



1: TITLE & JURISDICTION:

The **F1000 CHAMPIONSHIP** is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

- MOTORSPORT UK Championship Permit No:** CH2020/R020
- MOTORSPORT UK Championship Grade:** C.
- Race Status:** Inter Club / National.

1.2: OFFICIALS:

1. Co-Ordinator: Frazer Corbyn, Jedi Racing Cars Ltd, Nettlebush Finedon Rd. Wellingborough, Northants. NN8 4NY

☎ 01933 440774; ✉ info@f1000uk.com

2. Eligibility Scrutineer: B. Blackmore

3. Championship Stewards:

R.Knight T.Gregory I.Sowman

1.3: COMPETITOR ELIGIBILITY:

- Entrants must:
 - be fully paid up valid membership card holding members of the 750 Motor Club and
 - be Registered for the Championship and
 - be in possession of a valid MOTORSPORT UK Entrants Licence.
- Drivers and Entrant/Drivers must:
 - Be current Members of the 750 Motor Club and
 - be Registered for the Championship and
 - be in possession of valid Competition (Racing), Interclub as a minimum
 - Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
 - 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.
- All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All drivers who are deemed suitable to compete in the F1000 Championship will be invited to do so by the Championship Organiser. Any driver wishing to compete in the Championship must submit a driver registration and pay the full registration fee. On receipt of a completed registration form and fee, the organisers will issue confirmation of your invitation to compete in the 2020 Championship.

Should you not be deemed suitable to compete in the F1000 Championship the registration fee will be returned to you in full.

Only invited drivers will be allowed to race.

Should the driver change cars during the season the new car details must be submitted to the organisers for approval prior to the next event.

2. The F1000 Championship **annual** registration Fee is £225.00, **after 1st August is £135** Championship and Invitation 'Guest Competitor' fee is **£50**. Invitation Cup registration fee is £140.00 Competitors registered for the full F1000 Championship cannot downgrade to the Invitation Cup, however competitors registered for the Invitation Cup can upgrade to the full F1000 Championship.

3. Registration numbers will be the permanent Competition numbers

for the Championship.

4. Registration forms will be accepted from 1st January until the closing date for entries to the last round. Registrations will be accepted in order of receipt and full payment of the registration fee being received.

5. Upon registration, permanent competition numbers for the Championship will be issued. All numbers will be on the rear wing end plates and on the nose cone in compliance with MOTORSPORT UK Regulation [J 4.1].

6. Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers and promoters.

7. At the sole discretion of the organisers, guest drivers may compete in this championship without the need to comply with the membership & registration fee requirements (1.3.2 & 1.4.2). A registration fee of **£50** will apply to one-off members per event (double or triple header). In the event that such competitors enter a second event in this championship, the balance of the full registration fee will be payable. Guest drivers will be eligible for Championship points according to their class & finishing position.

8. 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 which they consider may prejudice the reputation of the Championship 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. Note: A double header can be regarded as one event for the purposes of this regulation.

9. Overalls : Competitors overalls must be clean and maintained to a reasonable standard.

10. Promotional activities: Competitors may be asked and will be expected to participate in Championship promotion activities at the circuits, as requested by the organisers/co-ordinator.

1.5: CHAMPIONSHIP ROUNDS:

The **F1000 CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
13 April	Donington Park GP	2
23/24 May	Croft	3
27/28 June	Brands Hatch	3
8/9 August	Silverstone International	3
19 September	Oulton Park	2
17/18 October	Snetterton 300	3

1.6: SCORING:

1. Points will be awarded to competitors listed as classified finishers in the Championship Class in the Final Results as follows: -

P1=30, P2=25, P3=22, P4=20, P5=18, P6=16, P7=14, P8=12, P9=10, P10=8.

After tenth place, points will decrease by 1 point down through the results list. All competitors finishing in sixteenth place and below will be awarded 1 point.

Guest drivers will be awarded points according to their finishing position



as if they were registered competitors.

For the Annual Clubmans Cup, points will be awarded to all competitors listed as classified finishers in the Championship Class in the Final Results as follows:

P1=0, P2=0, P3=0, P4=0, P5=0, P6=16, P7=14, P8=12, P9=10, P10=8

After tenth place, points will decrease by 1 point down through the results list. All competitors finishing in sixteenth place and below will be awarded 1 point.

Points will be awarded to competitors listed as classified finishers in the Invitation Cup in the Final Results as follows: -

P1=10, P2=7, P3=5, P4=3, P5=2, P6=1

All competitors finishing lower than sixth place will be awarded 1 point.

2. Where two competitors share a car (Paired Entry) and compete in at least one race at an event, provided that the driver combination is registered with the co-ordinator by the close of entries, points will be awarded to the driver pair, not individually. No driver substitution is allowed from the original registered combination. They will appear as a joint entry in the Championship Points. In order to score points as a joint entry a MOTORSPORT UK Entrants Licence will be required and each Driver must compete in at least 1 race at a meeting unless force majeure is declared by the Championship organisers.

3. The totals from all rounds of the championship held, less 2, will determine the final **overall Championship points and positions, and the results of the Clubmans Cup.**

4. Ties will be resolved using the formula in [W 1.3.4] of the current MOTORSPORT UK Yearbook.

5. Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

6. Competitors eligible, but not registered, for the Full Championship may be permitted on an individual round basis and will:

- Be deemed "Guest Competitors"
- Section deleted - n/a
- Qualify for Event awards
- Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.

7. Drivers excluded from results for sporting or technical infringements may not use that (those) event(s) as discarded rounds for the purpose of championship placings.

1.7: AWARDS:

1. All awards are to be provided by: F1000 Ltd, Championship sponsors/partners and the 750 Motor Club

2. Per Race: Trophies will be presented to the top 3 finishers
Per Meeting: Invitation Cup Winner, Circuit Champion, Clubmans Cup, **Most Positions Gained.**

3. Championship (Annual): Trophies will be presented to the top 3 finishers in the Championship. The Invitation Cup Trophy, Clubmans Cup, **Highest Scoring Novice**

4. Presentations: Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each race/event.

5. Entertainment Tax Liability:

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the 750MC is legally obliged to withhold tax at rate on all payments to non-UK resident sportsmen/sportswomen 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 Isles or Eire. This means that, as the organiser the 750MC are required to deduct tax at the current rate applicable, from such payments they may make to non-UK residents.

Under certain circumstances, it may 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: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

6. Title to all Trophies: If Provisional Results or Championship Tables are revised after any presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to F1000 in good condition within 7 days.

7. Bonuses: The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship. These include, but are not limited to: Driver of the meeting, Newcomer Award

2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

- Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 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 Meeting Organiser receives the missing or corrected information or fee.
- Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
- The Entry Fee for each event shall be specified in the SRs and on the entry form.
- Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2. BRIEFINGS: Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings or on the F1000 notice board. Meeting bulletins will be posted on the appeal notice board during the course of an event. It is the competitor's responsibility to find out and attend briefings. Non-attendance may result in a points or grid position penalty or may lead to disqualification.

3. QUALIFICATION PRACTICE:

- Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MOTORSPORT UK Regulations Q4.5).
- For double headers, the fastest lap for every competitor in qualifying will set the grid for Race 1 with the fastest at the front. The grid for the Race 2 will be set by the results of Race 1, but with the top eight reversed.

For triple headers, the fastest lap for every competitor in qualifying will set the grid for Race 1 with the fastest at the front. The grid for the Race 2 will be set by the results of Race 1, but with the top eight reversed. The grid for Race 3 will be set by the fastest lap times in Race 2 with the fastest at the front.

4. 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 MOTORSPORT UK Regulation [Q 4.5].

4. **RACES:** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.)

5. STARTS:

1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2. The start will be via standing start. The minimum Countdown procedures/audible warnings sequence shall be:-

I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.

II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.

III. A five second board will be used to indicate that the grid is complete.

IV. The red lights will be switched on five seconds after the board is withdrawn.

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

4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MOTORSPORT UK Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

6. **SESSION RED FLAG:** Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshal's Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

7. PITS, PADDOCK & PITLANE SAFETY:

1 Pits & Paddock: Competitors must ensure that the MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

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 all Drivers to take all due care and respect the pit lane speed limits.

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

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

8. **RACE FINISHES:** After taking the Chequered Flag drivers are required to:

I. progressively and safely slow down

II. remain behind any competitors ahead of them,

III. return to the Pit Lane Entrance/Paddock Entrance as instructed,

IV. comply with any directions given by Marshals or Officials

V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

9. **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. (MOTORSPORT UK regulation (D)26.3.)

To be classified as a finisher in a race, all cars which have covered at least 60% of the distance covered by the championship class winner and which cross the Finishing Line, not in the Pit Lane, under their own power, will be classified. Should this percentage not result in a full number of laps, the decimals will be disregarded.

10. **TIMING MODULES:** The 750 Motor Club utilises transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. Compatible transponders include the AMB TRANX 260 and MyLaps X2.

11. **QUALIFICATION RACES:** If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

12. **OPERATION OF SAFETY CAR:** The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MOTORSPORT UK General Regulations.

13. **ONBOARD CAMERAS:** All competitors are required to carry an on board, in car camera that records to an SD (or micro-SD) card that must be capable of recording HD footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MOTORSPORT UK regulations and be approved by the Chief Scrutineer in accordance with J.5.21

Cameras must be mounted in a position such that the track is in clear view. The unit must always be switched on and be recording 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 camera unit battery is charged, the camera switched on to record and manage the storage to ensure enough space is available on which to record during the above-mentioned sessions.

In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then the following penalties will be applied by the Clerk of the Course.

- First offence – Formal Reprimand
- Championship Points Deduction – Equivalent to an 8th place finish.
- Disqualification.

3: SPECIFIC CHAMPIONSHIP REGULATIONS

1. Re-Scrutiny: 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.

In accordance with Section C of the current MOTORSPORT UK Yearbook and additionally:

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

- Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MOTORSPORT UK Regulations: C3.3.
- Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MOTORSPORT UK Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

1. In the case of a driver being excluded from a race, the Clerk of Course will impose the penalties set out in MOTORSPORT UK Regulation C3.5.1 a & b and may impose the penalty set out in MOTORSPORT UK Regulation C3.5.1 c.
2. In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behavior at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
3. The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with MOTORSPORT UK Regulation Q.12.6.
4. Any Competitor who is penalized under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license in accordance with MOTORSPORT UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.
5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalize any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MOTORSPORT UK Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C.)
6. One or more of the following may be imposed by the Championship Stewards as appropriate:
 - a) Reprimand
 - b) Fine. This may also be applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
 - c) Time or Grid Penalties
 - d) Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

1. 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 cannot.
2. All competitors are reminded that it is their responsibility to ensure that their car and equipment comply at all times with the following regulations, and that they have taken account of all the safety requirements of the Championship and Race meeting in which they are participating.
3. F1000 is a **NON-DEVELOPMENT Championship and changes brought in by the manufacturer are generally for reliability, ease of maintenance or safety. It is NOT permissible to modify standard components in ANY way, unless a specific modification is stated in the Regulations: UNLESS IT SAYS YOU CAN, THEN YOU MAY NOT. Attempts to alter the behaviour of the car to gain a racing performance benefit will be dealt with using event and championship processes and Officials.**

5.2: GENERAL DESCRIPTION:

1. F1000 Championship cars are single-seater, rear engine, rear wheel drive cars designed solely for speed races on circuits or closed courses. The cars are intended to provide the basis for economical competition, both in terms of first cost, cost of ownership, and to provide uniform performance.
2. The car is a single-seater racing car with four road wheels, the rear pair being driven and the front providing steering. All wheels are open. The driver is provided with an open cockpit. The bodywork envelops the chassis, engine and transmission.
3. The car is based on a boxed tubular construction, partly skinned in aluminium. A riveted under tray adds to the high torsion. The under tray is defined as the aluminium sheet between the two lower rails of the space frame. Principle design parameters are safety, durability, ease of manufacture and repair. Roll over protection is provided by tubular steel structures mounted behind and in the front of the driver's cockpit opening.
4. The F1000 Championship will also include the Invitation Cup. This class is to encourage competitors to join the F1000 Championship and will cater for Jedi Racing Cars Ltd manufactured racing cars of older specification or those that do not fully comply with these regulations. These cars will be allowed to run at the discretion of the Championship Organisers. Cars that do not fully comply with these regulations will be considered on the extent of modification, including but not limited to:
 - a) Chassis: Modifications to increase performance or where a modification has an effect on safety or chassis strength.
 - b) Engine: Engine Type, year and state of tune.
 - c) Any other significant modification that is deemed either to enhance or be detrimental to the standard design.It is not permitted to modify or replace parts to actively take an F1000 Championship spec car out of regulation.

5. Examination of Vehicles

- 5.1 The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:
 - 5.2 Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
 - 5.3 Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or
 - 5.4 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.
 - 5.5 The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor. All costs associated with the stripping and rebuilding of the inspected component shall be the responsibility of

the competitor and not F1000 Limited, organisers or eligibility scrutineers.

5.6 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.

5.7 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers Championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

5.8 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.

5.3: SAFETY REQUIREMENTS:

1. MOTORSPORT UK Safety Regulations [K1.6.3], [K 2.1.2] – [K 2.1.3], [K 2.1.4], [K 3.1.2(a)], [K 3.2] [K 3.3], [K 5], [K 6], [K 8], [K 9], [K 10], [K 11], [K 13] and [K 14] are mandatory.

2. Covered in K9

3. Roll Over Protection, Head Restraint & Harness: The Roll-Over Protection System (ROPS) consists of a main roll over bar and single rear stay bar and is in compliance with the MOTORSPORT UK Homologation Regulations for Safety Cages. (Certificate No: UK/16/0092), MOTORSPORT UK Regulation K 1.5.1 – K 1.5.2. When the driver is seated normally with seatbelts fastened an imaginary line drawn through the highest point of the two roll-over bars must pass over the drivers helmet and an imaginary horizontal line drawn through the highest point of the Main (rear) roll-over bar must clear the drivers helmet by 5cm. Current FIA homologated harness must be fitted and used as required by MOTORSPORT UK Regulation [Q 19.14.2].

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

1. Unless approved by the Championship organisers, only Jedi single seater racing cars fully in compliance with these technical regulations shall be permitted to take part in the F1000 Championship. The overriding eligibility requirement is that cars comply with the F1000 Championship Policy as stated in Paragraph 5.2. It is the Entrant's responsibility to ensure that the car complies and is therefore eligible. The manufacturer, Jedi Racing Cars Ltd, may run a test car under race conditions and outside of eligibility in which circumstances it will not be for championship points and will start at the back of the grid regardless of times. Jedi Racing Cars and F1000 Ltd reserves the right, on application, to adapt a car to suit an entrant with a medically certified disability. In which case all adaptations will be checked to ensure there are no performance enhancing benefits.

2. The design rights and drawings of all components manufactured specifically and solely for F1000 Championship cars are owned by Jedi Racing Cars Limited (JRC).

3. F1000 Championship cars and components, including spares manufactured and supplied solely for the F1000 Championship, must only be supplied by JRC or its representatives.

4. It is the Entrant's responsibility to use only eligible components. The F1000 Championship Eligibility/Safety Scrutineer on duty has the responsibility for checking that cars comply with the Technical Regulations and may invite a representative of the approved suppliers to assist in verifying the source of components. Thereafter the Scrutineers decision shall be final and binding. Cars found to be in breach of the Technical Regulations will be the subject of a written report by the F1000 Championship Eligibility/Safety Scrutineer to the

Clerk of the Course for the appropriate action to be taken.

5. All references to standard parts, and/or materials in these regulations, shall be interpreted as references to JRC's original specification(s), as appearing on specification sheets and drawing's relative to the F1000 Championship car, as drawn up by the vehicle manufacturers, the engine manufacturers and the transmission manufacturers. In the case of dispute, reference will be made to these specifications and drawings.

6. From time to time it may be necessary to approve an alternative equivalent to a part. These will be notified by JRC and or their representatives, in official amendments to these regulations as eligible for the F1000 Championship.

7. The cars must be constructed and assembled in total conformity with the original design, in particular:

8. All components used in the construction and assembly of the car must be capable of being identified by JRC, except where modifications and adjustments are specifically permitted by these regulations.

9. The use of additional fastening devices, e.g. bolts, screws, rivets or bonding material (adhesive) is not permitted if it is deemed to either enhance performance or constitute a safety risk.

10. The reinforcement of any component or joint by the addition of material either separately or by increase in the gauge or section of the material is not permitted.

11. The re-distribution of weight in the car e.g. by reducing the gauge or section of material in any component is not permitted.

12. Except where specifically permitted, the structural and aerodynamic performance of the car and performance of the engine must not be changed by modifying the shape of any component e.g. by the addition or removal of any material or by deforming the original material.

13. It is emphasised that the aerodynamic shape of the car must remain absolutely standard as supplied by JRC i.e. all surfaces wetted by the air stream including bodywork and side pods must not be modified in any way unless specifically stated in these regulations.

14. Random checks on vehicle eligibility, particularly on adjustable features e.g. ride heights, may be made during officially timed practice, Any infringement will result in all lap times set prior to the infringement being removed from the official records and disallowed for the purpose of setting grid positions.

15. Log books: The organisers reserve the right to issue log books.

16. Repairs: The policy of F1000 requires that cars shall be of uniform performance. Any repairs not undertaken by direct replacement with standard parts will only be permitted if it can be demonstrated that such repairs are incapable in any way of enhancing the performance of the car. It is the Entrant's responsibility to provide such demonstration, but the decision of the F1000 Championship Eligibility/Safety Scrutineer appointed to the event whether to accept the demonstration or not will be taken as final.

17. Fasteners: Defined as all bolts, screws, nuts and rivets.

a) Free manufacture

b) Material: Steel, except rivets, which must be steel or light alloy.

c) Diameter and number must not be increased or decreased. NB: The use of bonding material (adhesive, glues) to refine, replace or supplement any bolted, screws or riveted joint is prohibited.

18. Locking Devices: The use of any locking washers, prevailing torque fasteners, locking wire and adhesive for thread locking is permitted.

19. Bearings: The make of bearings is free but they must remain as standard by type and number fitted and must be of equal or better quality.

20. In addition to sealing described in Paragraph 5.4.9 certain components may be identified by electronic tags. These components will only be eligible while the electronic tags are intact and in place.

21. Definitions: Those definitions as detailed in Section B, Nomenclature & Definitions of the current MOTORSPORT UK Yearbook shall apply.

22. MOTORSPORT UK Regulations [J 5] and [Q 19] apply unless otherwise stated by these regulations.

23. A production motorcycle workshop manual must be supplied on demand by the competitor to verify their engine and gearbox specification.

5.5: CHASSIS:

1. Only chassis manufactured by JRC and bearing the correct chassis plate are eligible. The chassis must be completely standard and unaltered from JRC's design. The manufacture, repair or modification to any structural or load bearing surface component has to be carried out by JRC.

Structural components are defined as:

- a) Chassis (including all brackets and mountings)
- b) Aluminium chassis panels
- c) Fabricated suspension components
- d) Wings (including all component parts and mountings)

2. Factory fitted cockpit side impact bars, heavy duty brackets for rear brace bar and anti-intrusion plates are mandatory.

3. A foot deflector as supplied by JRC must be fitted over the pedals.

5.6: BODYWORK:

1. Only bodywork supplied by JRC is permitted and must remain as standard. **Front and rear floors must be of Mk 6 design.**

2. Bodywork sections must be fitted to the vehicle as supplied using the designed fixings and not set apart from the chassis mounting points by the use of spacers or any other means.

3. It is permissible to bridge bodywork joint lines with adhesive tapes. All applications of tape must follow the original shape of the bodywork and must not be used to modify the standard profile.

4. Deflectors may be added to the inside of the side pods to aid cooling and the radiator outlets in the side pods may be enlarged longitudinally by up to no more than the length of the water radiator core. **A small gurney flap of no more than 10mm in depth can be fitted to the front of the radiator outlet to aid cooling if required.**

5. A deflector may be added from the inside of one or the other side pods to aid airflow into the engine compartment. A NACA duct can also be cut into the rear under tray no larger than 20cm x 10cm for the same purpose.

6. It is permitted to cut away an area of the engine cover to accommodate the installation of an air box approved by JRC.

7. Superficial bodywork repairs are permitted as long as the original profile is maintained. Re-manufacture is not permitted.

8. Wings

- a) Only wings, component parts and mountings supplied by JRC

are permitted and must remain unmodified unless specifically stated. Mk 6/high nose cars running in the Championship Class must run with Mk 6 front and rear wings.

- b) It is permitted to slot the front mounting hole of the front wing (Mk 6 only) to alter the angle of attack as long as a minimum of 4mm of material remains between the top of the slot and the top of the mounting bracket.

- c) The repair of wings has to be carried out by JRC.

5.7: ENGINE:

1. Permitted Modifications

1.1 Regulations for engines were changed in 2006 to reflect the principle expressed in General Description (5.2.1) i.e. that the cars are intended to provide the basis of economical competition, both in terms of first cost, cost of ownership and to provide uniform performance. In order to achieve this, - the principle will be overriding that engines will be standard production units. Competitors are forbidden from modifying components in any way except where a specific modification is stated in these regulations. **UNLESS IT SAYS YOU CAN, THEN YOU MUST NOT!**

Competitor's race and spare engine numbers will be issued to the Eligibility Scrutineer, and all engines may be subject to sealing. **Component bolt heads must be drilled to accept lock wire.**

1.2 ~~Component bolt heads must be drilled to accept lock wire.~~
The following engines may be used:

Permitted Engines

- Any production motorcycle 1000cc (pre 2006)
- Yamaha R1 (2004–2008)
- Suzuki GSX-R1000 (K5, K6, K7, K8)
- Suzuki GSX-S1000 (2015–2018)

1.3 For the GSX-S1000 engine only, to achieve equal performance, the following parts from the GSX-R1000 K8 may be fitted.

- Inlet Camshaft
- Pistons and Piston Rings
- Clutch assembly
- Throttle Bodies
- Starter Motor, drop gears and covers

Any other interchangeable parts from the GSX-R1000 K8 engine required to help integrate the GSX-S1000 with equal performance must be approved by the championship organisers. The organisers reserve the right to restrict which GSX-R1000 components may be used to equalise performance in the event that a performance advantage becomes apparent.

Components may not be modified in any way except where a specific modification is stated in these regulations. This includes ancillaries such as airbox and throttle bodies.

1.4 The standard cylinder head castings must be used. The compression ratio is free provided it is achieved by cylinder head modification only. The cylinder head may be ported and polished. Upgraded cylinder head studs are permitted. Counterbalance shafts may be removed.

1.5 Permitted Valves:

A: Standard Valves of a type and material, and size as defined by the manufacturer's workshop manual, specific to that engine, type,

model and year, will be retained. Valves may not be polished or reshaped in any way.

B: ~~Vance and Hines APE (98378)~~ steel valve kits of standard direct replacement specific to the engine type, model and year. Valves may not be polished or reshaped in any way. ~~To be supplied by BSD Performance.~~

~~1.6 When using the above A or B the standard valve springs of the poundage and length, and valve spring retainers, supplied with each individual valve set must be retained. Valve collets, valve springs and spring retainers are free.~~

1.7 Original manufacturer's standard camshafts for the model must be used. Camshaft lift, profile and drive must remain as standard. Cam timing is free and modified or replacement cam wheels are permitted.

1.8 Over boring is not permitted.

1.9 Standard production motorcycle crankshaft must be used. Standard pistons, conrods, piston rings, gudgeon pins and all associated nuts, bolts.

1.10 Carburation, for carburetted models; the carburettors will remain free, e.g. flat slide carburettors may be allowed.

Fuel injected engines will be required to use standard fuel injector systems for the model. Fuel injector systems, including injectors and throttle bodies are required to be standard production items for the model, and operate as standard.

Fuel pumps and pressure regulators are free. Forced induction, other than by approved air box, is prohibited.

1.11 Air box must be of standard type to engine used.

1.12 The type and manufacturer of air filter is free.

1.13 2 air intakes of 63mm diameter each shall be used, and mounted in the same position as the standard JRC supplied air intake panel.

2. Prohibited Modifications – Any modification other than those listed in 5.7.1

3. Location – Section deleted

4. Oil/Water Cooling

Oil System

4.1 Sump pans and oil feeds may be modified.

4.2 Dry sump systems are allowed.

4.3 Dry sump oil and condenser tanks must be supplied by JRC and all repairs must be carried out by JRC.

4.4 Oil hoses and connectors are free but must be of equal or better quality to those supplied by JRC.

4.5 Additional oil cooling is permitted, including use of an external pump.

4.6 The type and manufacturer of oil is free.

Water System

4.7 Only JRC supplied radiators, swirl-pots and associated components are allowed.

4.8 Water hoses and connectors are free but must be of equal or better quality to those supplied by JRC.

4.9 Radiator blanking plates and sleeves are permitted.

4.10 External water pumps are permitted if required.

4.11 The type and manufacturer of coolant is free.

4.12 Combined oil and water radiators/intercoolers supplied or approved by JRC are allowed.

5. Induction Systems – Section deleted

6. Exhaust Systems

6.1 Exhaust and silencer systems as supplied by JRC must remain unmodified and be fitted at all times to comply with current MOTORSPORT UK noise regulations [J 5.17] – [J 5.18].

6.2 Installation must be in accordance with MOTORSPORT UK Regulation [J 5.16].

6.3 Any repairs must be carried out by JRC.

7. Ignition Systems – Section deleted

8. Fuel Delivery Systems – Section deleted

5.8: SUSPENSIONS:

1. Only fabricated suspension components and shock absorbers supplied by JRC are permitted and must remain unmodified.

2. The repair of fabricated suspension components has to be carried out by JRC.

3. Rod end bearing, spherical bearings, wheel bearings and bushes may be of any manufacture, providing they are similar pattern replacement to original equipment and of equal or better quality. Front wheel hubs to be supplied by JRC.

4. Springs are free but must be of the same dimensions as supplied by JRC and be of constant rate.

5. Adjustment of the suspension geometry is free, but only within the range provided.

6. A measurement of 275mm must be retained between the front bottom wishbone in-board chassis mount and the bottom mounting of the front shock absorber on either side.

5.9: TRANSMISSIONS:

1. Any standard or close ratio gearbox is allowed. The number of gears must be as per original for that particular motorcycle engine.

2. Limited slip differentials are allowed provided that they and their associated parts are supplied by JRC.

3. Only Jedi Racing Cars produced or approved output shafts, drive shafts and drive flanges are allowed.

4. Clutches are free.

5. Only manually operated gear change systems are allowed. Quick shift gear sticks are permitted.

6. The JRC supplied reversing mechanism must be fitted (but need not necessarily be in functioning order) operable and able to be used by

the driver when seated in the car. MOTORSPORT UK Regulation [J 5.11.2].

5.10: ELECTRICS

1. Only JRC supplied & fitted B-Spec and M-Spec looms may be used and must remain unmodified and as standard.

2. Ignition systems must be standard in relation to the specific model type and year for the model of motorcycle engine and may not be tampered with or modified in any way. It is permitted to use a GSX-R1000 K8 ECU with a GSX-S1000 engine.

3. ECU's are required to be:

a) Standard to the model of engine used, and using the standard UK or American mapping. The ECU must display the original manufacturer identification, including serial number. If no manufacturer identification is present the ECU must be reflashed by the championship organisers and issued a serial number by the Championship Scrutineer. ~~Ignition systems must not exceed the maximum rev limit as stated in the original production motorcycle engine specification.~~

b) Jedi Racing Cars supplied ECU MASTER EMU Black model ECU, and display the serial number.

Ignition systems must not exceed the maximum rev limit as stated in the original production motorcycle engine specification, and ignition timing must also remain as standard.

Crankshaft ignition offset can only be standard to the original engine model used, or to F1000 specification.

The standard trigger wheel, and crankshaft pickup, to the engine model used must be retained unless modified or supplied by Jedi Racing Cars Limited.

4. ECU serial numbers for the engine used by each competitor will be logged at the start of the season by the Eligibility Scrutineer. The Eligibility Scrutineer must be notified of any change of that ECU.

5. The ECU may be exchanged ~~or~~, electronically interrogated, or 're flashed' at any time at the request of the Eligibility Scrutineer.

6. F1000 or the Eligibility Scrutineer will retain the right to substitute an ECU with a standard parts model for the particular engine for the purpose of scrutineering. Parts will be compared against standard parts and standard part numbers.

7. When using a B-Spec loom a Power Commander and Auto-Tune may be used for the purpose of altering the fuelling only. Ignition modules are prohibited.

8. When using a B-Spec loom a TRE Gear Indicator may be fitted but must be supplied by Jedi only. No other makes or sources will be permitted.

9. The rear light is a mandatory standard part which is the SpeedMarshal part "CODE-60-VCS-DC" and the standing start and slow moving vehicle options must be operational at all times when the vehicle is in use

10. The standard battery part is Odyssey Extreme Series 20. Other batteries are permitted as long as they fall within MOTORSPORT UK regulations including J 5.14.9 and must be securely located in front of the pedals.

11. Alternators must be standard, fully operational at all times when the vehicle is in use and capable of delivering a suitable charge. Charging systems must be as supplied to the original production

motorcycle engine.

5.11: BRAKES

1. Callipers and associated brake discs for the Championship Class are restricted to AP and Brembo models as supplied by JRC.

2. Brake pads must be Ferodo compound CP1 and are available for all approved callipers.

3. Brake balance adjustment is free within the range provided.

4. Cockpit mounted brake bias adjusters are permitted.

5. It is permissible to replace the brake lines with those of another manufacturer, providing they are an equivalent/superior specification.

6. No modifications may be made to the master cylinders, callipers, discs or any other part of the braking system.

5.12: WHEELS / STEERING

1. When running on slick tyres, JRC supplied split rim wheels of standard manufacture and dimensions must be used.

Front Wheels: 13" x 7.5".

5" inner rim and 2" outer rim with 0.5" centre

Rear Wheels: 13" x 10".

5.5" inner rim and 4" outer rim with 0.5" centre

The use of wheel spacers with wheels running slick tyres is not permitted

2. When running on wet weather tyres the manufacture of wheel is free as are offset sizes, but must remain compatible with the permitted tyres. The use of wheel spacers of up to 3mm / 1/8" thick with wheels running wet weather tyres is permitted for clearance / fitting purposes only..

5.13: TYRES

1. Only Avon control tyres are permitted:

Front tyres: Sizes 7.2x20x13. Slicks (11916) & Wets (6538)

Rear tyre: Sizes 9.0x21x13. Slicks (6428) & Wets (4619)

2. It is permissible to fit commercial balance weights.

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

5.14: VEHICLE WEIGHT:

1. Minimum weight limit is 410kg inclusive of driver.

2. Minimum weights are calculated in the condition in which the vehicle crosses the finishing line or at any other during the competition and/or qualifying/practice.

3. If ballast is required to achieve the minimum weight, this must be in the form of single lead sheet or bar attached to the aluminium floor, between the front bulkhead and the fuel tank compartment. The attachment must be with nuts and bolts, which must be drilled to allow MOTORSPORT UK wire seals to be applied by the Formula Eligibility/Safety Scrutineer. As per MOTORSPORT UK Regulation [J 5.15].

5.15: FUEL TANK / FUEL



1. Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MOTORSPORT UK Yearbook for the current year and complying with BSEN228 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race a minimum of one litre of petrol from the tank of the competing car must be available to the scrutineers for analysis, bearing in mind regulations may state more may be required. Compliance with minimum weight for the car will be taken before the petrol is removed.

3. Only fuel tanks and filler assemblies supplied by JRC are permitted and must remain unmodified. Factory produced auxiliary fuel tanks are allowed. All repairs to fuel tanks must be carried out by JRC.

4. The fuel breather must have a one-way valve fitted.

5. Fuel lines and connectors are free but must be equal or better quality to those supplied by JRC.

6. Fuel testing may be carried out at any time before, during or after a competition on the instructions of the Clerk of the Course or Scrutineer.

7. Where facilities exist to carry out comparison testing at the circuit, a sample will be taken from the car, which will be retained in Parc Fermé until the results are declared. If the test shows any discrepancies then formal samples will be taken as detailed above.

5.16: SILENCING:

1. Exhaust and silencer systems as supplied by JRC must remain unmodified and be fitted at all times to comply with current MOTORSPORT UK noise regulations [J 5.17] – [J 5.18].

2. Installation must be in accordance with MOTORSPORT UK Regulation [J 5.16].

3. Any repairs must be carried out by JRC.

5.17: COCKPIT

1. The pedals, levers and steering column must be supplied by JRC and may be adjusted within the limits of adjustment provided for by the manufacturer. Any modification to the steering column must be carried out by JRC. Pedals may be modified in conjunction with JRC.

2. The steering wheel may be of the detachable type but must comply with the current MOTORSPORT UK Regulation [J 5.7].

3. The driver's seat is free, providing that any change/modification does not give added stiffness or support to the chassis.

4. Manufacture of driver's mirrors is free provided there are two, one each side of the cockpit and each complies with MOTORSPORT UK Regulations.

5. Instrumentation is free including associated sensors and fittings. Data logging systems are permitted, but must be passive.

5.18: NUMBERS & CHAMPIONSHIP DECALS

1. All cars must be identified by MOTORSPORT UK Regulation [J 4.1] specification numbers.

2. Any decals supplied by the F1000 Championship, 750 Motor Club and Sponsors' must be displayed visibly in the Championship defined positions specified on the car. This includes:
F1000 website address on the rear wing.

Jedi logo on the tip of the nose.

F1000 logos on either side of the body work. SpeedMarshal decals on either side of the bodywork and 750 Motor Club decals on either side of the bodywork. Decals from Championship sponsors no longer associated with the championship must be removed.

3. The sponsors' decals will be provided by the F1000 Championship organisers, whereas Entrants are responsible for supplying numbers and background

5.19: SUPPLIERS

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