

# **2024 NORTHERN IRELAND FORMULA FORD 1600 CHAMPIONSHIP**

**PUBLISHED COPY**

## **Sporting Regulations-General**

### **1.1 Title & Jurisdiction:**

The Northern Ireland Formula Ford 1600 Championship is organised and administered by the 500 MRCI Ltd. in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: **CH 2024/RO16(D)** Race Status **Interclub**.  
Motorsport UK Championship Grade. D

### **1.2. Officials:**

1.2.1 Co-ordinator; Richard Young

1.2.2 Licenced Eligibility Scrutineers; Gary Dunlop, John Gardner

1.2.3 Championship Stewards; J.D.Grieve, R.Kelly, I.Culbert

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

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

(subject to the rights of appeal provided for in Section C).

**(W) 2.2.1** The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalize any

Competitor for breach of Championship regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1,

subject to the rights of appeal to the MSC provided in Section C.

### **1.3 Competitor Eligibility:**

1.3.1 Entrants must be fully paid up valid membership card holding members of the 500 MRCI, or the SMRC, or any club affiliated to the ANICC and be in possession of valid 2024 Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding members of the 500 MRCI, the SMRC, or any club affiliated to the ANICC, and in possession of a valid Race Club or above licence.

Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2 and FIA ISC Article 2 apply).

If participation in the Championship requires absence from education, a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil their registration for the Championship. A driver shall not take time out of their education to participate in motor sport without written approval of their education establishment.

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.

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#### **1.4 Registration:**

1.4.1 Registration is automatic upon receipt of fully completed race entry

**1.5 Championship Rounds:** Fourteen rounds as follows: March 23 (2), April 27 (2), May 25, (2), June 22 (2), July 27 (2), August 31 (2) September 28 (2) to be held at Kirkistown and organised by the 500 MRCI.

#### **1.6 Scoring:**

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as per Motorsport UK Yearbook, except only that one point shall be awarded for fastest lap, with one point being awarded to the competitor setting Pole position.

1.6.2 The totals from all qualifying rounds will determine final championship points and positions.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4 in the current Motorsport UK Yearbook.

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

#### **1.7 Awards:**

1.7.1 Championship awards are to be provided by the 500 MRCI Ltd.

1.7.2 Per Round; Trophies for 1st., 2nd., and 3rd.

1.7.3 Championship; Trophies for 1st., 2nd., and 3rd.

1.7.4 Entertainment Tax Liability. In accordance with government legislation, the 500 MRCI Ltd. is legally bound to withhold tax at the basic rate on all payments to non-U.K. resident sportsmen/women and account to HMRC using form FEU 1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the U.K. The U.K. does not include the Isle of Man, the Channel Islands or Eire.

This means that, as the organiser, the 500 MRCI Ltd. is required to deduct tax at the current rate from any such payments they may make to non-U.K. residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before payment is due. For further information contact; HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB, Tel.0151 472 6488

1.7.6 Title to all trophies; In the event of any provisional results of championship tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the 500 MRCI Ltd. in good condition within 7 days.

## **2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES**

**2.1 Entries:** In accordance with Section C of the current Motorsport UK Yearbook.

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closure dates which shall be 14 days before each round except where otherwise stated.

2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the secretary of the Meeting receives the missing information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. (D) 25.1.12 applies.

2.1.4 The Maximum entry fee for each round shall be 180 Pounds Sterling

2.1.5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins.

## **2.2 Briefings:**

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

## **2.3 Qualification Practice:**

2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session. The decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulation (Q) 12.4.1)

## **2.4 Races:**

Should any race distance be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)14.15)

## **2.5 Starts:**

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

2.5.2 the start will be via standing start. The minimum countdown procedures/audible warnings sequence shall be:

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

(II) 30 seconds - visible and audible warning for start of Green Flag/Pace Lap.

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

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

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

2.5.4 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per Motorsport UK Regulation (Q)12.12. In addition 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.

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

## **2.6 Session Red Flag**

2.6.1 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 Start line and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speed, to slow to a safe and reasonable pace and to return to the Pit lane, during practice, and to the Starting Grid area during a race, unless otherwise directed by officials.

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

## **2.7 Pits, Paddock & Pitlane Safety**

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

2.7.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times.

2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, and those of the Organising Club and Circuit Management.

## **2.8 Race Finishes:**

After taking the chequered flag, drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the Pit lane entrance/Paddock entrance as instructed.
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harnesses done up while on the circuit or in the pitlane.

## **2.9 Results:**

All practice timesheets, grids, race results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after post practice/race scrutineering and/or after completion of any Judicial or Technical Procedures. Motorsport UK Regulation (D) 26.3)

## **2.10 Timing Modules**

### **2.11 Qualification Races**

Where the total number of race entries exceeds the maximum permitted number of starters, the organizers may, at their discretion, run a qualification race.

### **2.12 Operation of Safety Car**

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of Motorsport UK General Regulations..

### **2.13 Onboard Cameras**

2.13.1 An on board camera is to be used in all rounds, mounted in a fixed position. Camera footage MUST be made available to race officials on request.

2.11.2 Car/pits communication to be by use of legible pit boards. No radio communications are permitted.

## **3.SPECIFIC CHAMPIONSHIP REGULATIONS**

3.1 By registering for the Championship, all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1)

3.1.1 Where any reports of disrespectful conduct are judged to be well-founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship expulsion and referral to Motorsport UK.

In addition to this all participants must be aware of their behavior and conduct at all times. Abusive language and harmful behavior will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Policies and guidelines are available at: [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### **4. SPECIFIC CHAMPIONSHIP PENALTIES**

In accordance with Section C of the current Motorsport UK yearbook.

##### **4.1 Infringements of Technical Regulations**

4.1.1 Arising from post practice scrutineering or Judicial Action:

Minimum penalty; The provisions of Motorsport UK Regulations C3.3

4.1.2 Arising from post race scrutineering or Judicial Action;

Minimum penalty; The provisions of Motorsport UK Regulations C3.5.1(a) and (b)

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

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