape, size and dimensions as original items.

5.7. ENGINE

5.7.1. Permitted Modifications

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

General

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

5.7.1.1. Baffles in the sump

5.7.1.2. All standard production engine sensors which have any influence whatsoever on the engine management system must be retained in the correct position and in working order. It is not permitted to reposition positional sensors.

5.7.1.3. The designated engine Electronic Control Unit (ECU) or any of its associated parts shall not be modified in any way. It is not permitted to change the strength or form of any of the sensor signals to or from the ECU or ignition amplifier unit. The organisers reserve the right to require any competitor to surrender the ECU fitted to the competition vehicle and fit a supplied alternative. Failure to obey any request will be deemed to contravene these paper.

5.7.1.4. Fitment of additional oil cooler within the confines of the bodywork provided this does not entail modification the bodywork or radiator grill.

5.7.1.5. Make and type of spark plugs.

5.7.2. Prohibited Modifications.

Polishing or reworking of any part(s) including the inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head.

5.7.3. Location:

The engine must remain in the 'as manufactured' location in terms of lateral/longitudinal/vertical axis.

5.7.4. Oil/Water Cooling Standard.

The standard fan cowlings must be fitted.

5.7.5. Induction Systems:

No modifications to the throttle body or manifolds are permitted. Air filters are free.

Option: K & N 57i Filter kit and body (part number *****) and fitted according to manufacturer instructions.

5.7.6. Exhaust Systems:

The standard exhaust system as fitted by the manufacturer shall be used.

5.7.7. Ignition Systems: (see 5.1.7.3.)

The 'as manufactured' ignition and engine management control unit must be used. All modules may be sealed by the organisers and numbered and recorded.

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

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

5.8. SUSPENSIONS

- 5.8.1. Standard Front and rear suspension is permitted. Shock absorbers may be adjustable. Option: fitment of designated AST/LEDA suspension kit only.

Front camber must not exceed 6°

- 5.8.2. Spring and spring trim free

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

- 5.8.4. Prohibited Modifications.

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

- 5.8.5. Wheelbase/Track.

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

5.9. TRANSMISSIONS

- 5.9.1. Permitted Modifications.
Standard fitted unit.

General

Modifications to increase Limited Slip differential action is expressly forbidden.

- 5.9.2. Prohibited Modifications
No modification permitted

- 5.9.3. Transmission and drive ratios.
As per specification sheet. Only Ford production parts are allowed.

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

5.10. ELECTRICS

- 5.10.1. Exterior lighting

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

- 5.10.2. Rear fog lights

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The rear fog light must work and the on/off switch is accessible to the driver when seated in the car and ready for competition. An additional rear (Rain Lamp) must be fitted as per MSA Competitors' and Officials' Yearbook (Bluebook) Section K5, unless the standard manufacturer fog lamp complies.

5.10.4. Batteries

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

5.10.5. Generators

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

5.10.6. Wiring harness

The main wiring harness cannot be modified except as required for the fitting of the battery master switch. MSA Regulation K8.

5.11. BRAKES.

Friction Materials –Free

5.11.1. Permitted Modifications

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

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

5.11.3. Prohibited modifications

No further modifications permitted.

5.12. WHEELS/STEERING.

5.12.1. Permitted options

Team Dynamics/Rimstock wheel 7 x 15 Pro Race-12 Offset 35mm.

A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained. The mounting bushes for the steering rack shall be either the standard bushes or the Ford Motor Company Limited specified bushes only. The power assist pump must remain unmodified and fully operational at all times. Only front upright assemblies for the power assist steering are allowed. Either the standard steering wheel, with the Safety Air bag fully disarmed or removed, or the alternative steering wheel (with 360° constant radius rim) and adaptor as defined in the appendix may be used.

5.12.2. Prohibited options

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Until further notice, the steering wheel containing a live airbag assembly is not permitted. No other item is permitted.

5.12.3. Construction and material. See 5.12.1.

5.12.4. Dimensions Wheel 15 inch dia. x 7.0 inch rim width.

5.13. TYRES

5.13.1. Dunlop

Slick 185/580R 15 A46D/A8W/A22W

Wet 185/580R 15 A46D/A8W/A22W

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

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

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

5.14. VEHICLE WEIGHT

5.14.1. Definition: As per 2011 MSA Competitors' and Officials' Yearbook Paper J5.15.

5.14.2. Minimum Weights

The all-up weight, including the driver, at any time during practice or an event is 1075Kg. For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being sealed in position if required. Ballast can only be installed in the position normally occupied by the spare wheel.

5.15 FUEL TANK/FUEL

5.15.1. Types

Standard production or Motorsport modified fuel tank must be retained.

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

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

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

5.15.3. Fuel: Only unleaded pump fuel is allowed.

5.16. SILENCING

5.16.1. Specification

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

5.17. NUMBERS/DECALS

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- 5.17.1. Positions
Standard MSA specifications on bonnets and doors.
- 5.17.1.1. Points will only be awarded to competitors displaying Championship Decals in accordance with MSA Regulation Section J4 on either side of the vehicle in an unobscured position.
- 5.17.1.2. In addition decals of the Championship sponsors, the promoters, and the B.R.S.C.C. will be required to be displayed.
- 5.17.1.3. All decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed unless the Championship Co-ordinator has given written permission to do so. Such written permission must be available for inspection during any race meeting. The number squares ('doorplates') will be affixed as follows: one each on each front door and one further on the foremost part of the bonnet. A 'windscreen strip' will be affixed to the uppermost part of the front windscreen (see diagram Appendix 4).
- 5.17.1.4. Any competitor not displaying decals 'as supplied' (unless they are not available) will forfeit any points scored in the event on that day.
- 5.17.2. Suppliers:
Ford Fiesta Junior Championship
1 Went Hill Park, Seaford, Eastbourne, East Sussex, BN25 4QD

6. APPENDICES

6.1. Race Organising Clubs and Contacts:

BRSCC H.Q. Holmesdale Business Centre, Platt Ind. Estate,
Maidstone Road, Borough Green, Kent, TN15 8JL
Telephone: 01732 780100
Email: www.brsc.co.uk

Circuit	Telephone	Fax	Circuit	Telephone	Fax
Anglesey	01407 840253	01407 840197	Donington Park	01332 810048	01332 850422
Brands Hatch	01474 872331	01474 874766	Lydden Hill	01304 830557	01304 831715
Cadwell Park	01507 343248	01507 343519	Oulton Park	01829 760301	01829760378
Croix-en-Ternois	00 33 21 03 30 13	003321032720	Silverstone	01327 857271	01327 857663

6.2

TESTING / PRACTICE:

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

6.3

Engine designation - tbn

Transmission information and description - tbn

Gearbox ratios - tbn

Final drive ratio - tbn

ECU and wiring loom description and information - tbn

General information

The Ford Fiesta Junior Championship car is based on the 2005-2008 Ford Fiesta ST with the exception that the engine, transmission, ecu and part wiring loom will be as based on the above engine description.

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Registration Form for 2011.

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

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