

Heroes of FF1600 Sprint Series

2025 SPORTING & TECHNICAL REGULATIONS



Organised by the British Automobile Racing Club:  
Thruxton Circuit, Andover, Hampshire, SP11 8PN

**HEROES OF**  
**FF1600**  
**SPRINT SERIES 25**

**PUBLISHED**  
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## 1. SPORTING REGULATIONS - GENERAL

### 1.1 TITLE & JURISDICTION:

The Heroes of FF1600 Formula Ford Series is organised and administered by the British Automobile Racing Club (BARC), in accordance with the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), and these Series Regulations.

Race Status:	Interclub
Motorsport UK Grade:	Grade C
Permit:	RS2025/036

### 1.2 OFFICIALS:

1.2.1	Coordinator:	Ian Temple / Wayne Pearson (Asst)
1.2.2	Licensed Eligibility Scrutineer:	TBA
1.2.3	Clerk of the Course:	N/A
1.2.4	Series Drivers Representative:	Richard Tarling / Linton Stutely

### 1.3 COMPETITOR ELIGIBILITY:

#### 1.3.1 Entrants must:

- (a) be current members of the BARC and the Heroes of FF1600 Sprint Series
- (b) be Registered for the Series and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

#### 1.3.2 Drivers and Entrant/Drivers must:

- (d) be current racing members of the BARC and the Heroes of FF1600
  - (a) be Registered for the Series and
  - (b) be in possession of valid Competition Race Club status Licence, as a minimum or
  - (c) be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent (H25.2. and FIA ISC Article 2.3.7.b applies).
- (d) If participation in the Series requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

### 1.4 REGISTRATION:

1.4.1 All competitors must register for the Series by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries for the first round being entered.

1.4.2 The Heroes Registration Fee is £99 for 3 rounds (or £50 each round contested) and should be made payable to "The red vehicle company limited". Please contact coordinator for bank detail

1.4.3 Registration numbers issued will be the permanent Competition numbers for the Series.

#### 1.5 SERIES EVENTS:

The Series is scheduled to be contested over three Meetings as follows:

<u>Event:</u>	<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club (Centre):</u>
1 & 2	17/18 May	Silverstone	BARC
3 & 4	21/22 June	Thruxton	BARC
5 & 6	9/10 August	Donington Park	BARC

In the event that a race within the Series is for some reason cancelled or postponed the Organisers reserved the right to add a replacement race in to one of the meetings still to be completed where time is available.

#### 1.6 AWARDS:

1.6.1 All awards are to be provided by the Organisers

1.6.2 Per Event: A prize and/or trophy will be presented to the winner of each race and each class.

1.6.4 Presentations:

The prizes will be presented at the end of each race on the podium and the other race specific prizes as soon afterwards as possible by the Organisers.

1.6.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

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

### **2.1 ENTRIES:**

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 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 Meeting Organiser receives the missing or corrected 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 Meeting Organisers in writing. NCR 3.11.1.1(l) applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- 2.1.6 Discounted prepaid entries such as for the 3 round inclusive offer are non refundable

### **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 (NCR 12.6.3.3.1).

### **2.4 RACES:**

Duration, 15 mins qualifying, 15 mins race 1, 15 mins race 2

Race 1 sets the grid for race 2

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (NCR 12.6.9.1) in addition article 1.6.4 above applies.

### **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 a Standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be as follows unless amended in final instructions:-

<u>Signal:</u>	<u>Instruction:</u>
	Form up in grid position order in collecting area and go out straight onto Green Flag lap
	Green Flag Complete one lap of the circuit and reform into grid
positions	
5 Seconds	The grid is complete

The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race.

- 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 pitlane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation NCR 12.6.6.11. In addition any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

## **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 Startline 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

- 2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.
- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with NCR 12.6.9.91 (a)

## **2.7 PITS, PADDOCK & PITLANE SAFETY:**

- 2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence.
- 2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be 60 k.p.h.

## **2.8 RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

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

lane, place their car into the Parc Fermé where it must remain until released by the Eligibility Scrutineer or his deputy.

Attend any podium presentation that may be required.

**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. NCR 3.6.1.4

**2.10 TIMING MODULES:**

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with NCR 12.2.2.6. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

**2.11 QUALIFICATION RACES:**

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.

**2.12 OPERATION OF SAFETY CAR:**

The Safety Car will be brought into operation and run in accordance with NCR 12.8.2.

**2.13 ONBOARD CAMERAS:**

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

**3. SPECIFIC SERIES REGULATIONS:**

- 3.1.1 Where it is planned to hold two Series races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the finishing order from race one will set the grid for the second race.
- 3.1.2 The standard minimum scheduled distance shall be 15 minutes whenever practicable but any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting,
- 3.1.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.1.5 Where track conditions are particularly inclement, to the extent that there is any doubt in the mind of the Clerk of the Course as to whether it is safe to run, then where possible a senior experienced driver will be consulted as to the suitability of running in the conditions.

#### **4. PENALTIES:**

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these Regulations.

##### **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: NCR 2.8 (1.21).

###### **4.1.2 Arising from post race Scrutineering or Judicial Action:**

Minimum Penalty: The provisions of Motorsport UK Regulations: NCR 2.8.2-7

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation NCR 2.8.2-7. However if the Clerk of the Course believes that there is some mitigation surrounding the infringement then NCR 2.8.2-7 need not be implemented.

**4.2 All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Series Regulations and the General Regulations of the Motorsport UK**

##### **4.3 Additional specific race penalties:**

**4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.**

**4.3.2 Breaches of 2.7.4 will usually be dealt with by a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a "drive through" penalty during races.**

**4.3.3 Any Competitor excluded from the results of an Event will not be allowed to count the score**

**4.3.4 Any Competitor may be called before the race Stewards who at their discretion may take further action against the Competitor.**

**4.3.5 The Clerk of the Course may impose a "Stop / Go" or "Drive through" penalty for a breach of regulations, in accordance with NCR 12.10.1.**

**4.3.6 Any vehicle not carrying the mandatory Series decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement**



## 5. TECHNICAL REGULATIONS

### 5.1 Introduction:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.. Competitors are also strongly advised to read the current FF1600 Technical Regulations issued by the Ford Motor Co. These regulations can be accessed in pdf format via the internet on [www.formulaford.info/technical](http://www.formulaford.info/technical) alternatively; a hard copy can be obtained on application to the BARC.

### 5.2 General Description:

Heroes of FF1600 Sprint Series is for Competitors participating in Formula Ford 1600 Single Seat Racing cars built as:

**Class A – Cars built between January 1<sup>st</sup> 1987 and 31<sup>st</sup> December 1992 inclusive**

**Class B – Cars built between January 1<sup>st</sup> 1982 ad 31<sup>st</sup> December 1986**

**Class C – Cars built before January 1st 1982**

**Invitation Class – Cars built to original formula ford kent spec regulations manufactured before 31<sup>st</sup> December 1998, Entries for the invitation class will only be allowed entry subject to the co-ordinators final approval/discretion and with prior written approval ONLY**

All of which will comply with Motorsport UK Technical Regulations in force for the year of manufacture and any subsequently issued and applicable Motorsport UK Safety Regulations published in period Motorsport UK yearbooks and bulletins. For the avoidance of doubt;

- a) all eligible cars must have outboard rear suspension
- b) all eligible cars are listed within appendices 6.3 (Class A) and 6.4 (Class B)

### 5.3 Safety Requirements:

The following Articles of NCR 7.7 will apply.

### 5.4 General Technical Requirements & Exceptions:

Cars registered for this Series must comply with Motorsport UK Technical Regulations in force at the time of manufacture. Cars may not be updated in any way, other than to comply with current Motorsport UK safety and silencing requirements. The chassis specification must remain fundamentally unaltered from original manufacture. Wheelbase, track and pick up points must remain to manufacturer's specification.

Cars with the following modifications are permitted:

- a) Any modification of which the primary purpose is driver safety or comfort.
- b) Bodywork is free within FF1600 dimensions, no aerodynamic devices are permitted
- c) Coil springs, shock absorbers, anti-roll bars and steering racks are free providing they fit to the same original locations.
- d) Wheel off-sets may be varied to alter track dimensions by a maximum of 3in.
- e) Make and type of drive shafts is free.
- f) The number, type and location of radiators is free.
- g) The use of gps lap timers/data logging is permitted .

Onboard Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

### 5.5 Engine:

As per the current ford ff1600 engine regulations, engines may be sealed/inspected at any time to ensure

that there is a level playing field. Internal parts such as and not limited to cams, pistons and capacities may be checked for compliance to the current published formula ford regulations

**5.6 Tyres:**

Avon acb9 or acb10 , Toyo r88r , Hoosier vff aw are permitted in whole sets only. Tyre nomination must be made at scrutineering for all qualifying / races

**5.7 Weights:**

Minimum Weight Limit- the minimum weight of car plus driver, at any time during competition shall be 500kg.

**5.8 Silencing:**

The mandatory silencer for the formula will be Ford Part No. 9095317 and silencers must be maintained to comply with the section "A" provisions of Regulation NCR 7.8.2at all times.

**5.9 Numbers/Decals:**

All cars must be identified and compliant specification numbers displayed in positions acceptable to the Timekeepers.

To be eligible all vehicles must carry (assuming decals are available at the meeting signing-on):

- a) a BARC Shield on each side, in an unobscured position when viewed from a direct side elevation and:
- b) any supplied sponsors decals.

**1.9.1** The following parts are also not permitted to be used –

Ceramic bearings, Alloy/aluminium and/or adjustable gas remote reservoir dampers, gearbox differentials must be standard and made of cast iron and should be fully free and not lockable or have any kind of limited slip function  
AND/OR any other performance enhancing parts that could gain an unfair advantage which are not in the spirit of the regulations

## **6. APPENDICES**

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Series Stewards and / or the Motorsport UK / MSC.

### **6.1 COMMERCIAL UNDERTAKINGS**

6.1.1 Vehicle Presentation The presentation of the car is fundamental to the profile of the Series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Series or is otherwise Series. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

6.1.2 Trade Support The organisers reserve the right to obtain support sponsorship for the Series usually by means of product for competitors. To qualify this may require fixing support logos on either side of the car.

6.1.3 Vehicle Decals and Overall Patches Decals to be displayed on either side of the vehicle. Overall patches displayed above chest height on the overalls.

6.1.4 Promotional Activities Drivers may be required to participate in promotional activities at certain race meetings.

6.1.5 If on board video has been taken then the organiser is entitled to and may require a copy to be used for driving standards and promotional use. The organiser may also require drivers to place the organisers cameras on their car during the race weekend for driving standards and promotional use

### **6.2 Race Organising Club and Contacts:**

BARC Thruxton Circuit, Andover, Hampshire SP11 8PN

Tel: 01264 882200

Co-Ordinator: Ian Temple

iantemple@btconnect.com

07801862264

Eligibility Scrutineer: TBA

Drivers Representatives: Richard Tarling / Linton Stutely