

2012 Ford Fiesta Championship - Regulations

To be verified by the BRSCC

Version: to be approved by MSA

2012 Ford Fiesta Championship

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If there are any queries then please contact; Kevin Shortis. Tel 01323 895859



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1. SPORTING REGULATIONS - GENERAL

1.1. TITLE & JURISDICTION

The 2012 ~~Competition Car Insurance~~ Ford Fiesta Championship is organised by the BRITISH RACING & SPORTS CAR CLUB [B.R.S.C.C.] in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No – **tbn**

Race Status – **tbn**

MSA Championship Grade - **tbn**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation D11.1.3 at any time before or during the Championship and further issue additional statements concerning the Regulations 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 Regulations 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

Assistant Championship Co-ordinator

tbn

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 members of the B.R.S.C.C. and in possession of valid 2012 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 such approval from his/her school in order to fulfil registration for the Championship.

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- 1.3.3. All necessary documentation 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.

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 £400.00 – (includes television fee £250) - made payable to HKMS.
- 1.4.3. Registrations will be accepted from the 1st January 2012 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 solely at the discretion of the organisers and/or promoters.

- 1.5. **Championship Rounds** The 2012 Competition Car Insurance Ford Fiesta Championship will be contested over 16 rounds at the following venues.

Rounds	2012 Dates	Venue	DH	Licence	Club

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 2012 Competition Car Insurance Ford Fiesta Championship is as defined in the Technical Regulations.
 - 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 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.
 - Class C only: The class will operate as an overall class but overlaid will be the Veterans Cup (Class C-VC). This will allow any competitor who has attained the age of 42 years on the 1st January 2012 to participate in the Veterans Cup. Competitors eligible for the Veterans Cup will score in the main class and additionally see a parallel points scoring system. Veterans Cup competitors will see the points as Class C-VC and the first three finishers in any race will be eligible for an award on race days and also at the final standings at the season end.

JOKER:

Each competitor will be allowed one Joker card during the season which will earn double points scored for the stipulated race. The declaration must be made to the Championship Co-ordinator on the day of the event and before any qualifying session. The competitor must also nominate which race (i.e. Race 1 or Race 2 or Race 3 if a single/double/triple header) that the joker is to be used on.

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In the event of there being less than 4 starters in any class, points will be awarded:

- Class Winner 12 points; Second: 10 points, Third 9.
- Competitors changing Class will not be permitted to 'carry over' any points scored in any other Class.
- Should any competitor in the Championship not participate in any of the first 10 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 W1.3.4 of the current MSA Yearbook.

1.7. AWARDS:

1.7.1. All awards are provided by organising club and the Championship sponsors.

1.7.2. Per Round: Class A, B C and C-VC. Trophies for 1st, 2nd, 3rd
Class D - 1st only.

1.7.3. Championship: Class overall A, B, C and C-VC. An award, Class - 1st, 2nd 3rd - a trophy.
Class D – 1st overall only.

Class Overall Champion – The Championship Trophy

The totals from all qualifying rounds held, less two 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 shall be posted to the Entrants (normally) within 10 days of the results of each round being declared final.

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

1.7.7. In the event of any Provisional Results or Championship Tables being revised after any provisional presentations

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and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the B.R.S.C.C. in good condition within 7 days.

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

- 2.1. Rounds:** In accordance with Section C of the 2012 MSA Yearbook.
- 2.2. Championship:** In accordance with Section C of the 2012 MSA Yearbook.

3. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & 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 Regulations 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 regulations.
- 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.
- 3.1.12. Media/Celebrity Car
It is proposed to run a Celebrity Car in the Championship in 2012. It is therefore part of the Championship Regulations, which Competitors accept when signing the registration document, that one place on the grid may be reserved for this Celebrity Car's participation. The car will be run exclusively to Championship Regulations and will undergo normal scrutineering and race control. If following practice the car in its own right qualifies for a grid position, this will be taken up as per its practice time and grid allocation. If however, the car would not normally qualify for the grid, the last position physically on the grid is reserved for the Celebrity Car. All celebrity competitors will conform to all other requirements with regard to competition licences etc... The celebrity driver will not qualify for Championship points. Therefore points will be awarded in accordance with Championship Regulations following each event to remaining qualifying drivers, not taking into account the celebrity driver in the results. The celebrity driver will however be eligible for a trophy – see 1.7.2.

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 Regulations in respect of circuit lengths.

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

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 regulations 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 12 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.

- 3.5.2. Class C dedicated race only - After the first race of a double header, the grid for the second race shall be decided as follows. A draw of numbers 4 – 8 will be made and the number drawn will then see the first order of the grid which corresponds to that number being reversed. Thus if number 4 is drawn, 4th shall be placed 1st, 3rd placed 2nd and so 1st will be placed 4th etc. Thus the grid will be reversed down from the number drawn.

This will only occur for the second of two races in a double header meeting be that over one day or two. The onus for this draw will fall to the championship co-ordinator who shall hold the draw in front of an independent witness and then the result of this draw be communicated with the clerk of the course for his information and then to the official timekeepers of the meeting in order to produce a correct grid positions sheet. In the case of a triple header meeting, the grid for Race 3 shall be set as the reverse of the Race 2 finishing positions.

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.

- 3.6.4. 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.

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- 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 or practice, 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 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.**
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.**
The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.4 **Case C - More than 75% of race completed**
If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results declared in accordance with MSA General Regulations Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

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 Regulations 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 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit /Meeting.

3.10. RACE FINISHES:

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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 Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

3.15 Mandatory Video Camera

All cars must have fitted a GoPro Hero HD or an Exeros Full 1080P HD Camera or Race-Keeper SE multi camera video data system (or for 2012 the video camera that was used in the 2010 season) in a place and position which will give a forward facing view out of the vehicle to give a view of the track ahead and some of the nearside view out of the nearside passenger window. 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/method of video storage 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 recorded session video on the memory card/method of video storage when requested, will be deemed to be an obstruction and the facts reported to the clerk of the course. **If the clerk of the course determines that there is no acceptable cause or reason not to make the memory card available to the championship organiser this will result in the competitor having any official time or race position nullified.** **Cameras should be capable of producing full HD video format for television usage.**

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Memory cards of the SDHC type of not less than 16Gb capacity shall be used and each card clearly marked with the text – **FFC - followed by the allocated competitor number**). This will aid identifying the relevant competitor for return of card.

The area on the nearside dashboard will be used to show **the competitors number** and the championship website address www.fordracing.eu . If space allows, then one other advertising decal or text may be placed.

GoPro Hero HD or an Exeros Full 1080P HD Camera and the Race-Keeper system may be sourced from HKMS, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD.

4 CHAMPIONSHIP RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

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 Regulations 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 REGULATIONS AND THE SPORTING REGULATIONS 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 Regulations.

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. **Participation is by invitation to the championship and this invitation may be rescinded at any time during the season. Where any competitor is penalised on any sporting infringement and incurs penalty points on their race licence, the clerk of the course shall notify the championship co-ordinator who will apply the following sanctions. The number of penalty points endorsed shall be doubled and that number of points shall be deducted from the competitors championship total.**

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5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following Technical Regulations 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 Regulations Section J4.1, J5, Section Q, Section B, Nomenclature & Definitions, Section K and Section L of the 2012 MSA Competitors' and Officials' Yearbook.

5.2. GENERAL DESCRIPTION:

The 2012 Competition Car Insurance Ford Fiesta Championship is a four class championship for competitors participating in Ford Fiesta vehicles modified in accordance with the following regulations.

Class A Ford Fiesta 1800 cars ~~(which ran in 2001 Ford Si Championship).~~

Class B Ford Fiesta Zetec 1400 ~~(which ran in the 2001 Ford Fiesta Credit Championship).~~

Class C Ford Fiesta ST built to group N specification (and as amended by these regulations)

Class D Ford Fiesta Zetec S ~~(MY 2008/09 and prior March 2010)~~ three door 1600cc.

5.2.2 EXAMINATION OF VEHICLES

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the championship/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 regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

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 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/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.

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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.

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 regulations 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 regulations 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:

- 5.3.1. All MSA Appendix Section K Safety Criteria Regulations apply as the current MSA Yearbook. K1.2.1 to K1.2.4 with optional bracing tubes as per Blue Book drawings only and compulsory diagonal strut with upper joint on drivers side, K2.1.2 to K2.1.3, K3, K8, K9, K10, K13.
- 5.3.2. If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.
- 5.3.3. A full harness safety belt with a minimum of 4 straps (2 shoulders, 2 waists) must be installed to MSA Regulations. It is recommended that a 5 or 6 strap safety belt is used.
- 5.3.4. Fire extinguisher - a medium capacity plumbed-in unit for discharge into the cockpit and engine compartment as defined in MSA Regulation Section K3 of the 2012 MSA Yearbook is the minimum requirement.
- 5.3.5. A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits (including starter motor and alternator) with the exception of those that operate the fire extinguishers (MSA Regulation K8). 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. The preferred system recommended is the Cartek fully electronic Battery Isolator System.
- 5.3.6. 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 regulations 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

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Prohibited is for competitor's guidance only.

- 5.4.3. Unless specifically authorised in these regulations, 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 regulations can be modified or removed. Removed material cannot be reused on the vehicle.

- 5.5.3. Class A No modifications are allowed which will cause the axis and/or position of the suspension pick-up points on the chassis to be moved.
Class B See 5.8.1.

- 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 Day-Glo 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 & Class D.

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.

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- 5.6.1.7. Fuel and brake lines may be routed through the driver habitacle subject to provisions of MSA Regulation J5.12 & 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. Class A: Removal of standard bumpers and over-riders. Only 1995 MY Fiesta Si front and rear bumpers together with the small front wheel arch mouldings are to be fitted.
- 5.6.2.3. Interior Trim and instruments:

Class A, B, C and D
Dash panel and instruments must be as fitted and MUST be complete with all switches, air vents, 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

Class A.

The only engine eligible is the Ford 1800 cc Zetec 16-valve unit as fitted to the Fiesta in its 130. PS form.

Class B.

The only engine eligible is the Ford 1.4 litre, Zetec SE. 16 Valve unit as fitted to the Fiesta car. No modifications to the specification of this variant of the engine are permitted. Spacers may be fitted under the valve springs.

Class C.

The only engine eligible is as fitted to the Ford Fiesta ST150 (MY2005-2008.) No modifications to the specification of this variant of the engine are permitted.

Option: Fitment of an optional air con pump internal/MSport jockey wheel and shorter drive belt.

Class D

The only engine eligible is as fitted to the Ford Fiesta Zetec S (MY2008 to (and prior) March 2010).

No modifications to the specification of this variant of the engine are permitted.

Option: Fitment of an optional air con pump internal/MSport jockey wheel and shorter drive belt.

General

No modifications to the specification of other variant of the engine are permitted except for changes specifically detailed in these regulations. 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.

At the first event entered the competitor shall present the car to the eligibility scrutineer or nominated deputy who will cause the engine to be sealed in a manner determined. This action will be recorded and details kept by the championship organiser. These championship seals can only be broken in the presence of the championship scrutineer or nominated deputy, who will either check and/or re-seal the engine.

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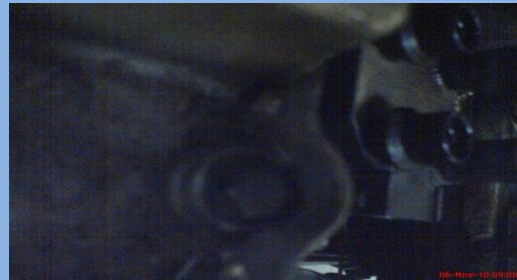
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Class A

Two MSA Numbered Seals to be affixed in locations as below

Drill hole in cam cover as per picture Si 1 and camcover retaining bolt shown in same picture

Drill hole in camcover retaining bolt shown in picture at opposite end of engine



Class B

Two MSA Numbered Seals to be affixed in locations as below



Drill camcover retaining bolt shown in picture and drill two domed or extended nuts under plastic camcover at opposite end of engine next to each other

Class C



One MSA Numbered Seal to be affixed in location as in photo.

Drill camcover bolt at opposite end of engine to camshafts.

If you are unsure of how to proceed then contact the championship eligibility scrutineer for assistance.

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

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positional sensors.

5.7.1.3. Class A & B

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 regulations.**

Class C

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. Note: The exchange ECU available from Ford Motor Company may be fitted, but with recorded sealing of the unit by Ford Motor Company or Eligibility Scrutineer. **Failure to obey any request will be deemed to contravene these regulations.**

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.

5.7.1.6. Air filter

Class A & B

The Ford panel air filter may be replaced by a Piperscross air filter.

Fiesta Mk3 1.8 16v (130bhp) – Piperscross part number PP96

Fiesta Mk4 1.4 16v – Piperscross part number PP1368

Class C

Option. An air filter kit,

Piperscross cone filter part number PK308

K&N 57i cone filter with housing - Mountune part number 2080-CAIS-BLK

may be fitted and must conform to the manufacturer fitting instructions without modification.

Class D

The standard air filter may be replaced with a Piperscross air filter kit part number PP1743 or PK363.

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 Filter – All classes. Standard Ford air filter and body may be used (see 5.7.1.6.)

5.7.6. Exhaust Systems:

Class A

The exhaust system is free from after the standard exhaust manifold.

Class B

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A fully operational Catalytic Converter Exhaust System Part No. 96FB 5E211 EF (or current Ford Motor Co. exhaust sold specifically for this model of car) must be fitted at all times. No modifications are permitted to the catalyst, but the silencer units and tail pipe may be exchanged for the Ford Racing tail pipe assembly. The internal diameter of the exhaust pipe after the final silencer shall be 51 ± 2 mm diameter, and at the exit must be square to the pipe centre line to allow a good seal for the "exhaust suction test equipment". The full exhaust system shall be free of leaks. Catalytic operation will be tested by any means. The final section of the exhaust must exit from the rear of the car, locating the outlet in the manufacturers cut-out of the rear skirt, and comply with MSA noise levels. Cars originally fitted with an exhaust gas re-circulation system may remove these parts, provided all openings are effectively sealed.

Class C

A fully operational 'Standard' format Catalytic Converter Exhaust System or current Ford Motor Co. exhaust sold specifically for this model of car must be fitted at all times. This means it must be of a type supplied and fitted to the showroom model as sold by the Ford dealer network. No modifications are permitted to the catalyst, but the silencer units and tail pipe are free. The exit must be square to the pipe centre line to allow a good seal for the "exhaust suction test equipment". The full exhaust system shall be free of leaks. Catalytic operation will be tested by any means. The final section of the exhaust must exit from the rear of the car, locating the outlet in the manufacturers cut-out of the rear skirt, and comply with MSA noise levels.

Class D

A fully operational 'Standard' format Catalytic Converter Exhaust System or current Ford Motor Co. exhaust sold specifically for this model of car must be fitted at all times. This means it must be of a type supplied and fitted to the showroom model as sold by the Ford dealer network. No modifications are permitted to the catalyst but the silencer units and tail pipe are free. The exit must be square to the pipe centre line to allow a good seal for the "exhaust suction test equipment". The full exhaust system shall be free of leaks. Catalytic operation will be tested by any means. The final section of the exhaust must exit from the rear of the car, locating the outlet in the manufacturers cut-out of the rear skirt, and comply with MSA noise levels.

5.7.7. Ignition Systems:

Class A & B C & D (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. The fuel canister purge equipment must be removed.

5.8. SUSPENSIONS

5.8.1. Class A

The front upright assembly shall be either 1989 MY or 1994 MY Fiesta 130 PS components with the latter with increased durability bearings being the preferred units. The suspension assemblies can only be used as a single MY package and a combination of different MY components is prohibited. In addition the 1994 MY upright housing and wheel flange assembly only may be machined in accordance with Ford Motorsport drawing number MS94FB3K 187 AB, MS94FB 1104 BA and MS94FB 1105 BA in order to fit the standard Mondeo bearing assembly and adapter. Strut bodies front and rear must be steel. Front suspension top strut mounting similar to Ford part 9093737 is mandatory. Suspensions units are free but their fitment to the front stub axle must be standard. A collar may be attached to either the strut or stub axles to correct for different diameter components but if used the scrutineer's decision on its suitability will be final. The

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rear shock absorber unit must use a top mount similar to Ford part 9093763. The bottom mounting of the rear damper may be a rose joint fitting. Hard rubber bushes may be fitted to all suspension joints but care must be taken to ensure that rubber failure does not occur as a result of excessive angular movement. Rear wheel camber may only be adjusted by using a full sized one piece shim located on all four stub mounting bolts with a maximum thickness of 4 mm and a minimum of 2mm in any angle direction. The back of the rear suspension stub axle forging may be machined to obtain camber adjustment. The modifications indicated in drawing number MS94FB 5K953AA for reinforcement of the rear beam are permitted (see Appendix 2). If this specific modification is carried out then the rear anti-roll bar and its mountings shall be removed from the car. If this modification is not made then the rear anti-roll bar and mountings must be retained in working order. The front wishbone outer ball joint may be replaced by a proprietary joint specifically designed for a Fiesta and which must be firmly located to the wishbone by fitted bolts, provided that the position of the joint conforms exactly to the wishbone/joint assembly supplied by Ford for use on Fiesta cars as defined in Article 5.4.1. Proprietary wheel bearings are permitted as long as they fit without the need to modify the associated Ford components.

Class B

Front suspension: Only the specified Suspension units may be used. -see appendix for part numbers. These units must fit to unmodified front stub axle assembly. Variable position top strut mounting, see appendix for part number, are permitted. Only the specified springs are allowed. Adjustable spring abutments are fitted to the suspension units. A metallic, rigid spacer, with the dimensions of $61 \pm 2\text{mm}$ Inside Diameter; $83 \pm 4\text{mm}$ Outside diameter; and 20mm Maximum thickness may be fitted between the adjustable spring seat on the damper and the underside of the spring. The bushes fitted to the inner (chassis) end of the TCA must be standard, or the Ford Motor Company Limited specified bushes or joints. To accept the off-set bush in the front wishbone it is allowed to elongate one of the mounting holes (but not both) of the front clevis on the cross-member. This slot must be strengthened by welding a washer on the outside of the clevis in this area. The maximum negative camber permissible on the front wheels is 4 degrees, when measured at the minimum championship ride height of 95mm, irrespective of other freedom that may be granted. The Ford Racing Front hub assembly, are the only components allowed.

Rear suspension: Only the specified Suspension units may be used. -see appendix for part numbers. Only the specified springs are allowed. Adjustable spring abutments are fitted to the suspension units. A metallic, rigid spacer, with the dimensions of $61 \pm 2\text{mm}$ Inside Diameter; $83 \pm 4\text{mm}$ Outside diameter; and 20mm Maximum thickness may be fitted between the adjustable spring seat on the damper and the underside of the spring. The bushes fitted to the inner (chassis) end of the twist beam suspension arm must be standard, or the Ford Motor Company Limited specified bushes or joints.

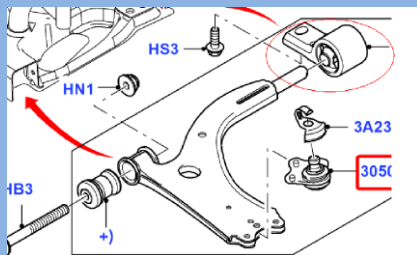
Class C & D

Standard Front and rear suspension is permitted. Shock absorbers may be adjustable. Option: fitment of designated championship AST suspension kit.

Option

Class C only:

An alternative media bush may replace the standard rubber bush (front inner rear bush as circled in diagram below) on the front lower A arm assembly (see diagram below).



Class A

Front camber must not exceed 8°

Class B

Front camber must not exceed 4°

Class C

Front camber must not exceed 6°

Class D

Front camber must not exceed 6°

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5.8.2. Spring and spring trim free

5.8.2.1. **Class B:**

Only rear beam, Pt No 96FB 5K952 CH or 98FB 5K952 AA can be used, with nominal twist beam thickness of 7.5mm.

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.

Class A

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

Class B

See appendix 3.

Class C

As standard

Class D

As standard

5.9. TRANSMISSIONS.

5.9.1. Permitted Modifications.

Class A

The gearbox Part No. 92WT 7002BB or optional P929WTCD 5030972 must be used without modifications. The gear lever may be bent to a position closer to the driver but no material may be added.

Class B

The gearbox Part No.P96WT 7002 FB must be used without modifications. The gear lever may be bent to a position closer to the driver, but no material can be added. The gear lever knob is free as long as it is no bigger than the production unit. Gear change linkage assembly 96WT 7C453 BA/BB or 97WT 7C453 AA may be used.

Class C & D

Standard fitted unit. (Please note for Class D cars the build date prior to March 2010 has a closer ratio gearbox).

General

Modifications to increase Limited Slip differential action is expressly forbidden.

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- 5.9.2. Prohibited Modifications
No modification permitted
- 5.9.3. Transmission and drive ratios.
Only Ford production parts are allowed.
- 5.9.3.1. (All classes) A paddle clutch disc of the same nominal diameter may be fitted.
- 5.9.3.2 A machined retaining 'washer' may be fitted to prevent front bearings hubs from moving out of position and thereby allowing the wheel to become detached from the front transmission unit. This unit is only available from Ford Racing UK Daniels Motorsport/M Sport. The dimensions are as supplied. Fitment as per instructions (see 5.12.1.)



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**
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 Section K5, unless the standard manufacturer fog lamp complies. The preferred unit is the FIA sanctioned Cartek LED rain light. The electronic rain light switch from Cartek is also recommended for its additional hazard warning safety feature.
- 5.10.3. **Headlamp units**
Class A & B Only
A dummy plastic panel may replace the headlamp unit provided the shape and location are identical to the original headlamp unit. If headlamps are retained, they must be in full working order. All other lights must be retained and in full working order.
- 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. A fused 12 volt supply lead may be taken from the main loom after the master cut-off in order to supply power to a GoPro Hero HD/ Xeros Full HD 1080P Action Camera or Racekeeper unit but subject to provision of 5.3.5. No data logging equipment may be connected into the ECU either by direct or

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indirect means.

- 5.10.7. All cars may have a system of lamp indication to determine engine revolutions to indicate gearchange point (Shift Light) or an LED display to give the gear in which the car is currently being driven (Digital Gear Indicator). To achieve this, the unit may be wired into the instrument loom to facilitate the functionality of either unit.

5.11. BRAKES.

Friction Materials – All Classes: The ~~control~~ brake pads are **free**. ~~as manufactured by GALFER~~

Permitted Modifications.

5.11.1. Class A

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 braking system must not be capable under any circumstance of operating as an ABS braking system. 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 Safety Regulations (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).

Class B

Only unmodified standard callipers (except for any Ford Racing rework to accept new front Hubs) and brake disc must be used on the front axle, and unmodified (Ford Racing specification) drum brake assembly on the rear axle. Competition brake linings are permitted, and duct shields may be removed/added for the front discs. Diagonal front -rear split braking must be retained. The braking system must not be capable, under any circumstance, of operating as an ABS brake system. Aircraft specification flexible pipes are only permitted as a direct replacement for existing flexible rubber brake pipes. Anti-slip or extension pads may be added to all the foot control pedals. No changes to the bumper or the bodyshell are allowed for extra cooling.

Class C

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 Regulations] Safety Regulations (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.

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5.12. WHEELS/STEERING.

5.12.1. Permitted options

Option – All classes. Fitment of wheel bearing retaining washer.

Class A

Only road wheel Part No. 92FB 1007 EA finis code 6799854 or Part No. 92FB 1007 BA finis code 6646115 is permitted for the championship. Road wheels identical in design to the above but with different part numbers resulting from changes to finish only are also permitted. The standard steering rack from Fiesta XR2i or 130 PS Zetec engined Fiesta cars is mandatory (1989 to present inclusive). The steering wheel and boss may be changed but this must not reduce any of the standard safety features.

Class B

Only road wheel Part No. 96SX 1 K007 CA, Finis Code 1024906 or Part No. 1S61-1007GA Finis Code 1135480 is permitted. A standard, and unmodified, manual or 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 if the Power assist steering rack is used. The power assist pump and associated parts may be removed only if the non-power assist pump steering rack is fitted. 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.

Class C

Construction and material 7 x 15 ATS DTC Lightweight Silver - Offset 35/40mm
Team Dynamics/Rimstock wheel 7 x 15 Pro Race-12 Offset 35/40 mm.

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. Power steering pipes may be substituted for longer items and fitted to an ancillary oil cooler.

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.

Class D

Construction and material:

Team Dynamics/Rimstock wheel 7 x 15 Pro Race-12 Offset 35/40 mm.

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. 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

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

Classes A & B only.

Only the Ford production road wheel is permitted.

Class C

Construction and material

Preferred:

Team Dynamics/Rimstock wheel 7 x 15 Pro Race-12 Offset 35/40 mm.

Option: 7 x 15 ATS DTC Lightweight Silver - Offset 35/40mm

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Class D

Construction and material
Team Dynamics/Rimstock wheel 7 x 15
Pro Race-12 Offset 35/40 mm.

- 5.12.4. Dimensions Class A Wheel 14 inch dia. x 5.5 inch rim width.
Class B Wheel 15 inch dia. x 6.0 inch rim width.
Class C Wheel 15 inch dia. x 7.0 inch rim width.
Class D Wheel 15 inch dia. x 7.0 inch rim width.

5.13. TYRES

5.13.1.

Dunlop

Class A Slick 175/555R14 A46D
Wet 175/555R14 /A8W/A22W

Dunlop

Class B Slick 175/550R 15 A46D
Wet 175/550R 15 A8W/A22W

Dunlop

Class C Slick 185/580R 15 A46D
Wet 185/580R 15 A8W/A22W

Dunlop

Class D Slick 185/580R 15 A46D
Wet 185/580R 15 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 2012 MSA Competitors' and Officials' Yearbook Regulations J5.15.
To exercise our right to alter weights – we reserve the right to amend the minimum weights in any class after every three cycles of races. At the start of the season the following shall apply:-

5.14.2.

Minimum Weights

Class A

Ford Fiesta Si. The all-up weight, including the driver, at any time during practice or an event is 955Kg. 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.

Class B

Ford Fiesta 1.4 The all-up weight, including the driver, at any time during practice or an event is 955Kg. 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.

Class C

Ford Fiesta ST150 The all-up weight, including the driver, at any time during practice or an event is 1110Kg.

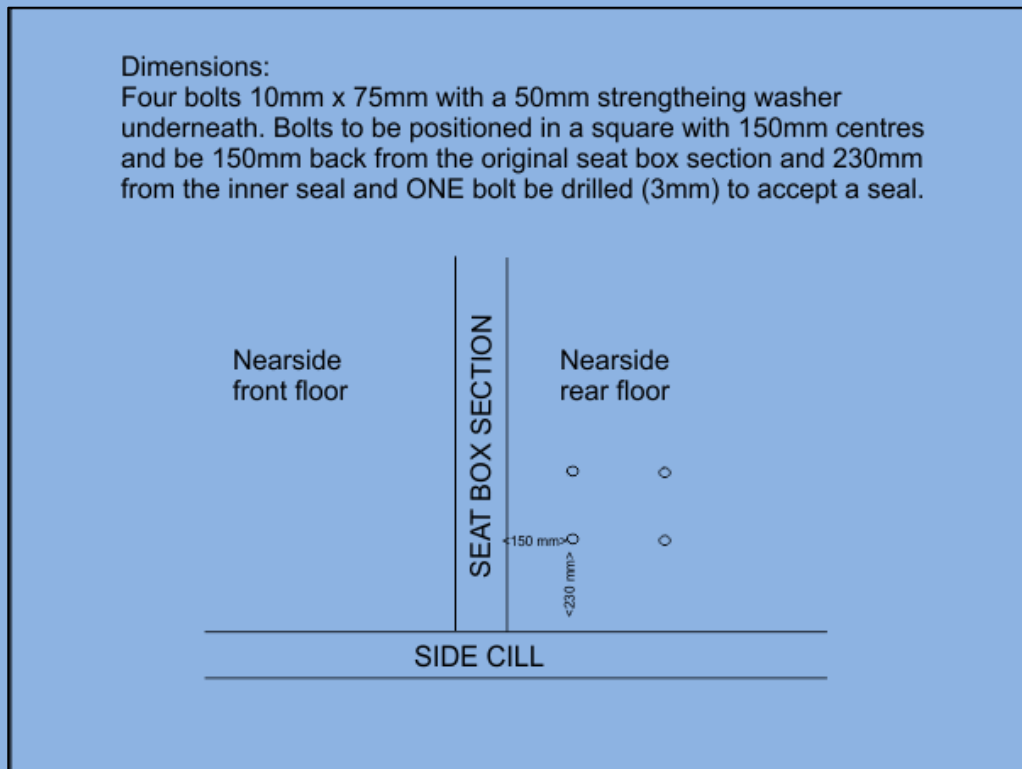
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For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being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

A success ballast will be utilised for the 1st, 2nd and 3rd in class C after each race. The sealed ballast weights will be supplied by the Championship organiser and will be fitted before the start of the next race. Each unit will be sealed by the Championship organiser. The weight will remain in place until the end of that next race and when the vehicle is weighed it shall be plus the success weights which shall be 1st – 30kgs, 2nd 20kgs and 3rd 10kgs. If there is any doubt, the eligibility scrutineer may weigh the vehicle both with and then without the success ballast to ensure that the basic minimum weights are observed. Each success ballast weight may only be installed and removed in the presence of the Championship organiser or his representative.



Class D

Ford Fiesta Zetec S. The all-up weight, including the driver, at any time during practice or an event is **1050** ~~990~~ Kg. 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

Class A

Standard. It is permitted 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.

Class B

Standard production or Motorsport modified fuel tank must be retained. Additionally, an approved protective plate must be fitted below the tank.

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Class C

Standard production ~~or Motorsport modified~~ fuel tank must be retained. Additionally, an approved protective plate or tank guard must be fitted below the tank.

Class D

Standard production ~~or Motorsport modified~~ fuel tank must be retained. Additionally, an approved protective plate or tank guard must be fitted below the tank.

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

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 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 BRSCC 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 Racing UK, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD

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6. APPENDICES

6.1. Race Organising Clubs and Contacts:

BRSCC H.Q.

Holmesdale Business Centre
Platt Industrial Estate
Maidstone Road
Borough Green
Kent
TN15 8JL

Telephone: 01732 780100

Email: www.brscc.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	00 33 21 03 27 20	Silverstone	01327 857271	01327 857663

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6.2 APPENDIX 1 – HOMOLOGATION IN ACCORDANCE WITH APPENDIX J OF THE INTERNATIONAL SPORTING CODE

Class A Homologation valid for Ford Fiesta vehicles built from 1989 fitted with Zetec engine (Si).

A. Car viewed from: Front



B. Car viewed from: Rear



1. GENERAL

101. Manufacturer: Ford

102. Commercial name: Fiesta

103. Cylinder Capacity: 1796 cm³

104. 902. Type of car construction: Unitary construction
b. Material of chassis/bodyshell: Steel sheet and plastic mouldings.

105. Number of Volumes: 2

106. Number of places: 4

2. DIMENSIONS, WEIGHT

202. Overall length: 3744mm +/- 1%

203. Overall width: 1630mm +/- 1%
Where measured: at rear axle

204. Width of bodywork:
a. At front axle: 1630mm +/- 1%
b. At rear axle: 1630mm +/- 1%

206. Wheelbase: 2446mm +/- 1%

209. Overhang:
a. Front: 731mm +/- 1%
b. Rear: 624mm +/- 1%

210. Distance 'G' (steering wheel – rear bulkhead)
1404mm

3. ENGINE

301. Location and position of the engine
Front transversal vertical

303. Cycle: 4 stroke

C) Right hand view of dismantled engine



D) Left hand view of dismantled engine



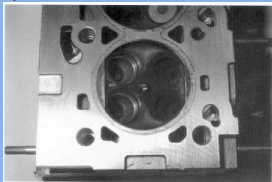
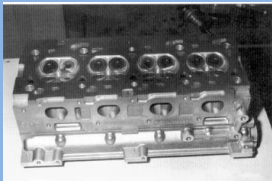
E) Engine in it's compartment

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- | | |
|--|---|
| <p>304. Supercharging: No</p> <p>306. Type of cooling: Liquid</p> <p>312. Cylinder block material: Cast iron alloy</p> <p>314. Bore: 80.6mm</p> <p>316. Stroke: 88.0mm</p> <p>902. Crankshaft:</p> <ul style="list-style-type: none"> a. Type of manufacture: one piece b. Material: Ferrous Alloy c. Forged d. Number of bearings: 5 e. Type of bearings: Plain f. Dia. Of bearings: 58mm g. Bearing cap material: Ferrous Alloy h. Minimum weight of bare crankshaft: 8700gms <p>902. Cylinder head</p> <ul style="list-style-type: none"> a. Number: One b. Material: Aluminium Alloy e. Angle between intake valve and vertical: 20 degrees f. Angle between exhaust valve and vertical: 20 degrees <p>G) Combustion chamber</p>  <p>902. Fuel feed by injection:</p> <ul style="list-style-type: none"> a. Make: Ford b. Model: EEC IV c. Kind of fuel measurement: Electronic d. Dimensions of intake pipe at the throttle or slide location: 55mm e. Number of effective fuel outlets: 4 f. Position of injectors: F1-Manifold | <p>305. Number and layout of cylinders: 4 in line.</p> <p>307. Cylinder capacity:</p> <ul style="list-style-type: none"> a. Unitary: 449 cm³ b. Total: 1796 cm³ c. Max. total allowed: 1796 cm³ <p>313. Sleeves: No
Except for reclaim when a maximum of 2 cylinders may be fitted with dry liners.</p> <p>315. Maximum bore allowed: 80.63mm</p> <p>902. Connecting rod:</p> <ul style="list-style-type: none"> a. Material: Steel b. Big end type: Split c. Interior dia. Of the big end (without shell bearings): 49.9mm d. Length between the axis: 136.19 +/- 1mm e. Minimum weight: 574gms <p>902. Flywheel</p> <ul style="list-style-type: none"> a. Material: Ferrous Alloy b. Minimum weight with starter ring: 8700gms <p>F) Bare cylinder head</p>  <p>902. Fuel feed by carburettor:</p> <ul style="list-style-type: none"> a. Number of carburettors: N/A b. Type: N/A c. Make and model: N/A d. Number of mixture passages per carburettor: N/A e. Maximum dia. carburettor mixture exit port: N/A f. Dia. Of the venturi at the narrowest point: N/A <p>H) Injection system</p> |
|--|---|

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- g. Sensors of the injection system: Manifold Abs, Pressure, Water and Air Temperature; Crank Speed; Fuel Pressure; Throttle Position; Knock sensing; Lamda Control; Barometric Compensation
- h. Actuators of injection system:



- 902. Camshaft:
 - a. Number: 2
 - b. Location: DOHC
 - c. Drive system: Belt
 - d. Number of bearings per shaft: 5
 - e. Type of valve operation: Direct hydraulic

- 902. Intake
 - a. Material of manifold: Aluminium Alloy and Plastic Heat Barrier.
 - b. Number of manifold elements: 3
 - c. Number of valves per cylinder: 2
 - d. Max. dia. Of the valve: 32.0mm
 - e. Dia. Of the valve stem in guide: 6.0 +0/-0.2mm
 - f. Valve length: 97.0 +/- 1.5mm
 - g. Type of valve springs: Helical Coil

- 902. Exhaust:
 - a. Material of manifold: Modular Iron
 - b. Number of manifold elements: 1
 - c. Internal dimensions of manifold exit: 65.0mm
 - d. Number of valves per cylinder: 2
 - e. Max. dia. Of the valve: 28mm
 - f. Dia. Of the valve stem in guide: 6.0 +0/-0.2mm
 - g. Valve length 96.7 +/-1.5mm
 - h. Type of valve springs: Helical Coil

I) Intake Manifold



902. Exhaust manifold



- 902. Ignition system:
 - b. Number of plugs per cylinder: 1
 - c. Number of distributors: N/A

- 902. Lubrication system:
 - a. Type: Wet
 - b. Number of oil pumps: 1

4. FUEL CIRCUIT

- 902. Fuel tank:
 - a. Number: 1
 - b. Location: Under car
 - c. Material: Steel

5. ELECTRICAL EQUIPMENT

501. Batteries:

- a. Number: 1
- b. Tension: 12 volts

6. POWER TRAIN

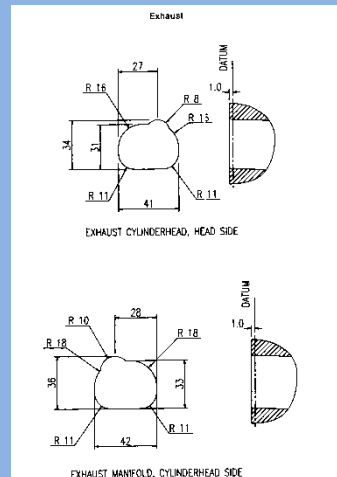
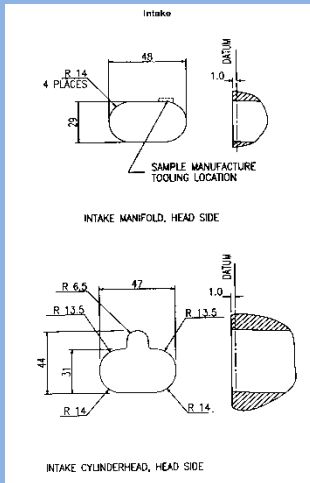
- 902. Driven wheels:
 - a. Front: Yes
 - b. Rear: No
- 902. Clutch:
 - a. Control system: Mechanical
 - b. Number of plates: 1

Drawings of engine ports – tolerances on dimensions: -2%. +4%

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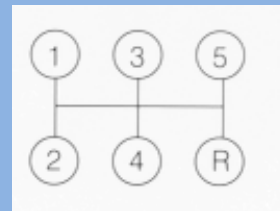
902. Gearbox:
 a. Location: Engine compartment

- b. "Manual" make: Ford
 902. Type and location of control: Central, on floor

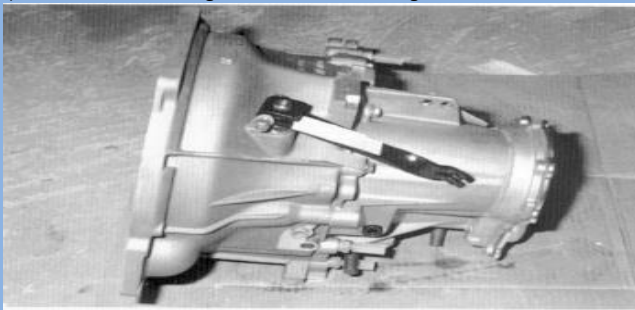
c. Ratios:

	Number of teeth	rapport/ratio
1	43.15	2.867
2	44.23	1.913
3	41.29	1.414
4	41.37	1.103
5	36.41	0.878
6	-	-
R	41.13	3.615

- f) Gear change gate



- s) Gearbox casing and clutch bell housing



902. Transfer box/central differential
 a. Ratios: N/A
 b. Numbers of teeth: N/A
 c. Control system of transfer box: N/A
 d. Type of central differential: N/A

902. Final drive
 a. Type of final drive: Bevel
 b. Ratio: 3.824
 c. Number of teeth: 65.17
 d. Type of lubrication: In box

902. Shafts
 a. Type of longitudinal shafts: N/A
 b. Material of longitudinal shafts: N/A
 c. Type of transversal half-shafts: Constant Velocity and Ball joints
 d. Material of transversal half shafts: Steel

7. SUSPENSION

902. General:
 a. Type of suspension:
 Front: Independent wheel, McPherson
 Rear: Semi-independent by twist beam

902. Helicoidal springs:
 Front: Yes
 Rear: Yes

703. Leaf springs
 Front: No
 Rear: No

902. Torsion bars:
 Front: No
 Rear: Yes

705. Other type of suspension: see description on additional form

902. Shock absorbers:
 a. Number per wheel:
 Front: 1

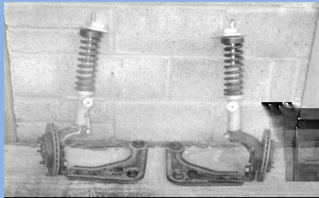
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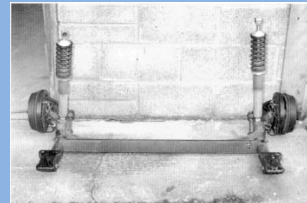
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- Rear: 1
- b. Type:
 - Front: Telescopic
 - Rear: Telescopic
- c. Principle of operation:
 - Front: Hydraulic
 - Rear: Hydraulic

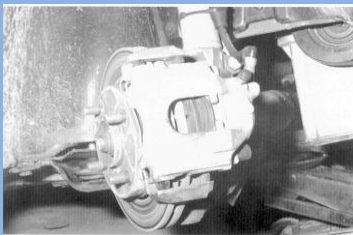
T) Complete dismantled front axle



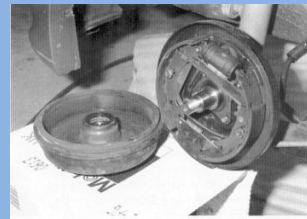
902. Complete dismantled rear axle



V) Front brake



902. Rear brake



g7) Internal diameter of pads rubbing surface
Front: 157 +/- 1.5mm

g8) Overall length of the pads
Front: 110 +/- 1.5mm

g9) Ventilated discs
Front: Yes

Parking brake:
h1) Control system: Cable
h2) Location of lever: Centre on floor
h3) On which wheels: Rear

902. Wheels:

- a. Diameter:
 - Front: 14/355.6mm
 - Rear: 14/355.6mm

902. Brakes:

- a. Braking system: Hydraulic with ABS
- b. Number of master cylinders: 1
- b1. Bores: 22.2mm
- c. Servo-brakes: Yes
- c1. Make and type: Ford
- d. Braking regulator: Yes
- d1. Location: Under car, near rear beam
- e. Number of cylinders per wheel:
 - Front: 1
 - Rear: 2
- e1. Bore:
 - Front: 54mm
 - Rear: 19mm
- f. Drum brakes:
- f1. Internal dia.:
 - Front: N/A
 - Rear: 203 +/- 1.5mm
- f2. Number of linings per wheel:
 - Front: N/A
 - Rear: 2
- f3. Developed length of linings: 363mm
 - Leading: 174mm
 - Trailing: 189mm
- f4. Width of linings:
 - Front: N/A
 - Rear: 38 +/- 1.5mm

g. Disc brakes:

- g1. Number of pads per wheel:
 - Front: 2
 - Rear: N/A
- g2. Number of callipers per wheel:
 - Front: 1
 - Rear: N/A
- g3. Calliper material: Cast iron alloy
- g4. Thickness of new disc:
 - Front: 20 +/- 1.5mm
 - Rear: N/A
- g5. External dia. Of disc:
 - Front: 239 +/- 1.5mm
 - Rear: N/A
- g6. External dia. of pads rubbing surface:
 - Front: 239 +/- 1.5mm
 - Rear: N/A

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- 902. Steering:
 - a. Type: Rack and Pinion
 - b. Power assisted: No

9. BODYWORK

- 902. Interior:
 - a. Ventilation: Yes
 - b. Heating: Yes
 - f. Optional sun roof: Yes
 - f1. Type: Slide and Tilting
 - f2. Control system: Hand crank
 - g. Opening system for side windows:
 - Front: Hand crank

- 902. Exterior:
 - a. Number of doors: 2
 - b. Tailgate: Yes
 - c. Door material: Front: Steel
Rear: N/A
 - d. Front bonnet material: Steel
 - e. Rear bonnet/tailgate material: Steel/Glass
 - f. Bodywork material: Steel, Plastic mouldings
 - 902. Rear window material: Safety glass
 - i. Rear quarter window material: Safety glass
 - k. Side window material: Front: Safety glass
Rear: Safety glass

Material of bumper:
 Front: Plastic and steel inserts
 Rear: Plastic and steel inserts
 Rear: Plastic and steel inserts

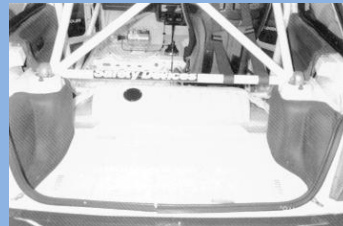
902. Dashboard



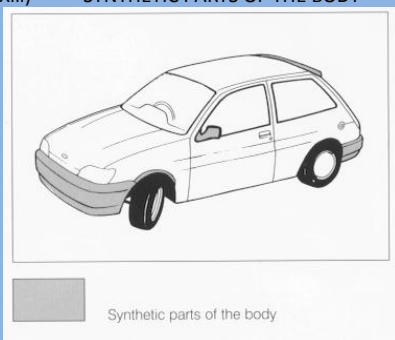
902. Interior of car – front



Zi) Interior of car – rear



XIII) SYNTHETIC PARTS OF THE BODY



6.3 Complementary Homologation Form (Equivalent to FIA Group N)

Vehicle: Manufacturer: Ford
 Model and type: Fiesta

Homologation valid as from: Ford Fiesta race series only

IMPORTANT:

This form includes all the additional information to the basic Appendix '1' Homologation form for the participating of the vehicle in the

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Competition Car Insurance Ford Fiesta Championship range. In the case of contradictory information, only the information appearing on the present form is to be taken into consideration.

1. GENERAL

103. Cylinder capacity: 1796 cm³

2. DIMENSIONS, WEIGHT

201. Minimum weight:

207. Maximum track: Front: 1406mm
Rear: 1376mm

3. ENGINE

302. Number of supports: 4

308. Total minimum volume of a combustion chamber - not quoted

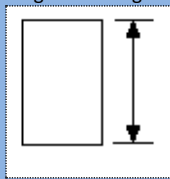
309. Minimum volume of a combustion chamber in the cylinder head: 43.6cm³

310. Maximum compression ratio (in relation with the unit): Not quoted

311. Minimum height of the cylinder block: 215.28mm According to drawing

902. Sleeves

b. Material: Cast iron if fitted



902. Piston

- a. Material: Aluminium Alloy
- b. Number of rings: 3
- c. Minimum weight: 430gms
- d. Distance from gudgeon pin centre line to highest point of piston crown: 33.1 +/-0.1mm
- e. Distance (+/-) between the top of the piston at TDC and the gasket plane of the cylinder block: 0.55 +/- 0.15mm

902. Piston



319. Crankshaft
Maximum dia. of crank pins: 58mm

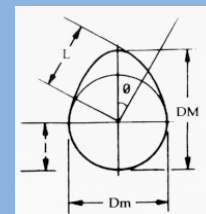
902. Cylinder head
c. Minimum height: 132.8mm
d. Where measured: Gasket face to Valve cover

322. Thickness of tightened cylinder head gasket: 1.54
+/- 0.2mm

325. Camshaft
e. Dia. of bearings: 25.92 + 0.1mm
g. Cam dimensions

902. Timing
a. Theoretical clearance for valve timing
intake: N/A exhaust: N/A

	Inlet	Primary	Secondary
		DM= 45.3145.41+/-0.1mm	
		Dm=36.00	36.00+/-0.1mm
Exhaust		DM=44.61	44.71+/-0.1mm
		Dm=36.00	36.00+/-0.1mm



902. Cam lift in mm (dismounted camshaft)

Exhaust

	Inlet		Secondary	
	Primary	Secondary	Open	Close
DM(max) 45.32	45.41			
Dm	36.00	36.00		
Lift at	Open	Close	Open	Close
0 degs.	9.31	9.31	9.41	9.41
5 degs.	9.22	9.22	9.32	9.32
10degs.	8.94	8.94	9.05	9.05

	Primary		Secondary	
	Open	Close	Open	Close
DM (max)	44.61	44.71		
Dm	36.00	36.00		
Lift at	Open	Close	Open	Close
0 degs.	8.61	8.61	8.70	8.70
5 degs.	8.52	8.52	8.62	8.62
10degs.	8.26	8.36	8.36	

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15degs.	8.48	8.48	8.61	8.61	15degs.	7.83	7.83	7.95	7.95
20degs.	7.85	7.85	7.99	7.99	20degs.	7.25	7.25	7.37	7.37
25degs.	7.05	7.06	7.22	7.23	25degs.	6.51	6.51	6.65	6.66
30degs.	6.11	6.12	6.30	6.31	30degs.	5.65	5.62	5.81	5.82
35degs.	5.06	5.07	5.26	5.27	35degs.	4.67	4.68	4.85	4.86
40degs.	3.95	3.98	4.16	4.18	40degs.	3.62	3.64	3.81	3.83
45degs.	2.85	2.88	3.06	3.08	45degs.	2.52	2.55	2.72	2.75
50degs.	1.75	1.79	1.95	1.99	50degs.	1.46	1.50	1.65	1.69
60degs.	0.17	0.22	0.24	0.29	60degs.	0.16	0.21	0.22	0.27
70degs.	0.00	0.04	0.01	0.05	70degs.	0.11	0.06	0.02	0.07

Angle between major axis of inlet and exhaust cams 114 degs. For primary cams.

- | | |
|---|---|
| <p>e. Maximum valve lift</p> <p>f. Intake Primary: 9.31 +/- 0.2mm
Secondary: 9.41 +/- 0.2mm</p> <p>902. Intake</p> <p>h. Number of springs per valve: 1</p> <p>i. Spring characteristics: Under a load of 47kg the max. length of the spring is 30mm</p> <p>k. External dia. of the springs: 24.8 +/-0.2mm</p> <p>l. Number of spring coils: 7.5</p> <p>m. Dia. of spring wire: 3.52 +/-0.1mm</p> <p>n. Max. free length of the springs: 43.5mm</p> <p>329. Anti-pollution system:
b. Description:</p> <p>331. Cooling system:
Capacity: 7 litres</p> <p>902. Lubrication system:
c. Total capacity: 4.25 litres
d. Oil cooler(s): See Sect. 5.7.4. of Competition Car Insurance Ford Fiesta Championship Regs.
f. Type of cooler(s): See Sect. 5.7.4. of Competition Car Insurance Ford Fiesta Championship Regs.</p> <p>4. FUEL CIRCUIT</p> <p>902. Fuel tank:
d. Total capacity: 42 litres
e. Filler hole locations: Rear, side wing</p> <p>5. ELECTRICAL EQUIPMENT</p> <p>501. Battery/Batteries
c. Location: Engine compartment</p> <p>902. Retractable headlights
a. No</p> | <p>g. Exhaust Primary: 8.61 +/- 0.2mm
Secondary: 8.70 +/- 0.2mm</p> <p>902. Exhaust:
i. Number of springs per valve: 1
k. Spring characteristics: Under a load of 47kg the max. length of the spring is 30mm
l. External dia. of the springs: 24.8 +/-0.2mm
m. Number of coil springs: 7.5
n. Dia. of spring wire: 3.52 +/-0.1mm
o. Max. free length of the springs: 43.55mm
p. Dia. of pipe between manifold and first silencer: 52mm +/-2mm</p> <p>902. Ignition system:
a. Type: Integrated Electronic Ignition
b. Number of coils: 2</p> <p>902. Cooling fan
a. Number: 1
b. Dia. of the screw: 305mm
c. Material of the screw: Plastic
d. Number of blades: 6
e. Type of drive: Electrical
Automatic cut-in: Yes</p> <p>902. Fuel pump(s)
a. Electrical
b. Number: 1
c. Make and type: Ford
d. Location: In tank
e. Max. flow: Electric pump</p> <p>902. Generator(s)
a. Number: 1
b. Type: Alternator
c. Drive system: Multi-vee belt
d. Nominal power: 980 watts</p> |
|---|---|

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b. Control system: N/A

6. POWER TRAIN

902. Clutch
 Type: Dry
 Dia. of the plate(s): 220+/- 2mm

902. Clutch



603. Gearbox:
 h. Oil cooler: No

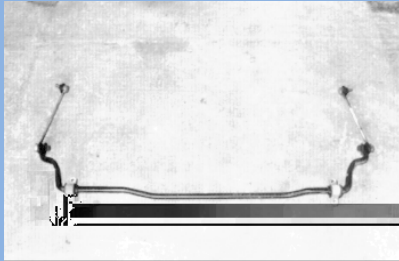
902. Final drive:
 f. Oil cooler: No

7. SUSPENSION

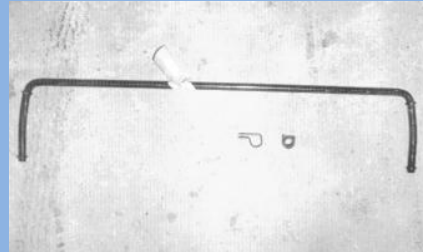
902. Helical springs:
 a. Material: Front: Steel
 Rear: Steel

902. Stabiliser:
 a. Effective length:
 Front: 822mm+/-1% Rear: 1420mm+/-1%
 b. Effective dia.:
 Front: 16mm Rear: 20mm
 Material: Front: Steel. Rear: Steel

XI) Photo of front stabiliser



XI1) Photo of rear stabiliser



8. RUNNING GEAR

801. Wheels	Front	Rear	Spare
a. Dia.	14ins 355.6mm	14ins 355.6mm	14ins 355.6mm
b. Width	5.5ins 140mm	5.5ins 140mm	5.5ins 140mm

802. Location of spare wheel: at rear of car under floor

EE) Spare wheel in it's location



9. BODYWORK

902. Interior:
 c. Air conditioning: No
 d. Seats:
 d1. Type of seats: Split bench
 d2. Headrest: Front: Yes Rear: No
 d4. Rear seat can be folded: Yes
 e. Rear ledge: Yes
 e1. Material: Felt fibre

902. Exterior:
 n. Rear wiper: Yes.

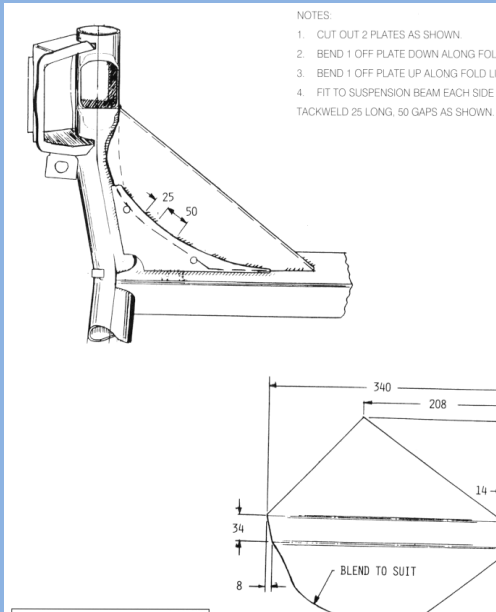
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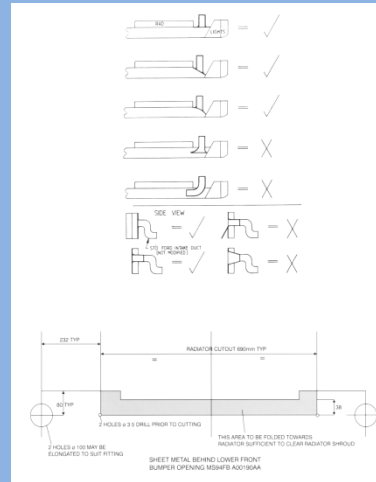
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6.4 Appendix 2 (Class A - Fiesta Si)

REAR BEAM MODIFICATIONS (Dimensions in mm)



Radiator ducting notes Plan view



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6.5 Appendix 3 Class B (only)

Appendix to the 2012 Competition Car Insurance Ford Fiesta Championship technical regulations.

This appendix contains information supplementary to the Technical regulations.

Details included in this appendix must be respected, and be considered as part of the Technical regulations.



General Dimensions

Overall length = 3828 ± 15 mm

Front overhang = 750 ± 10 mm.

Rear overhang = 639 ± 10 mm.

Wheel base = 2442 ± 15 mm. (Std.)

Wheel base = 2448 ± 15 mm. (With Ford Racing suspension arm)

Car width at Front wheel centre line = 1632 ± 15 mm.

Car width at Rear wheel centre line = 1630 ± 15 mm.

Front Track (at wheel centre line) = $1421 + 15$ mm

Rear Track (at wheel centre line) = $1373 + 15$ mm

6.6 Parts List & Part Numbers (where known)

Parts with Finis Code numbers starting with 909 are obtainable from Ford Racing Dealers, other parts from any Retail Ford Dealer

Part Description	Finis Code	No per car	Part Number
Front Brake Disc	5028281	2	93FX 1125 AA
Front brake calliper LH	1007818	1	96FB 2L232 AA
Front brake calliper RH	1007819	1	96FB 2L231 BA
Front Wheel Bearing	1021561	2	96FB 1215 AA
Rear Wheel Bearing	1019561	2	96FX 1 A049 AA
Gear change assembly	1049098	1	97WT 7C453 AA
Gear change assembly	1040884	1	97WT 7C453 BB
Engine (non calibration)	1027448	1	97BP 12A650 MA
Steering rack, with power assist	3972950	1	96FB 3200 BH
Steering rack, non power assist	1016914	1	96FB 3A500 DH
Shaft steering Column, with PAS	1039770	1	96FB 3K677 FA
Grommet for above	1024597	1	96FB 3513 FC
Shaft steering Column, non PAS	1013677	1	96FB 3K677 BF
Grommet for above	1024595	1	96FB 3513 HC
PAS Alternator belt	1004485	1	96MF 6C301 BC
Non-PAS Alternator belt	1004484	1	96MF 6C301 AC
Front Upright (PAS version) RH	1010249	1	96FB 3K170 BD
Front Upright (PAS version) LH	1010250	1	96FB 3K171 BD
Brake Pads	9096635	1	MS96FF 2K021 AA
Spring - 60 Nm	9096890	1	MS97FB 531 0 AA
Spring - 80 Nm	9096891	2	M597FB 5310 BA
Spring - 100 Nm	9096892	2	MS97FB 5310 CA

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Spring - 120 Nm	9096893	2	MS97FB 5310 DA
Bush, lower Arm Front	9096987	2	MS97FB 3063 AA
Bush, Lower Arm Rear	9096988	2	MS97FB 3A262 AA
Bush, steering rack	9096989	4	MS97FB 3C716 AA
Bush- Rear Beam	9096990	4	MS97FB 5K653 AA
Kit - Top mount, Front	9096991	2	MS97FB 10010 AA
Damper assembly Front	9096992	2	MS97FB 18045 AA
Damper assembly Rear	9096993	2	MS97FB 18080 AA
Door Trim, RHS	9096994	1	MS97FB B23942 AA
Door Trim, LHS	9096995	1	MS97FB B23943 AA
Kit - Brake pipes	9097008	1	MS97FB 2K312 AA
Exhaust Tail pipe	9097009	1	MS97FB 5K244 AA
Nut Damper Top, Front	9097010	2	MS97FB 5526 AA
Fuel Tank guard	9097011	1	MS97FB 9K01 5 AA
Front suspension arm, RH	9097046	1	MS97FB 3042 AA
Front suspension arm, LH	9097047	1	MS97FB 3051 AA
Spacer, Front suspension arm	9097048	4	MS97FB 3800 AA
Door window, Plastic coated	9097061	1	M597FB B215K62 AA
Rear Brake Drum	9097126	2	MS98FB 1113 AA
Fuel catch tank assembly	9097127	1	MS98FB 9002 AA
Fuel Cap	9097128	1	M598FB 9K1 63 AA
Seat Support RH	9097129	1	MS98FB A61464 AA
Seat Support LH	9097130	1	MS98FB A61464 BA
Towing Eye	9097137	2	MS98FB 17B804 AA
Fuel Tank modifications	9097127	1	MS98FB 9002 AA
Tank Filler non-return valve	9097281	1	MS98FB 9047 AA
Tank Breather restrictor	9097280	1	MS98FB 9K1 64 AA
Bridge connector for Loom when Non PAS rack fitted	9097279	1	MS98FB 3200 AA
Steering Rack Bush	9096989	2	MS97FB 3C716 AA
Front hub	9097999	2	MSOOFB 1104 AA
Engine Management Unit (ECU)	9097984	1	MSOOFB 12A650 AA
Loom	9097947	1	MSOOFB 14K01 1 AA

5. 1 2 Wheels/Steering

For PAS System

The steering has 2.9 turns lock to lock. For 20' turn out of the front wheel from the straight ahead position, the steering wheel will turn through 315'.

For non-PAS System

The steering has 4.6 turns lock to lock. For 20' turn out of the front wheel from the straight ahead position, the steering wheel will turn through 450'.

The steering wheels conversion boss is part of number M597FB 3600 AA (MOMO part number MOM4529). Any MOMO full circumference steering wheel between 328 and 352mm diameter can be used with this adaptor boss.

Steering Rack bushes MS97FB 3C716AA 2 off.

The kit of parts making up the obligatory safety items, for which a special deal has been done with Demon Tweaks for competitors that have registered for the Competition Car Insurance Ford Fiesta Championship, are:

Description	Ford Part No.	Supplier Part No
Battery Master Switch	MS97FB 1 0A757 AA	LEMMW002
Bonnet Pins	MS97FB16K765AA	C/CCCOI
Fire Extinguisher	MS97FB 19C546 AA	P/ELWM50 (SPA litre 2.5)
Seats	MS97FB 3079 AA	FFKFS

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Seat Belts	M597FB B6294 AA	TOTMAG6B (Magnum)
Seat Mounts	M597FB 3A079 AA	FF490BIK
Window Net	MS97FB 61 1 B69 AA	TOTWN - (Colour optional)
Optional to standard Ford items		
Steering Wheel Boss	MS97FB 3600 AA	MOM4529 (MOMO)
Steering Wheel	Not specified	330-350mm Diameter MOMO part.

6.7 APPENDIX 4



The B.R.S.C.C. decal will be placed on the front wing between the front wheel and the leading edge of the front door. Championship decals are issued to every registered competitor. The doorsquares must be affixed as - doors: towards the front edge of either front door. Bonnet; where it can be clearly seen by the timekeepers from either side. Windscreen area is reserved for Championship use - unless notified to the contrary in a Championship Bulletin. "TYRE" decals will be placed on the wing bodywork over or very adjacent to each wheel. Decals not fitted (unless unavailable at that event) will automatically cause the offending driver to forfeit any points gained at that event. The onus is on the competitor to collect any required decals from the championship co-ordinator. They will be normally always available at every event.

6.8 Commercial Undertakings

The Following Commercial **Undertakings** are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSC.

The Ford Fiesta Championship title and all intellectual rights and properties are owned solely by Mr K Shortis.

6.8.1. Trade Support.

6.8.2 ADVERTISING/GLASS

- A** All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/Championship Manager.
- B** **The only exception being the rear side windows that should have the drivers' surname and championship class (if any), clearly displayed in simple bold type, unless these championship regulations specify a different option.**
- C** All surfaces, which have not been claimed for stickers by the Championship, it's sponsors or used for the application of starting numbers, are free for use. **The Championship Co-ordinator must approve conflicting sponsor's decals in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.**
- D** The area on the nearside dashboard will be used to show the competitors number and the championship website address www.fordracing.eu . If space allows, then one other advertising decal or text may be placed.

6.8.3. VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, ant 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/series or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject

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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.

6.8.4. VEHICLE DECALS AND OVERALL PATCHES.

Competitor's overalls to be clean and maintained to a reasonable standard, patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. BRSCC patch will be fitted on the front chest area of the competitor overall.

6.2.5. PROMOTIONAL ACTIVITIES:

Competitors may be asked and will be expected to participate in championship promotion activities at the circuits, as requested by the organisers.

Ford Fiesta Championship

Registration Form for 2012

PLEASE USE BLOCK CAPITALS TO COMPLETE ALL SECTIONS

FULL NAME AS SHOWN IN YOUR COMPETITION (RACE) LICENCE

SURNAME		FORENAME(S)	
Date of birth		OCCUPATION	
Your email address			
Your Home Address			
Post Code			
TELEPHONE - HOME	DAYTIME	MOBILE	

Transponder number

BRSCC Membership number

Class entered : please circle

Fiesta Si Class A

Fiesta Zetec Class B

Fiesta ST Class C

Fiesta Zetec S Class D

Competitor Number **Choice for 2012**

I wish to register for the Ford Fiesta Championship. I agree to be bound by the rules and regulations of the MSA, the B.R.S.C.C., and the championship regulations 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 regulations. I enclose the registration fee £400.00 - made payable to HKMS.

Post to: - Ford Fiesta Championship, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD

By Signing the 2012 Registration Form, I hereby agree to rounds of the Championship being substituted in the event of a cancellation.

SIGNED

DATE

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 regulations and the MSA Yearbook for the season year. Such releases will be emailed and/or sent to your address above.