



*Formula*  
**VAUXHALL**



*Formula*  
**VAUXHALL**  
*Junior*

**Sporting and Technical Regulations**

**2000 Championship**



**BRITISH AUTOMOBILE RACING CLUB**

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# 2000 FORMULA VAUXHALL CHAMPIONSHIP

## Sporting and Commercial Regulations

### 1. GENERAL

#### 1.1.1. Title and Jurisdiction:

The Formula Vauxhall Championship is registered by the BARC and administered by Vauxhall Motorsport on behalf of the BARC, in accordance with the General Championship Prescriptions of the Motor Sports Association (MSA) and these Championship Regulations.

MSA Championship Permit No: To be advised

Race Status: National B

MSA Championship Grade: B.

The Championship Administrators (Vauxhall Motors) reserve the right to amend or vary the Sporting Regulations at any time, before, or during the Championship and further issue additional statements concerning the regulations from time to time, subject to MSA approval. All such statements will be issued in a bulletin to the MSA and to all registered competitors by posting to the address detailed on the Championship Registration Form or delivery to the competitor by hand. All competitors, teams, manufacturers, 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(s) :-  
Jenny Birrell, Yvonne Buller (Deputy).

1.2.2. Series Eligibility/Safety Scrutineer:-  
John Wardle.

1.2.3. Championship Stewards:  
Dennis Carter, Alan Cornock & Graham Stoker.

1.2.4. Championship Clerk of the Course:  
Robert Lentell

#### 1.3. Competitor Eligibility:

1.3.1. Entrants must be in possession of a valid 2000 MSA Entrants License.

1.3.2. Drivers must be fully paid up valid membership card holding members of the BARC. Be registered for the Championship and be in possession of a valid 2000 MSA Competition (Racing) National B (minimum) license or be in possession of a valid License and Medical issued by the ASN of a member country of the European Union (E.2.22.4.). Maximum license grade acceptable for Formula Vauxhall is National A and for Formula Vauxhall Junior National B.

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

1.3.4. Only those cars complying with the Technical Regulations for the 2000 Formula Vauxhall Championship and/or any amendments to the Technical

Regulations issued from time to time by way of an official Competitors Bulletin, in compliance with MSA Regulation B.8.4.(a), will be allowed to compete in any round of the Series. For the Formula Vauxhall Junior category, only cars produced up to and including December 31<sup>st</sup>. 1997 will be eligible to compete in the 2000 Championship

1.3.5. Replacement cars are not permitted and a competitor may only use the one car that is originally scrutineered for his/her use at each meeting.

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

1.3.7. At the start of each event, qualifying or race, each car must be clean and in good order. The Championship Clerk of the Course, in conjunction with the Series Eligibility/Safety Scrutineer and the Championship Co-ordinators, reserves the right to exclude cars not meeting this requirement from taking part and any Competitor excluded in this way will not be entitled to a refund of their entry fee.

#### 1.4. Registration:

1.4.1. Teams/Drivers must register for the Championship by completing the Championship Registration/ Entry Form in full and returning it, with the Registration Fee to the Championship Co-ordinators prior to the final closing date for registrations of March 14<sup>th</sup> 2000. Formula Vauxhall Teams must pay the full Registration Fee upon Registration into the Championship, however Formula Vauxhall Junior Teams may pay in TWO instalments, the first instalment being payable on Registration and the second instalment being due on July 1<sup>st</sup> 2000. The Championship co-ordinators reserve the right to accept registrations after this date.

Acceptance of registration and the terms thereof is at the discretion of the Championship Co-ordinators.

1.4.2. The Championship Registration Fee is £2,500.00 (including VAT where applicable). Registrations will be accepted from January 1<sup>st</sup> 2000 subject to space, as the total number of registrations will be limited.

1.4.3. Registration numbers will be the permanent competition numbers for the Championship. Each registered team / driver will be allocated a permanent number for the season by the Championship Co-ordinator and these will be issued strictly on receipt of a fully completed registration form and appropriate registration fee. Competition numbers for competitors in Formula Vauxhall Junior category will be 50 onwards.

1.4.4. At the first meeting of the Championship, each driver will be required to present a photocopy of their Racing License Certificate to the Championship Clerk of the Course for him to retain.

#### 1.5. Championship Rounds:

1.5.1. The Championship will be contested over 14 rounds as follows:

Date	Circuit	Organising Club
------	---------	-----------------

25/26 March	Thruxton	BARC/BRDC
9 April	Croft	BRDC
24 April	Snetterton	BARC
6/7 May	Donington	BRDC
20/21 May **	Zolder	BARC
3/4 June	Brands Hatch	BRDC
8 July	Silverstone	BARC
30 July	Knockhill	SMRC
12/13 August	Mondello	BARC
10 September	Thruxton	BARC
1 October	Mallory	BARC

(Plus one date to be announced)

\*\* Denotes Double Header (2 Championship Rounds with restricted practice)

1.5.2. The Championship Administrators reserve the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all competitors through the issuing of a Competitors Bulletin to all registered competitors.

However, the number of Championship rounds will not be increased.

**1.6. Points Scoring:**

1.6.1. Drivers Championship Overall - Points will be awarded to all competitors listed as classified finishers in the Final Results as follows:

1 <sup>st</sup> : 15 points	6 <sup>th</sup> : 5 points
2 <sup>nd</sup> : 12 points	7 <sup>th</sup> : 4 points
3 <sup>rd</sup> : 10 points	8 <sup>th</sup> : 3 points
4 <sup>th</sup> : 8 points	9 <sup>th</sup> : 2 points
5 <sup>th</sup> : 6 points	10 <sup>th</sup> : 1 point

The same points scoring system will be used for the Formula Vauxhall Junior category together with any points gained from finishing in the top ten overall.

An additional point will be awarded to the driver setting pole.

1.6.2. Competitors shall count their results from the total number of championship rounds. In order to qualify for points and prize money, the competitor must carry the correct Championship decals in the positions indicated in Appendix A (assuming decals are available at the meeting). If the Championship is decided prior to the final round (s) then the winner must contest the remaining round (s).

1.6.3. Ties shall be resolved as follows: -

By considering the number of first places of the drivers concerned.

By considering the number of second places, and so on of the drivers concerned.

By considering the best result in the final round of the drivers concerned.

**1.7 Awards and Bonus Payments**

1.7.1.1. All awards are to be provided by Vauxhall via the BARC.

Formula Vauxhall – Per Round: -

1<sup>st</sup> £300 2<sup>nd</sup> £250 3<sup>rd</sup> £150 4<sup>th</sup> £100 5<sup>th</sup> £50

Formula Vauxhall Junior– Per. Round: -  
1<sup>st</sup> £150

All prize money will be paid to either the Entrant or Drivers nominated on the registration form. Any subsequent change to this nomination can only be made by submitting details in writing to the Championship Co-ordinators signed by both Entrant and Driver.

1.7.1.2. Championship: -

Overall: -

The winner of the 2000 Vauxhall Championship will receive: -

Winner: - Fully funded FF2000 American Winter series race with Primus Racing.

Most Promising Driver In Championship: - Test drive in works Van Diemen Zetec.

Formula Vauxhall Junior: - Van Diemen update kit to convert the car to Formula Vauxhall.

1.7.1.3. Bonuses: -

In order to qualify for any bonus schemes, drivers must ensure that the relevant decal and overall badges are displayed as per Appendix A. Any driver who fails to adhere to the Regulations regarding livery will not be eligible for points or prize/bonus money.

Avon Tyres Racing Vouchers – Per Round.

1 <sup>st</sup> £100	2 <sup>nd</sup> £75	3 <sup>rd</sup> £50
4 <sup>th</sup> £33	5 <sup>th</sup> £33	6 <sup>th</sup> £25
7 <sup>th</sup> £25	8 <sup>th</sup> £25	9 <sup>th</sup> £25
10 <sup>th</sup> £25	11 <sup>th</sup> £25	12 <sup>th</sup> £25

1.7.3. Entertainment Tax Liability: In accordance with current government legislation, the BARC are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that the BARC are required to deduct tax at the relevant rate – currently 23% - 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 must be made in writing and not later than 30 days before the payment is due. For further information contact: The Inland Revenue, Foreign Entertainers Unit, 2nd Floor, Unit 1 Princes Gate, Homer Road, Solihull, West Midlands B91 3SA - Tel: 0121 606 2861.

1.7.4. In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards, the competitors concerned must return such awards to the Championship Co-ordinators in good condition within 14 days.

**1.8. Paddock Regulations:**

1.8.1. Please refer to the Commercial Regulation 6.2.4.

**1.9. Deleted**

### **1.10. Fuel:**

1.10.1. No refuelling is permitted during official qualifying sessions nor prior to the completion of Post-Qualifying Scrutineering. Failure to comply will result in the exclusion of the competitors qualifying times from that qualifying session.

1.10.2. No refuelling is permitted during races nor prior to the completion of Post - Race Scrutineering. Failure to comply will result in the exclusion of that competitor from the race results.

1.10.3. It will be compulsory to use Unleaded pump fuel from a source nominated by Vauxhall at each event which must comply with the 2000 MSA Yearbook definition Section P (BS EN 228).

1.10.4. Competitors that are selected to provide fuel samples may also be required to provide proof that they obtained their fuel from the nominated source. Vauxhall reserve the right to require a random sample to be taken from the fuel supplier to cross reference with the sample taken from the competitors car.

1.10.5. Please also refer to the Technical Regulations for further information regarding fuel.

### **1.11 Tyres**

1.11.1. Please refer to the Technical Regulations for information regarding tyres.

### **1.12. Adverse Weather Conditions:**

1.12.1. In the event of the declaration of a wet qualifying session or race, at least 10 minutes shall elapse between the declaration and the release of cars from the Assembly Area.

### **1.13. Timing Modules:**

1.13.1. No electronic timing equipment may be placed within five metres of the official start/finish line at any event or Championship test day. Any unofficial equipment placed within this area will be removed.

### **1.14. General Regulations:**

1.14.1. If a driver has serious mechanical difficulties during qualifying or racing he must leave the track as soon as it is safe to do so. The driver must leave the car in as safe a place as possible in neutral gear and ensure that any detachable steering wheel is reattached.

1.14.2. When a wet race has been declared, and grooved tyres have been fitted, rear lights must be illuminated at all times.

1.14.3. Competitors are required to wear FIA homologated minimum two-layer; fire resistant overalls, conforming to the current FIA International Sporting Code, Appendix L, Chapter 3. Article 2 and relevant subsequent bulletins.

## **2. JUDICIAL PROCEDURES**

In accordance with Section 0 of the 2000 MSA Yearbook and these Sporting Regulations.

## **3. CHAMPIONSHIP RACE MEETINGS/RACE PROCEDURES**

### **3.1. Entries:**

3.1.1. The Entry Form forms an Appendix to these regulations.

3.1.2. Competitors are responsible for sending in fully completed and signed Entry form to the Championship Co-ordinator prior to the entry closing date.

3.1.3. The Championship Co-ordinator will only accept entries from fully registered competitors.

3.1.4. Any withdrawal of entry or car changes made after acceptance of entry must be notified to the Championship Co-ordinator in writing. If vehicle changes are made after publication of entry lists, the competitor concerned will be accepted in accordance with B. 12.1.12.

3.1.5. The Race Organising Club may accept up to 20% more entries than specified on the Track License for each circuit and all accepted competitors may participate in official qualifying. Entries may be accepted up to the total number allowed to qualify.

3.1.6. The maximum number of starters permitted in each race will be as per each specific Track License. The fastest competitors will qualify for each race (subject to meeting the requirement of Sporting Regulation 3.4.1.) irrespective of class.

3.1.9. There will be no reserve entries. At circuits where the MSA Track License permits less cars to participate in qualifying than there are registered competitors, entries will be selected by the Championship Co-ordinator 14 days prior to the commencement of the event as follows:

First Priority - Championship points scorers as per the overall Championship points standing from prior Event.

Second Priority - Competitors who have competed in the most number of previous rounds.

### **3.2. Briefings:**

3.2.1. Competitors will be informed in a Competitors Bulletin of the time for the Drivers Briefing at the Championship Race Centre at each event, if it is deemed necessary to hold a Briefing. Briefings may be called during an event and, in this case, you will be informed of the time of the Briefing by the Co-ordinator or an appointed representative. Attendance at Briefings is mandatory and failure to attend may result in a fine and a License endorsement.

### **3.3. Qualifying:**

3.3.1. At each single round of the Championship the minimum scheduled qualifying session will be 1 x 30 minute session.

### **3.4. Qualification:**

3.4.1. Each driver must complete a minimum of 3 laps qualifying 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 MSA regulations.

3.4.2. Where, through force majeure, it is not possible to hold a qualifying session the grid for that race will be formed according to the current Championship points positions. Where there is a tie on points, the driver with the best result in the previous round will take priority.

### 3.5. Races:

3.5.1. Race distances will be advised to competitors in a Competitors Bulletin at a later date.

3.5.2. Should any race be reduced in length at the discretion of the Championship Clerk of the Course and/or Stewards of the Meeting, it will still count as a full points scoring round.

### 3.6. Starts:

3.6.1. When the signal is given, the cars will be released on to the circuit behind the official Championship Safety Car and execute a warming-up lap. Once the train of cars following the Safety Car has left the Assembly Area, the Assembly Area and Pit Lane Exit will be closed. During this lap the cars will keep information with no overtaking and the pace will be set by the official Safety Car. No practice starts may be executed during the course of this lap. At the end of this lap, the Safety Car will stop at the front of the grid and the cars will take up their grid positions behind it. Any car unable to join the train of cars following the Safety Car shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane Exit on the first race only do so under the instruction of the Pit Lane marshals.

3.6.2. The Grid Formation will be 1 x 1 formation

3.6.3. The Countdown Procedures/Audible Warnings sequence shall be:-

2 minutes to start of Green Flag Lap - Audible Warning. Clear grid of all except Marshals/Officials. Start engines.

1 minute to start of Green Flag Lap - Audible Warning. Clear grid.

30 seconds to start of Green Flag Lap - Visible and Audible Warning.

Start of Green Flag Lap behind Championship Safety Car - During the Green Flag Lap the cars will keep in formation with no overtaking and the pace will be set by the official Safety Car. No practice starts may be executed during the course of this lap. At the end of this lap, the Safety Car will pull off of the circuit into the Pit Lane and the cars will take up their grid positions.

A 5-Second Board will be shown to indicate that the grid is complete after the Green Flag Lap and the start light sequence is imminent. The green lights will be switched on not less than 4, or more than 10 seconds, after the red lights have been shown.

3.6.4. Any cars removed from the grid after the 2 minute signal or driven into the Pits on the Green Flag Lap shall be held in the Pit Lane and may only start the race after the last car to take the start from the grid has passed the Pit Lane Exit on the first racing lap, but shall only do so under the

instruction of the Pit Lane marshals.

3.6.5. Any drivers unable to start the Green Flag Lap or start the race are required to indicate their situation by waving their hand in the air to the Start line marshals.

3.6.6. Any drivers 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

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

### 3.7. Start Delayed Procedure:

3.7.1. If the starter deems that the start needs to be delayed, he will display a "Start Delayed" board. The Countdown procedure/audible warnings sequence will then recommence from the 1 minute board and the race may be started by use of the Union Flag if all competitors have been informed of the change of start signal. The race distance will be reduced by 1 lap.

### 3.8. Safety Car:

3.8.1. The Championship Clerk of the Course reserves the right to introduce the Championship Safety Car at any time during a race.

3.8.2. The car will be marked "SAFETY CAR" and will have at least two flashing lights on the roof.

3.8.3. The Safety Car will be driven by a driver holding a racing license commensurate with the status of the race and crewed by an appointed Safety Car Observer who will be in permanent contact with the Championship Clerk of the Course.

3.8.4. The Safety Car will be sited at the end of the Pit Lane and will join the circuit with its flashing lights turned on.

3.8.5. As soon as the order is given to run the Safety Car all flag posts (including the Start Line) will display a stationary yellow flag and an SC board which will remain out until the intervention is over.

3.8.6. Each time the Safety Car passes a flag post the yellow flag will be waved continuously while the Safety Car and all competing cars following it remain in the section between this post and the next post.

3.8.7. All competing cars when notified of the Safety Car intervention (by flag signals and SC boards) will reduce speed and line up behind the Safety Car maintaining the same speed as it. Overtaking of the Safety Car is forbidden unless signalled to do so by the observer in the Safety Car at which time the competing car may do so and continue at reduced speed until it reaches the line of cars behind the Safety Car. Overtaking of any competing car during a Safety Car intervention is forbidden.

3.8.8. When the Championship Clerk of the Course decides to call in the Safety Car, the SC board and stationary yellow flag on the Start Line will be withdrawn and all flag points around the circuit will withdraw the flags and boards in

clockwise rotation. At the same time, the Safety Car will turn off its flashing lights and leave the circuit via the Pit Lane Entrance at the end of that lap. The Safety Car will not complete one full lap of the circuit with its lights off.

3.8.9. A Green Flag will be waved on the Start Line and overtaking remains forbidden until the competing cars pass the Green Flag on the Start Line.

3.8.10. The first three laps completed during the Safety Car intervention operation will not be counted as race laps. After the completion of the third intervention lap, any further laps undertaken will be counted as race laps.

3.8.11. While the Safety Car is in operation, competing cars may stop at their Pit, but may only rejoin the track when the green light at the Pit Exit is on. It will be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the Pit Exit or at the end of the intervention until the last car has passed the Pit Exit having passed the waved green flag. All cars rejoining the track whilst the Safety Car is in operation must proceed at reduced speed until reaching the end of the line of cars.

3.8.12. All cars must maintain the same speed as the Safety Car whilst in convoy and the same speed as the car in front of it. All competitors should maintain a maximum distance of one car's length from the car in front (including the Safety Car) before the re-commencement of racing.

3.8.13. The Championship Clerk of the Course may impose a penalty upon any competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor then both may be penalised.

### **3.9. Stopping a Qualifying Session or Race:**

3.9.1. Should the need arise to stop qualifying, red lights will be switched on at the Startline and red flags will be displayed at the Startline and waved at all Marshals Signalling Posts around the circuit. This is the signal for all drivers to immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to the Pit Lane, and being prepared to stop should the track be blocked.

3.9.2. Should the need arise to stop a race, red lights will be switched on at the Startline and red flags will be displayed at the Startline and waved at all Marshals Signaling Posts around the circuit. This is the signal for all drivers to immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to the Starting Grid, and being prepared to stop should the track be blocked. Cars may not enter the Pits unless directed to do so by officials.

3.9.3. If the race leader at the time of the red flag being displayed has not completed 3 laps, the race will be null and void and will be restarted with drivers in their original grid positions. Retired competitors may be replaced by reserves who shall be started from the back of the grid. Gaps on the grid created by retirements must not be closed up prior to the start of the race. Work may take place on cars on the grid provided that such work is completed by the 2 minute signal. Any cars being worked on after the 2 minute signal will be pushed off the grid into the Pit Lane. The

length of the restarted race will be the original race distance less 3 full laps. No refuelling will be allowed.

3.9.4. If the race leader has completed more than 3 laps but less than 50% of the total scheduled number of laps, the race may be run in two parts with an aggregate result produced. Drivers must have started in the first part and have been classified in the results, to qualify for the second part. Only cars which took part in the original start will be eligible and then only if they returned to the grid under their own power by an authorised route and were still in the race at the showing of the red flag. The decision of the Championship Clerk of the Course will be final. The grid for the second part shall be the classification order of the first part as per MSA Regulation J.5.4.4. No reserves will be admitted. No refuelling will be allowed between races. Parc Ferme conditions will apply on the grid, and to cars already in the Pits, between the two parts of the race. The only work permitted on the cars will be on the grounds of safety and only with the permission of the Series Eligibility / Safety Scrutineer.

3.9.5. If the leader has completed more than 50% of the scheduled number of race laps it shall not be restarted and the results will be declared in accordance with MSA Regulation J.5.4.4.

### **3.10. Re-Scrutiny/Competitor Availability:**

3.10.1. Any vehicle involved in an accident, or having been modified in any way subsequent to pre-event scrutiny, must be re-presented to the Scrutineers for further examination.

3.10.2. At any time during an event, the Championship Clerk of the Course or the Series Eligibility/Safety Scrutineer may order that a vehicle be re-examined, even if this involves stopping a vehicle while qualifying or racing.

3.10.3. If a driver is involved in a collision or incident, they must not leave the circuit, except where medically evacuated, without the consent of the Championship Clerk of the Course, failing which, any judicial action against or relating to that competitor may be heard in their absence.

3.10.4. Competitors must remain available at an event until any protest period relating to their event has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.

3.10.5. Competition vehicles may not be removed from the Paddock once they have been scrutineered except with the express written permission of the Championship Clerk of the Course and the Series Eligibility / Safety Scrutineer.

### **3.11. Pits & Pit Lane Safety:**

3.11.1. Pits - Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.11.2. 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 due care and drive at minimum speeds in the Pit Lane. All equipment must be moved back towards garage entrances as soon as cars leave their Pits at the start of and during qualifying/races.

3.11.3. Each competitor must have one fire extinguisher per car (minimum capacity 5 Kg or its equivalent) within their transporter / awning at each event.

### 3.12. Race Finishes:

3.12.1. After taking the chequered flag, drivers are required to progressively and safely slow down, remain behind any competitors ahead of them and return to the Parc Ferme Area. Drivers must keep their helmets on and their harnesses done up until they arrive in the Parc Ferme Area.

3.12.2. Parc Ferme Regulations will apply in the area between the Finish Line and the Parc Ferme entrance.

3.12.3. Once in the Parc Ferme Area, drivers required for the podium presentations must proceed immediately to the presentation Podium. The drivers required will be those finishing first, second and third overall and the winner of Formula Vauxhall junior.

3.12.4. Team personnel are only allowed into the Parc Ferme area at the invitation of the Series Eligibility/Safety Scrutineer. Should unauthorised team personnel be present in Parc Ferme, they render their car liable to exclusion from the event.

### 3.13. Results:

3.13.1. All Qualifying Timesheets, Grids and Race Results are deemed provisional until all vehicles are released by the Scrutineers after Post-Qualifying/Post-Race Scrutineering And / or after the completion of any judicial or Technical Procedures.

### 3.14. Double Race Procedures:

At Zolder and one other Circuit (to be advised), two Championship Rounds will be run. In these cases the following will apply:-

3.14.1. The minimum scheduled qualifying sessions will be 2 x 20 minute sessions.

3.14.2. The times recorded in the first qualifying session will determine the grid for the first race and the times recorded in the second session will determine the grid for the second race.

3.14.3. Should a competitor participate in one qualifying session but is unable to participate in the other qualifying session, they may (provided that there is not a reserve situation) start the other race from the back of the grid without the addition of a time delay except where the Championship Clerk of the Course deems it necessary on the grounds of safety.

3.14.4. Should it be applicable, reserves will be nominated, in order of qualification from each qualifying session, for each race.

3.14.5. Each race will be run in accordance with the standard Championship Regulations.

3.14.6. Points and prize money will be awarded in accordance with the Championship Regulations.

## 4. CHAMPIONSHIP RACE PENALTIES

### 4.1. Infractions of Technical Regulations:

4.1.1.1. Arising from Post-Qualifying Scrutineering or judicial Action - Any car which fails post-qualifying scrutineering will only be permitted to start the race on the following conditions:

4.1.1.2. The car together with the competitor copy of the Technical non-compliance report must be presented for re-scrutiny at the officially designated place of scrutiny for the event no later than 40 minutes before the time allotted in the programme of events for the start of the race. Time is of the essence and force majeure does not apply

4.1.1.3. Provided that the car passes re-scrutiny then the competitor is entitled to start the race from the back of the grid 10 seconds after the official starting signal has been given.

4.1.1.4. The competitor shall be penalised by the deduction of 6 points from their championship score immediately before the commencement of the event even if this results in a negative score.

4.1.1.5. In respect of any competitor whose vehicle infringes technical regulations at post-qualifying scrutineering, his/her competition license will be endorsed with the penalty by the Championship Clerk of the Course.

4.1.1.6. Any competitor who does not submit their car for re-scrutiny, or whose car fails re-scrutiny, shall be subject to the following mandatory penalties imposed by the Championship Clerk of the Course:

- Exclusion from the event
- A deduction of points equivalent to two maximum scores for both competitor and entrant if applicable.  
\*
- Endorsement of competition license for both driver and entrant (if separate persons).
- Count the event as one of the events contributing to the drivers' total Championship score.

\* This penalty can only be varied by a Tribunal of the MSA by application in accordance with the procedures laid down in the MSA General Regulations.

4.1.2. Arising from Post-Race Scrutineering or judicial Action -Minimum Penalty-: The provisions of MSA Regulations O.3.5. (a) and (b). For infringements deemed to be of a more serious nature, the Championship Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation O.3.5. (c).

4.1.3. Any competitor whose car is deemed to be ineligible under the 2000 Formula Vauxhall Championship Technical Regulations will be subject to the penalties laid down by the MSA, except where amended by these Sporting Regulations. In addition, the Championship Stewards may, at their discretion, apply an increased penalty, which could include exclusion from part or all of the 2000 Championship Championship.

4.1.4. If a vehicle/component is sealed for subsequent technical examination the Series Eligibility / Safety Scrutineer; within the applicable time limit, will state to the competitor / entrant that he will examine the vehicle / component on a



stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle / component is not made available for an eligibility examination as required by the Series Eligibility / Safety Scrutineer, the Championship Clerk of the Course or the Stewards, it will be considered as ineligible and will be reported as such to the Championship Clerk of the Course for the application of penalties laid down in the MSA Yearbook and these Championship Regulations.

4.1.5. The Championship Stewards have the right to temporarily or permanently suspend the Championship registration of any driver/entrant who, in their discretion, is deemed to have brought the Championship into disrepute, either on or off the track, in addition to any other penalties which may already have been applied.

#### **4.2. Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:**

4.2.1. As per 2000 MSA judicial Procedure Regulations except that any driver excluded from the results in accordance with any non-Technical Regulation will be subject to the following additional Championship penalty- which will be applied to the Drivers Championship:

4.2.1.1. Count the event as one of the event contributing to his/her total Championship score.

4.2.2. Any driver who is convicted of careless, reckless or dangerous driving whilst competing in the Championship may be called before a meeting of the Championship Stewards who, at their discretion, may take further action which could include exclusion from part or all of the 2000 Championship.

4.2.3. Breaches of driving standards will be firmly dealt with. If the Championship Clerk of the Course wishes to view video evidence from the nominated TV company and/or data logging evidence in order to assist with his enquiry into a breach of driving standards he may order that the results remain provisional and he may take judicial action at a later date.

However, the use of video evidence and/or data logging evidence in all circumstances is at the sole discretion of the Championship Clerk of the Course.

The Championship Administrators may also, within 14 days of the event and provided that the results have remained provisional, be entitled to request the Championship Stewards to enquire into the matter. Notwithstanding that the Clerk of the Course and / or the Stewards of the Meeting may or may not have already investigated the incident. The Championship Stewards will be empowered to take further action if they deem it necessary which could include exclusion from part or all of the 2000 Championship. In addition, the Championship Administrators will also be entitled to request the MSA to enquire into the matter under MSA Regulation A.3.3.

## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

5.1.1 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.

5.1.2 Regulations which have changed in substance from the 2000 Formula Vauxhall Technical Regulations and 1997 Formula Vauxhall Junior Technical Regulations are normally indicated by being printed in **bold**.

5.1.3 Variations to these paragraphs which refer to cars running in Formula Vauxhall Junior are clearly marked "Formula Vauxhall Junior".

5.1.4 All competitors are reminded that it is their responsibility to ensure that their car and equipment comply at all times with the following regulations, and that they have taken account of all the safety requirements of these regulations and of the regulations of the championship and race meeting in which they are participating.

5.1.5 In interpreting any regulation the word 'his' is deemed to include 'her' and persons referred to in the singular includes, where the context so admits, the plural.

### 5.2 Policy

5.2.1 The 2000 FORMULA VAUXHALL CHAMPIONSHIP is for competitors participating in FORMULA VAUXHALL cars, which are single-seater, rear engined, rear wheel drive cars designed solely for speed races on circuits or closed courses. The cars are intended:

- a) To provide the basis for economical competition, both in terms of first cost and cost of ownership.
- b) To provide uniform performance.

5.2.2 In order to achieve this intent, FORMULA VAUXHALL cars and replacement parts are constructed and supplied in conformance with a single common design, the rights of which are owned by VAUXHALL MOTORS LIMITED or its representatives. This design and construction must be maintained at all times for cars being used in the events forming the FORMULA VAUXHALL CHAMPIONSHIP.

5.2.3 deleted.

5.2.4 The car is a single-seater racing car with four road wheels, the rear pair being driven and the front pair providing steering. All wheels are open. The driver is provided with an open cockpit. The bodywork envelops the chassis, engine and transmission.

5.2.5 The car is based on a boxed tubular construction, double skinned in aluminium with steel bulkheads front and rear and a honeycomb dash diaphragm. A riveted and bonded undertray adds to the high torsional rigidity. The undertray is defined as the aluminium sheet between the two lower rails of the space frame. The principal design parameters are safety, durability, and ease of manufacture and repair. Rollover protection is provided by tubular steel structures mounted 5 cms. behind the driver's helmet.

behind and in the front of the driver's cockpit opening.

5.2.6 The engine, which is rear-mounted in the car, is, for FORMULA VAUXHALL cars a high-volume series production VAUXHALL 4 cylinder X16XE of nominally 1.6 litres capacity incorporating a twin overhead cam, 16 valve, aluminium cylinder head and for FORMULA VAUXHALL JUNIOR cars, a high-volume series production VAUXHALL 4 cylinder E16SE of nominally 1.6 litres capacity incorporating a single overhead cam, 8 valve, aluminium cylinder head. The ignition management system is modified from production standard and the fuel and lubrication systems are altered only to enable the engine to be fitted to a racing car. In other respects, the engine is a standard series production unit to which no additional modifications may be made by the entrant / competitor.

5.2.7 The transmission system, fitted behind the engine, incorporates a four speed and reverse gearbox. The final drive gear assembly is of the free differential type, i.e. it does not include any limited slip, torque-biasing device to inhibit the free unbiased operation of the differential mechanism. Reverse gear must be operable at all times by the driver seated in the car.

5.2.8 Limited adjustments are provided for suspension geometry, suspension springs and abutments, dampers, brake balance, anti-roll bars and gear ratios to enable the car to be tuned to the requirements of individual drivers, different circuits and dry or wet conditions. Of these adjustments only the brake balance is capable of being adjusted by the driver while driving the car. In all other respects, modifications, changes, tuning and adjustments are strictly prohibited.

### 5.3 Safety Requirements

#### 5.3.1 MSA Safety Regulations

MSA Safety Regulations Q3.1.2, Q6, Q8, Q10, Q11 and Q13 are mandatory.

#### 5.3.2 Safety Overalls and Clothing

Overalls homologated to the FIA 1986 standard as well as underwear, balaclava, socks, shoes, and gloves which respect the design and manufacturing parameters set out in that standard must be worn by drivers at all times while driving on circuits during races, practice and all warm-up and slowing down laps.

#### 5.3.3 Roll-Over Protection and Head Restraint

5.3.3.1 Roll-over protection consists of a Forward Roll-Over Bar and a Main Roll-Over Bar. When the driver is seated normally with seatbelts fastened an imaginary line drawn through the highest point of the Main (rear) Roll-Over bar must clear the driver's helmet by 5 cm.

Note: Taller drivers, or any other drivers, who cannot meet the dimensions stated above, must have a taller Main Roll-Over Bar fitted. The helmet clearance requirements remain as specified above.

5.3.3.2 A standard head restraint is incorporated into the main rollover bar structure. When the driver is seated normally with seat belts fastened the head restraint must be no more than

5.3.3.3 The two-part side head restraint system, consisting of a restraint part No. 83B0003 on each roll-hoop stay must be

fitted at all times.

### 5.3.4 Cockpit Layout

5.3.4.1 The arrangement of seat, padding and protection must be such that the maximum time necessary for the driver to get out from his normal driving position does not exceed 5 seconds with all driving equipment being worn, the safety belts fastened and the steering wheel in place in the most inconvenient position.

### 5.3.5 Rear Light

5.3.5.1 "Formula Vauxhall" 99M1001  
Cars must have a standard LED red warning light.

### 5.3.5.2 "Formula Vauxhall Junior"

Cars must have either:

#### Option 1.

A standard red warning light of at least 21Watts, with the lens and reflector conforming to EU standards and carrying corresponding approval markings.

#### Option 2.

A standard red LED warning light 99M1001

5.3.5.3 All cars must have a red warning light in working order throughout the event which:

- faces rearwards at 90° to the car centre line.
- is clearly visible from the rear.
- is mounted centrally on the back of the gearbox to a mounting bracket fastened to the top cross hole on the gearbox cover. The light unit must be fastened to the bracket using the standard mountings.
- is at least 35 cm from the ground, the measurement being taken to the centre of area of the lens.
- has a minimum surface area of 50 cm
- can be switched on by the driver when seated normally in the car.

### 5.3.6 Fuel Tank

5.3.6.1 Option 1.  
Fuel Tank FJL000

The tank is a rubber fuel cell located in a compartment positioned centrally in the car at the base of the main rollover structure. No fuel cells complying with FIA specification FT 3 shall be used more than 5 years after the date of manufacture, unless inspected and re-certified by the manufacturer for a period of up to another 2 years. FIA specification FT 3 cells must be replaced after a maximum of 7 years.

5.3.6.2 Option 2.  
Fuel Tank FGL 0001

The tank is a rubber fuel cell located in a compartment positioned centrally in the car at the base of the main rollover structure. It is recommended that the fuel cell shall not be used more than 5 years after the date of manufacture, unless inspected and re-certified by the manufacturer for a period of up to another 2 years.

### 5.3.7 Seat Belts

5.3.7.1 The wearing of two shoulder straps, one abdominal strap and two straps between the legs is mandatory. These straps must be securely fixed to the car.

### 5.3.8 Fire Extinguishers:

A fire extinguishing system must be carried on all vehicles, the minimum requirement being that the system be discharged with one of the permitted extinguishant's and be operable by mechanically assisted triggering system.

At all times, with the driver out of the car, it must be possible for appointed safety or technical scrutineering personnel officiating at the event to see, without moving or removing any item whatsoever, the Fire Extinguisher pressure gauge and the position occupied by a safety device used exclusively to prevent accidental discharge of the unit.

### 5.3.8.1 Capacity:

Minimum Specification - Medium, Plumbed-In, for discharge into both cockpit and engine compartment.

5.3.8.2 The triggering point from the exterior must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge.

5.3.8.3 In installing units the direction of nozzles should be carefully considered, induction, exhaust, most likely areas for fire to occur.

5.3.8.4 The system must be operable in any position, even when the car even is inverted.

5.3.8.5 The fitting of a pressure gauge is mandatory, except for units filled with BCF.

### 5.3.8.6 Installation:

Particular attention should be paid to the installation and maintenance of any system. Pull cables should be fitted in such a way that no kinks or 'S' bends are formed which could cause malfunction. Mechanically operated systems should be fitted with 'Total Discharge valves' (i.e. ones that continue to discharge even if the operating mechanism should fail after triggering).

5.3.8.7 Weight checking: - Extinguisher systems should be capable of being dismantled for the purpose of checking the weight of the extinguishant and the integrity of the cylinder; also to enable the operating system to be serviced without discharging the contents. The tare weight of the unit must be marked on the cylinder.

5.3.8.8 During events: - All extinguisher systems must be in the 'ARMED' condition (i.e. be capable of being operated without the removal of any safety device) at all times whilst competing or practising, including post event scrutineering. N.B. The fire extinguisher cannot be disarmed in any Parc Ferme area without the specific permission of the Series Eligibility / Safety Scrutineer.

5.3.8.9 Any fire extinguisher system found to be incapable of being operated will be the subject of a report to the Clerk of the Course / Stewards for possible penalisation as an offence against Safety Regulations.

## 5.4 General Technical Requirements and Exceptions

5.4.1 Only cars fully in compliance with these technical regulations shall be permitted to take part in the 2000 FORMULA VAUXHALL CHAMPIONSHIP The overriding eligibility requirement is that cars comply with the FORMULA VAUXHALL POLICY as stated in Paragraph 5.2. It is the entrant's responsibility that the car complies and is therefore eligible.

5.4.2 The design rights and drawings of all components manufactured specifically and solely for FORMULA VAUXHALL vehicles are owned by VAUXHALL MOTORS LIMITED or its representatives.

5.4.3 Cars and components, including spares manufactured and supplied solely for FORMULA VAUXHALL, must only be manufactured and supplied by organisations holding the approval of the FORMULA VAUXHALL CHAMPIONSHIP organisation.

5.4.4 It is the entrant's responsibility to use only eligible components. The Series Eligibility / Safety Scrutineer has the responsibility for checking that cars comply with the Technical Regulations and may invite a representative of the approved suppliers to assist in verifying the source of components. Thereafter the Scrutineer's decision shall be final and binding. Cars found to be in breach of the Technical Regulations will be the subject of a written report by the Series Eligibility / Safety Scrutineer to the Clerk of the Course for the appropriate action to be taken.

5.4.5 All references to standard parts and / or part numbers and / or materials in these regulations shall be interpreted as references to the manufacturers' original specification(s) as appearing on specification sheets and drawings relative to FORMULA VAUXHALL, as drawn up by the vehicle manufacturers (Van Diemen International Ltd.), the engine manufacturers (Vauxhall / Opel) and builders (Scholar Engines Ltd.) and the transmission manufacturers (Hewland Engineering Ltd.), or to official sample parts supplied and certified by the manufacturers and builders named above. In the case of dispute, reference will be made to these specifications, drawings and / or samples.

5.4.6 From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the FORMULA VAUXHALL CHAMPIONSHIP and / or their representatives in official amendments to these regulations are eligible for FORMULA VAUXHALL.

5.4.7 The car must be constructed and assembled in total conformity with the original design. In particular:

5.4.7.1 All components used in the construction and assembly of the car must be capable of being identified by a Vauxhall or Formula Vauxhall Part No. except where modifications and adjustments are specifically permitted by these regulations.

5.4.7.2 The use of additional fastening devices, e.g. bolts, screws, rivets or bonding material (adhesives) is not permitted with the exception of the bonded undertray (see 5.5.22) and gearbox bell housing (5.9.4.4).

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

5.4.7.4 The re-distribution of weight in the car e.g. by reducing the gauge or section of material in any component and by adding ballast or increasing material elsewhere, is not permitted.

5.4.7.5 Except where specifically permitted, the structural

and aerodynamic performance of the car and performance of the engine must not be changed by modifying the shape of any component e.g. by the addition or removal of any material or by deforming the original material.

5.4.7.6 It is emphasised that the aerodynamic shape of the car must remain absolutely standard i.e. all surfaces wetted by the air stream including bodywork and side pods both inside and outside the ducts) must not be modified in any way, even by the addition of adhesive tape or other temporary materials. Small strips of tape whose sole purpose is to cover and protect clips and other bodywork fasteners are excluded from this requirement, as are tapes complying with sections 5.6.5.1, 5.6.11.9 and 5.7.15.1.3.

5.4.7.7 Components such as pipes and hoses, including exhaust down pipes, may be protected by wrapping in a suitable material provided such wrapping is for protection only and does not alter the function of the primary component in any way

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

5.4.9 The engine "Formula Vauxhall" and the engine and electronic control unit (ECU) "Formula Vauxhall Junior", are sealed using metallic sealing systems. It is the entrant's responsibility to protect all such seals from damage or loss, as the eligibility of the relevant components and assemblies depends upon the seals being in place. In particular it is also emphasised that the engine sealing is an integral part of the engine repair and rebuild system (Para.5.7.7) designed to ensure that the system is not abused

5.4.10 As a method of control, any component on a competitor's car may be removed by the Series Eligibility / Safety Scrutineer and exchanged for a similar component from the car of another competitor. While efforts will be made to ensure that the condition of the exchanged parts is similar; responsibility for the care of the exchanged component lies with the recipient. Exchanged components may be returned to their original owner later. However, any part damaged or failed while on exchange will remain with the recipient.

#### 5.4.11 Log Books

Cars will be issued with log books. These will be used to record information relating to that car during the season. The entrant / driver of each car will be responsible for the safe keeping of the log book, which shall be presented with the car at pre event scrutineering. Missing log books will be reported to the Clerk of the Course for disciplinary action.

#### 5.4.12 Repairs

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

#### 5.4.13 Fasteners

Defined as all bolts, screws, nuts and rivets.

- a) Free manufacture
- b) Material: Steel, except rivets, which must be steel or light alloy
- c) Diameter and number must not be increased or decreased.

NB: The use of bonding material (adhesives, glues) to reinforce, replace or supplement any bolted, screwed or riveted joint is prohibited.

#### 5.4.14 Locking Devices

The use of any locking washers, prevailing torque fasteners, locking wire and adhesives for thread locking is permitted.

#### 5.4.15 Bearings

The make of bearings is free but they must remain as standard by type and number fitted. Examples of 'type' are: ball, roller; plain bush, needle thrust, taper roller.

5.4.16 Certain components will be identified by electronic tags.

These components are identified by '^' in the build standard and will only be eligible while the electronic tags are intact and in place.

5.4.17 Definitions. Those definitions as detailed in sections P1.2 and P1.3 of the 2000 MSA Yearbook shall apply unless otherwise stated by these regulations.

5.4.18 MSA regulations E12 and J20 apply unless otherwise stated by these regulations.

5.4.19 The use of stabilised materials, composite materials using carbon and /or kevlar reinforcement and titanium is prohibited.

Build Standard	Part No.
<b>5.5 Chassis</b>	
5.5.1 Chassis	FJA0001
5.5.2 Dash Panel Mounting	82A0006
5.5.3 Chassis Plate	82A0021
5.5.4 Front Suspension Plate Stay LH	FSA0009
5.5.5 Front Suspension Plate Stay RH	FSA0010
5.5.6 Throttle Pedal Stop Bracket.	FSA0019
5.5.7 Steering Column Bush Bracket.	FSA0020
5.5.8 Radiator Tray LH "Formula Vauxhall Junior"	FJA1000L
5.5.9 Radiator Tray RH "Formula Vauxhall Junior"	FJA1000R
5.5.10 Dash Panel Mounting	90A1011
5.5.11 Engine Mounting Plate	FVA0004
5.5.12 Outer Undertray LH	FVA1004
5.5.13 Outer Undertray RH	FVA1005

5.5.14	Front Skid	FJA1004
5.5.15	A-Frame RH	FJA1006
5.5.16	A-Frame LH	FJA1007
5.5.17	Nose Box	
5.5.17.1	"Formula Vauxhall"	JA006/99^
5.5.17.2	"Formula Vauxhall Junior"	
5.5.17.2.1	Option 1	FJA1008
5.5.17.2.2	Option 2	JA006/99^
5.5.18	Lower Outer Side Panel LH	FVAI000
5.5.19	Lower Outer Side Panel	RHFVA1001
5.5.20	Upper Outer Side Panel U'	FVA1002
5.5.21	Upper Outer Side Panel RH	FVA1003
5.5.22	Undertray	FVA1006
	May be bonded to the bottom rails of the Chassis	FJA0001.
	No bonding is permitted to any other component.	
5.5.23	Inner Side Panel LH	FVA1007
5.5.24	Inner Side Panel RH	FVA1008
5.5.25	Side Gusset LH (set of 4)	FVA1009
5.5.26	Side Gusset RH (set of 4)	FVA1010
5.5.27	Front Bulkhead	FVA1011
5.5.28	Cockpit Front Top Panel	FVA1012
5.5.29	Fuel Tank Closing Panel	FVA1013
5.5.30	Seat Back Top Panel	FVA1014
5.5.31	Rear Closing Plate LH	FVA1015
5.5.32	Rear Closing Plate RH	FVA1016
5.5.33	Dash panel (Honeycomb)	FVA1017
5.5.34	Dash Mtg. Bracket Side Front Lower	FVA1018
5.5.35	Dash Mtg. Bracket Side Front Upper	FVA1019
5.5.36	Dash Mtg. Bracket Side Rear Lower	FVA1020
5.5.37	Cambelt Guard (Optional) "Formula Vauxhall Junior"	FVA1021
5.5.38	Forward Location	85E0009
5.5.39	Engine Dowel	85E1000
5.5.40	Adapter Spacer Ring	FVE0001
5.5.41	Mounting Beam Adapter	FVE0002

	“Formula Vauxhall Junior”	FJE1004
5.5.46	Eng. Mtg. to Eng. B/Head Brace Plate “Formula Vauxhall Junior”	FJE1006
5.5.47	Forward Engine Mounting Adapter “Formula Vauxhall Junior”	FJE0004
5.5.48	Forward Engine Mounting “Formula Vauxhall Junior”	FJE0003
5.5.49	Adapter	FVE0003
5.5.50	Due to the limited area under the rear part of the car, competitors are allowed to fit a single jacking point attached to the gearbox. The single-tube quick-lift type of jack can then be used.	

## 5.6 Bodywork

### 5.6.1 Nose

5.6.1.1	“Formula Vauxhall” Minimum weight TBA/kg	JB3001/99 ^
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### 5.5.1.2 “Formula Vauxhall Junior”

5.5.1.2.1	Option 1	FJB1000
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5.5.1.2.2	Option 2 Minimum weight TBA/kg	JB3001/99 ^
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### 5.6.2 Cockpit

5.6.2.1	“Formula Vauxhall” Minimum weight 5.0kg	FJB3002 ^
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### 5.6.2.2 “Formula Vauxhall Junior”

5.6.2.2.1	Option 1	FJB1001
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5.6.2.2.2	Option 2 Minimum weight 5.0kg	FJB3002 ^
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### 5.6.3 Side Pod - Right Hand.

5.6.3.1	Top “Formula Vauxhall” Minimum weight 1.5 kg.	FJB3006 ^
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Must be retained by 6 M6 Socket Countersunk screws.  
May be modified to widen the air inlet. The new width is nominally 178mm with an absolute maximum of 181mm. Material may only be removed from the outer edge of the inlet no material may be removed from the top of the inlet The new outer edge must be radiused at the top with a radius of 13mm ± 3mm. See Appendix A, Diagram No.6A

5.6.3.2	Bottom “Formula Vauxhall”	FJB3004 ^
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May be modified to widen the air inlet. The new width is nominally 178mm with an absolute maximum of 181mm.

## 5.6.3.4 Formula Vauxhall Junior

### 5.6.4.3.1 Option 1

### 5.6.4.3.2. Option 2

#### 5.6.4.3.2.1. Top Minimum weight 1.5 kg

Must be retained by 6 M6 Socket Countersunk screws. May be modified to widen the air inlet. The new width is nominally 178mm with an absolute maximum of 181mm. Material may only be removed from the outer edge of the inlet no material may be removed from the top of the inlet The new outer edge must be radiused at the top with a radius of 13mm ± 3mm. See Appendix A, Diagram No.6A

#### 5.6.4.3.2.2. Bottom

May be modified to widen the air inlet. The new width is nominally 178mm with an absolute maximum of 181mm. Material may only be removed from the outer edge of the inlet no material may be removed from the bottom of the inlet The new outer edge must be radiused at the bottom with a radius of 13mm ± 3mm.

### 5.6.4.3.2.3. Side Pod Floor

Minimum combined weight of FJB3004 and FJB3006

## 5.6.4 Side Pod - Left Hand.

### 5.6.4.1 Top

“Formula Vauxhall”

Must be retained by 6 M6 Socket Countersunk screws. Minimum weight 1.5 kg.

May be modified to widen the air inlet. The new width is nominally 178mm with an absolute maximum of 181mm. Material may only be removed from the outer edge of the inlet no material may be removed from the top of the inlet The new outer edge must be radiused at the top with a radius of 13mm ± 3mm. See Appendix A, Diagram No.6A

### 5.6.4.2 Bottom

“Formula Vauxhall”

May be modified to widen the air inlet. The new width is nominally 178mm with an absolute maximum of 181mm. Material may only be removed from the outer edge of the inlet no material may be removed from the bottom of the inlet The new outer edge must be radiused at the bottom with a radius of 13mm ± 3mm.

### 5.6.4.3 Side Pod Floor

“Formula Vauxhall”

Minimum combined weight of FJB3003 and FJB3006

### 5.6.4.4 “Formula Vauxhall Junior”

#### 5.6.4.4.1 Option 1

#### 5.6.4.4.2 Option 2

5.6.4.4.2.4. Top Minimum weight 1.5 kg FJB3005^  
 Must be retained by 6 M6 Socket Countersunk screws.  
 May be modified to widen the air inlet. The new width is nominally 178mm with an absolute maximum of 181mm. Material may only be removed from the outer edge of the inlet no material may be removed from the top of the inlet The new outer edge must be radiused at the top with a radius of 13mm ± 3mm. See Appendix A, Diagram No.6A

5.6.4.4.2.5. Bottom FJB3003 ^  
 May be modified to widen the air inlet. The new width is nominally 178mm with an absolute maximum of 181mm. Material may only be removed from the outer edge of the inlet, no material may be removed from the bottom of the inlet The new outer edge must be radiused at the bottom with a radius of 13mm ± 3mm.

5.6.4.4.2.6. Side Pod Floor FJB3008

Minimum combined weight of FJB3003 and FJB3008 3.5 kg.

5.6.5 Tail Panel

5.6.5.1 "Formula Vauxhall" FJB3007  
 Minimum weight 3.5 kg.

Three angled slots may be cut in the top of the sidepod extensions on the engine cover. These slots are 38 mm wide ± 3mm and a maximum of 168 mm long with radiused corners, 51 mm ± 3mm apart. They are to be positioned just below the concave body fold line, and are angled so that the top of the front slot leading edge is 70 mm ± 3mm behind the front edge of the engine cover while the bottom of the front slot leading edge is only 32 mm ± 3mm behind the front edge. Slots may be shortened to suit individual car installations, but the absolute minimum is 127mm long. Although the slots are optional, if this option is taken up then all three slots must be present. See Appendix A, Diagram No. 7. Taping of the three slots to control temperature is permitted. Colour co-ordinated or clear tapes should be used.

5.6.5.2 "Formula Vauxhall Junior"

5.6.5.2.1 Option 1 FJB1004

5.6.5.2.2 Option 2 FJB3007  
 Minimum weight 3.5 kg.

5.6.6 Side pod stays may be replaced with cables of similar length.

"Formula Vauxhall"

5.6.7 Seat

Free, but must utilise original chassis mounting points and must not give added stiffness or support to the chassis.

5.6.8 Wooden Floor FJB3009  
 "Formula Vauxhall"

5.6.9 Rear Floor Fixing Bobbins FJB3010  
 "Formula Vauxhall"

5.6.10 Front Body Fixing Plate FJB1009  
 "Formula Vauxhall Junior"

5.6.11 Inner Air Duct FJB1013

"Formula Vauxhall Junior"

5.6.12 Outer Air Duct FJB1014  
 "Formula Vauxhall Junior"

5.6.13 Permitted modifications / adjustments.

5.6.13.1 Driver's Controls:  
 Original mounting points, linkages and fulcrums (pivot points) otherwise free driver I control interface e.g. throttle pedal extension plate, extended I modified gear lever knob. The lever arm on the clutch pedal may be modified to alter the effort required. Safety switches handles -free make. Throttle cable manufacture and design is now free provided it does not alter the function of any other component nor require any other component to be relocated or repositioned.

5.6.13.2 Instruments and Warning Lights:  
 Must be passive, otherwise free.

5.6.13.3 Data Loggers, data capture and data retrieval systems:  
 Permitted provided they are completely passive and at a maximum rate of logging possible is 50Hz on any channel. Competitors must issue a copy of the controlling software to the Series Eligibility / Safety Scrutineer before the start of the season. Championship Organisers may requisition data generated during an event at any time. Competitors may be required to use a Master Beacon nominated by the Championship Organisers.

5.6.13.4 Only one wheel speed sensor is permitted, and this must be fitted to a front wheel.

5.6.13.5 Components may be drilled and / or tapped solely for the fitting of additional sensors. The original sensors connected to the ECU must remain in place and functioning, and their performance must not be compromised. The strength of the component must not be impaired by these modifications.

5.6.13.6 Competitors using Pi Research data logging equipment must set the wheel diameter to 535 mm.

5.6.13.7 Rear-view Driving Mirrors: Free as to make and type but must be fitted and be of minimum reflective surface area 55cm<sup>2</sup> each. The vehicle must have at least two mirrors, one on each side, complying with MSA J20. 15.1.

5.6.13.8 It is permissible to fit stone guards on radiator intakes.

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

5.6.13.10 Air Deflector.  
 A plastic transparent air deflector may be fitted to the front end of the cockpit opening. The deflector at its lower edge must conform with the cockpit opening and must have a maximum vertical height of 8 cms. above the adjacent bodywork and a maximum horizontal length of 30 cms.

5.6.14 Modifications specifically prohibited:

5.6.14.1 The seven sections of body work, "Formula Vauxhall" and four sections of body work, "Formula Vauxhall Junior" may not be modified in any way, other than as specified

in these regulations, whether this is by the removal or addition of material. Bodywork sections must be fitted to the vehicle as supplied and not set apart from the chassis mounting points by the use of spacers or any other means

5.6.14.2 Ride height.

5.6.12.2.1 The vehicle has to comply with MSA regulation E12.19.10 at all times, i.e. having a ground clearance of not less than 4 cm with the driver seated in the car.

5.6.14.2.2 The minimum ride height of 40mm. applies at any time, even prior to qualification / race when the tyres are 'cold' and to the whole car, including skid plates, bolts, rivets etc. It can be measured on a reasonably flat surface, not a specially prepared flat patch.

**5.7 Engine**

5.7.1 NO MODIFICATIONS TO THE ENGINE OR ENGINE MANAGEMENT SYSTEMS ARE PERMITTED.

5.7.2 A series production engine, Vauxhall / Opel X16XE "Formula Vauxhall", Vauxhall / Opel E16SE "Formula Vauxhall Junior", is modified and prepared to a uniform performance specification for the CHAMPIONSHIP by organisations approved by CHAMPIONSHIP ADMINISTRATORS. Only engines supplied by such organisations are eligible for the FORMULA VAUXHALL / FORMULA VAUXHALL JUNIOR CHAMPIONSHIP

5.7.3 The core of the engine, i.e. those components contained within and including the cam cover, cylinder head, cylinder block and sump, is sealed by four metal seals "Formula Vauxhall", or five metal seals "Formula Vauxhall Junior". In addition, other externally accessible components will be sealed by the use of security paint. These seals, which are controlled by the FORMULA VAUXHALL / FORMULA VAUXHALL JUNIOR CHAMPIONSHIP organisation, can only be applied and must only be broken by officials or organisations appointed by the FORMULA VAUXHALL CHAMPIONSHIP organisation. Only engines carrying four unbroken seals and paint sealed components are eligible for the FORMULA VAUXHALL / FORMULA VAUXHALL JUNIOR CHAMPIONSHIP

5.7.4 Deleted

5.7.5 The Championship organisers reserve the right to require a driver to exchange an engine for a new replacement at any time. This requirement is designed to ensure that the policy of the Championship (paragraph 5.2) is seen to be maintained and will be enforced at no cost to the driver.

5.7.6. Only Electronic Control Units, which are sealed with MSA metal seals, will be eligible. "Formula Vauxhall Junior".

5.7.7 Only engines with a full complement of seals will be eligible for repair and rebuild.

Build Standard Part No.

**5.7.8 Base Engine Vauxhall X16XE**  
"Formula Vauxhall"  
Bore 79 mm, Stroke 81.5 mm, Capacity 1598 cc

5.7.8.1 Camshaft 90444332

5.7.8.2.1 Inlet Camshaft Drive Toothed Wheel 90412790

5.7.8.2.2 Exhaust Camshaft Drive Toothed Wheel  
FVT004

Sealed to camshaft with special paints. It is forbidden to modify the cam timing from standard.

5.7.8.3 Flywheel (with starter ring) FVT003  
Minimum weight: 5500g  
(with starter ring and without screws).

5.7.8.4 Crankshaft Pulley FVT005  
Minimum weight: 300 g

5.7.8.4.1 The crankshaft pulley is paint sealed and the paint must not be broken. In the event of a cam belt needing replacement the engine must be returned to the engine builder or the cam belt replaced under the supervision of the Series Eligibility / Safety Scrutineer or his representative.

5.7.8.5 Timing Sensor 90483739

5.7.8.6 Timing Sensor Bracket 90531715

5.7.8.7 Timing Wheel FVTOO2  
Minimum weight 450 g

5.7.8.8 Crank Oil Pump Gear SFVJ004

5.7.8.9 Engine Management System

5.7.8.9.1 Electronic Control Unit MBE  
956VJT

**5.7.8.10 Inlet**  
"Formula Vauxhall"

5.7.8.10.1 Throttle Body (x 2). Jenvey TBP401  
Internal bore diameter 40.01 mm max

5.7.8.10.2 Throttle Potentiometer Bosch 0280120400

5.7.8.10.3 Air Filter ITGJC40/40  
The engine air filter may not be removed or modified in any way It may only be removed for the sole purpose of cleaning.

5.7.8.10.4 Inlet Manifold FVT001

5.7.8.10.5 Air Horns (x 2) Jenvey AH45X19

**5.7.9 Base Engine Vauxhall E16SE**  
"Formula Vauxhall Junior"  
Bore 79 mm, Stroke 81.5 mm, Capacity 1598 cc

5.7.9.1 Camshaft Kent HF23 24

5.7.9.2 Camshaft Drive Toothed Wheel 90231882  
Sealed to camshaft with special paints. It is forbidden to modify the cam timing from standard.

5.7.9.3 Flywheel (with starter ring) 90232333  
Minimum weight: 7200g  
(with starter ring and without screws).

5.7.9.4 Crankshaft Pulley (Late) 90502545  
Minimum weight: 244 g

5.7.9.4.1 Crankshaft Pulley (Early) 90122678



Minimum weight: 238 g

“Formula Vauxhall”

5.7.9.4.2 The crankshaft pulley is paint sealed and the paint must not be broken. In the event of a cam belt needing replacement the engine must be returned to the engine builder or the cam belt replaced under the supervision of the Series Eligibility/ Safety Scrutineer or his representative.

5.7.9.5	Timing Sensor	90233732
5.7.9.6	Timing Sensor Bracket	SFVJ002
5.7.9.7	Timing Wheel Minimum weight 450 g	SFVJ002
5.7.9.8	Crank Oil Pump Gear	SFVJ004
5.7.9.9	Engine Management System	
5.7.9.9.1	Electronic Control Unit Option 1.	MBE 903FVJ
	Option 2.	MBE 956FVJ

If option 2 is used, the complete assembly consisting of:- Engine loom, Coil, ECU, Leads and Coil Mounting bracket must be utilised.

#### 5.7.10 Inlet “Formula Vauxhall Junior”

5.7.10.1	Throttle Body	90298126 90354264
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Internal bore diameter 55.05 mm. max

5.7.10.2	Throttle Potentiometer	Bosch 0280120400
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5.7.10.3	Air Filter	FJL1010
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The engine air filter may not be removed or modified in any way It may only be removed for the sole purpose of cleaning.

5.7.10.4	Inlet Manifold	90299463
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#### 5.7.11 Exhaust

5.7.11.1	Exhaust Manifold and Silencer	
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5.7.11.2	Exhaust Manifold “Formula Vauxhall”	FJR1006
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5.7.11.2.1	Exhaust Manifold “Formula Vauxhall Junior”	FJR1000
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5.7.11.3	Silencer	
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5.7.11.3.1	“Formula Vauxhall”	FJR1009
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5.7.11.3.2	“Formula Vauxhall Junior”	FJR100492
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5.7.11.4	4-into 1 and Collector Box “Formula Vauxhall”	FJR1008
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5.7.11.5	4-in-i and Collector Box “Formula Vauxhall Junior”	FJR1000C/B
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5.7.11.6	Exhaust Support Bracket.	FJR1003
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#### 5.7.12 Fuel System

5.7.12.1	Distributor, Injection Valves	Genvey TBP40I
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5.7.12.2	Fuel Pressure Regulator “Formula Vauxhall”	Bosch 0280160221
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5.7.12.3	Injection Valves (4 off) “Formula Vauxhall”	Bosch 280150725
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5.7.12.4	Fuel Pump, High Pressure:	FJE1008
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5.7.12.5	Fuel Pump, Low Pressure: Free manufacture	
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5.7.12.6	Fuel Cell	
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5.7.12.6.1	(FIA Specification FT3) (See also Para. 5.3.6.1)	FGL000
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5.7.12.6.2	(Non FIA FT3) For fuel cell replacement see Para.5.3.6.2	FGL001
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5.7.12.7	Fuel Tank Top Closing Plate	FJL1000
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5.7.12.8	Fuel Tank Filler Neck	FJL1001
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5.7.12.9	Petrol Catch Pot	FJL1006
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5.7.12.10	Catch Pot Mounting Bracket	FJL1008
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5.7.12.11 No modification to the standard foam-filled rubber fuel cell or the filler assembly is permitted.

#### 5.7.13 Oil System

5.7.13.1	Oil Pump Assembly	PSJ001 PSJ002
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**5.7.13.2 Oil Filter.**  
**Free type and manufacturer although fitment must be as original.**

5.7.13.3	Oil Cooler, 16 Row “Formula Vauxhall Junior”	FJK1001
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**May be bypassed and removed. If fitted, the complete system must be fully functional.**

5.7.13.4 All hoses must be free from restrictors, expansion chambers and other devices intended to alter pressure or rate of flow.

5.7.13.5	Sump	SFVJ001
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5.7.13.6	Oil Tank	FVL0001
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5.7.13.7 The oil pressure gauge feed pipe must be internally or externally braided hydraulic hose and must be clipped well clear of the engine exhaust pipe.

5.7.13.8	Engine Oil	
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**5.7.13.8.1 “Formula Vauxhall”**  
**Only a fully synthetic engine oil may be used, without any additives.**

**The Championship Organisers reserve the right to introduce a nominated engine oil.**

5.7.13.8.2 “Formula Vauxhall Junior”  
The Championship Organisers reserve the right to introduce a nominated engine oil.

#### 5.7.14 Engine Electrical System

5.7.14.1	Coil "Formula Vauxhall"	10457075
5.7.14.1.1	Coil / Amplifier Assy. "Formula Vauxhall Junior"	90241775
5.7.14.2	Starter Motor, Electric "Formula Vauxhall" Valeo	90341777 D6RA62
5.7.14.2.1	Starter Motor, Electric "Formula Vauxhall Junior"	
Make is free but must be fitted to unmodified mounting points. Minimum weight without bolts but otherwise complete: 2.5kg.		
5.7.14.3	Spark Plug	
5.7.14.3.1	"Formula Vauxhall" Bosch FLR8 Range (Vauxhall 91153992)	
5.7.14.3.2	"Formula Vauxhall Junior" GM Part No. 91153992	
5.7.14.4	Spark Plug Leads: free manufacture.	
<b>5.7.15</b>	<b>Cooling System</b>	
5.7.15.1	"Formula Vauxhall"	
5.7.15.1.1	Radiator	89Q0001 97Q2002
5.7.15.1.2	The cooling system of twin side radiators, hoses, pipework and water pump must remain generally as supplied, except that the right hand radiator must be plumbed so that hot water enters at the top and exits at the bottom. A bleed system similar to that shown in Appendix A, Diagram No. 6 must be fitted. The header tank may be modified to include two extra takeoffs for the bleed system.	
5.7.15.1.3	Airflow through the radiator may be controlled by the application of adhesive tape either on the radiator core and / or across the inlet of the ducts. The sealing of the gaps between the radiator and the side pods is permitted. In addition, ducting may be fitted inside the sidepod to control the flow of air through the radiator. This ducting may take the form of either a single-piece aluminium vane, flanged at the bottom and bolted through the floor, or a two-piece design comprising a flat sheet of aluminium over the radiator with the duct fixed between this sheet and the floor. The detailed design of such ducting is free, provided that:	
-	Only one vane per sidepod is permitted.	
-	The entire construction must be made from aluminium no thicker than 16G.	
-	Any fixing to the sidepod floor in must be with no more than 3 fixing per sidepod, no larger than 5mm diameter. The 40mm ride-height regulation must be respected.	
-	Any fixing to the chassis side skin must be with no more than 3 rivet nuts per side, no larger than 5mm diameter. Bolting through the complete chassis to the inner skin, or to a chassis tube, is not permitted.	
-	Every fixing must include a small rubber O-ring as a washer This will allow the duct system to be fixed securely but will prevent it being used to stiffen the car.	
-	The entire system must be between the sidepod front opening and the radiator. No ducting is permitted behind the radiator. Nothing must protrude outside the sidepod.	
-	To further seal the airflow, the radiator may be	

angled as flat as possible across the car but must not be relocated The return between the two sidepod sections may be trimmed to allow the radiator to sit hard against the outer edge but the honeycomb crash protection must not be modified in any way. The edge of the radiator may be sealed to the sidepod edge using a suitable flexible sealant.		
5.7.15.2	"Formula Vauxhall Junior"	
5.7.15.2.1	Radiator	89Q0001
5.7.15.2.2	The cooling system of twin side radiators, hoses, pipework and water pump must remain generally as supplied.	
5.7.15.2.3	Airflow through the radiator may be controlled by the application of adhesive tape either on the radiator core and / or across the inlet of the ducts. The sealing of the gaps between the radiator and the side pods is permitted.	
5.7.15.3	Type and manufacturer of coolant is free.	
5.7.15.4	Water Pump Assembly	90249239
5.7.15.5	Swirl pot	FJQ1000
5.7.15.6	Swirl Pot Mounting Bracket	FJQ1001
5.7.15.7	Water Rail, Radiator to Water Pump	FIQ1002
5.7.15.8	Swirl Pot Water Bleed Pipe "Formula Vauxhall Junior"	FJQ1005
5.7.15.9	Water Bleed Pipe "Formula Vauxhall Junior"	FIQ1006
5.7.15.10	"Y" Piece, Water Pump to Swirl Pot	FJQ1004
5.7.15.11	Water Rail, Thermostat to Radiator "Formula Vauxhall"	FJ01011
5.7.15.12	Thermostat Water Outlet "Formula Vauxhall"	FJQ1010
5.7.15.13	The engine thermostat is normally removed but may be fitted or replaced with an orifice plate.	
5.7.15.14	Water Rail, Radiator to Radiator "Formula Vauxhall Junior"	FJQ1007
5.7.15.15	Water Rail, Top Hose to Radiator "Formula Vauxhall Junior"	FJQ1008
<b>5.8</b>	<b>Suspension</b>	
5.8.1	Camber Adjuster	81C0014
5.8.2	Front Wheel Bearing	81C0032
5.8.3	Track Rod Spacer	85C001 1
5.8.4	Front Upright Bush	85C0014
5.8.5	Front Upright Bush Long	85C001 5
5.8.6	Front Upright Bush Short	85C0016
5.8.7	Front Upright	85C0017
5.8.8	Front Hub Bolt	BHC1003 85C0027

5.8.9	Front Hub Nut	94D1013	5.8.25	Track Rod	FVC0004
5.8.10	Anti Roll Bar Adjuster 1/2"	85C0023	5.8.26	Link Front Rocking Lever to Chassis	FVC0005
5.8.11	Anti Roll Bar Link	85C0024	5.8.27	Spacer; Front Drop link to Rocker	88D0015
5.8.12	Clevis Rocker Link	FSC0003	5.8.28	Rocking Lever; Front, LH	FVC0001 ^
5.8.13	Clevis Front Lower Wishbone	FSC0004	5.8.29	Rocking Lever; Front,	RHFVC0002RH
5.8.14	<b>Front Shock Absorber</b>		5.8.30	Front Lower Wishbone	FVC0003 ^
5.8.14.1	"Formula Vauxhall"		5.8.31	Front Drive Flange	85C0033FS
<p>Must be of steel construction and fit the original mounting points. Shock absorbers with external reservoirs, either remote or attached to the shock absorber body, are not permitted. Only one external adjustment is permitted. The following types are the only ones approved for the series:</p>			5.8.32	Top Hat FLWB, Forward Leg.	FVC0006
	Dynamic Suspensions	0253	5.8.33	Rear Anti Roll Bar Link	85C0024
	Ohlins	FTJ 59000	5.8.34	Rear Upright	85D0002
	Penske	VJ99-FR	5.8.35	Rear Hub	85D0004
	SPA Design	SPA-VJ-FR	5.8.36	Rear Rocker Pivot Bar	85D0015
5.8.14.1.1	<p><b>All of the above Shock Absorber Manufacturers have registered the specification for the shock absorber and valving to be used in the 2000 Formula Vauxhall season with the Championship organisers. This is the only shock absorber from that manufacturer that will be permitted and all competitors using that brand must use the registered model.</b></p>		5.8.37	Rear Upright Bush	85D0021
5.8.14.2	"Formula Vauxhall Junior"		5.8.38	Rear Upright Bush	85D0022
	Bilstine	FVC 1000/97 (Rate 280/80	5.8.39	Rear Upright Sleeve	85D0023
	SPA Design	Part No. TBA	5.8.40	Nut, Rear Hub	85D0026 93D0003
	Bump rubbers: free		5.8.41	Bolt, Rear Hub	85D0005 93D0028
<p>Units must be of steel construction and fit in the original mounting points. Shock absorbers with external reservoirs, either remote or attached to the shock absorber body, are not permitted</p>			5.8.42	<b>Rear Shock Absorber</b>	
5.8.15	Rear Mounting Plate Front Suspension "Formula Vauxhall"	FJC0003	5.8.42.1	"Formula Vauxhall"	
5.8.15.1	Rear Mounting Plate Front Suspension "Formula Vauxhall Junior"	FJC0006	<p>Formula Vauxhall: must be of steel construction and fit the original mounting points. Shock absorbers with external reservoirs, either remote or attached to the shock absorber body, are not permitted. Only one external adjustment is permitted. The following types are the only ones approved for the series:</p>		
5.8.16	Front Mntg. Plate Front Suspension	FSC0007		Dynamic Suspensions	0254
<p>May be drilled or slotted only enough to allow access to the top shock absorber mountings.</p>				Ohlins	FTJ 69000
5.8.17	Master Cylinder Mounting Plate	F5C0008		Penske	VJ99-RR
5.8.18	Front Suspension Casting	F5C0011		SPA Design	SPA-VJ-RR
5.8.19	Front Rocker Pivot Bar	FSC0016	5.8.42.1.1	<p><b>All of the above manufacturers have registered the specification for the shock absorber and valving to be used in the 2000 Formula Vauxhall season with the Championship organisers. This is the only shock absorber from that manufacturer that will be permitted and all competitors using that brand must use the registered model.</b></p>	
5.8.20	Spacer Front Lower Wishbone to Clevis	F5C0023	5.8.42.2	"Formula Vauxhall Junior"	
5.8.21	Front Anti Roll Bar Mounting Block	FJC0002		Bilstine	89D 1000
5.8.22	Spacer Front Link	F5C0026		(Rate 280/95)	SPA Design
5.8.23	Front Anti Roll Bar	FJC0001		Part No. TBA	
5.8.24	Clevis, Front Upright	FSC0009		Bump rubbers: free	
			<p>Units must be of steel construction and fit in the original mounting points. Shock absorbers with external reservoirs, either remote or attached to the shock absorber body, are not permitted</p>		
			5.8.43	Rear Location (Beam)	FSD0003 ^

5.8.44	Rear Rocker Front Support Plate	RHFSD0006
5.8.45	Rear Rocker Front Support Plate	LHFSD0007
5.8.46	Rear Damper Mounting Plate	FSD0008
5.8.47	Rear Rocker Support RH	FSD0010
5.8.48	Rear Rocker Support LH	FSD0011
5.8.49	Top Hat Bush	FSD0018
5.8.50	Bush Wishbone to Rear Location	FSD0019
5.8.51	Rear Anti Roll Bar	FSD1027
5.8.52	Rear Anti Roll Bar Clevis	FSD1034
5.8.53	Rear Beam Support LH	FSD1046
5.8.54	Rear Beam Support RH	FSD1047
5.8.55	Toe In Adjuster	FVD0004
5.8.56	Rocking Lever; Rear, LH	FVD0001LH
5.8.57	Rocking Lever, Rear, RH	FVD0002RH
5.8.58	Rear Lower Wishbone	FVD0003^
5.8.59	Rear Anti Roll Bar Mounting Block	FVD0006

5.8.60 **Suspension Springs, Front and Rear**  
Springs and packers are free, providing the springs are of conventional constant rate coiled steel construction.

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

5.8.62 Anti-roll bar stiffness adjustment is free within the range provided. The operating linkage may be disconnected but not removed, the fitment of cockpit and other remotely adjustable systems is prohibited.

## 5.9 Transmission

### 5.9.1 Clutch

#### 5.9.1.1 Pressure Plate

GM	90425249
Sachs	3082172031
LUK	120012910AA
Scholar	FVT006

#### 5.9.1.2 Driven Plate

Free manufacture provided it is the same basic type as the original GM part, is complete in itself with no additional adapters, spacers etc. and fits a standard unmodified pressure plate and flywheel.

#### 5.9.1.3 Friction Material: free

## 5.9.2 Clutch Mechanism

5.9.2.1 Clutch Reaction Lever FSN1006

5.9.2.2 Clutch Master Cylinder Mtg. Bracket F5N1008

5.9.2.3 Clutch Release Cylinder FVN0001

5.9.2.4 Clutch Release Piston FVII0002

5.9.2.5 Clutch Master Cylinder, 0.625" 88J1000

5.9.2.6 Gearbox Clutch Shaft F'VF0001

5.9.3 Gearbox (Hewland LD200) 89F1000

5.9.3.1 4-speed and reverse manual transmission.

5.9.3.2 It is permitted to use any standard gear ratio manufactured by Hewland Engineering Co Ltd. for use in the LD200 model transmission provided they fit on standard unmodified shafts.

## 5.9.4 Differential and Final Drive

### 5.9.4.1 "Formula Vauxhall"

A standard Hewland LD200 transaxle must be used. Any ratio differential manufactured by Hewland Engineering for use in the LD200 gearbox may be used.

### 5.9.4.2 "Formula Vauxhall Junior"

A standard Hewland LD200 transaxle must be used. Only a 9.31 or 10.31 differential manufactured by Hewland Engineering for use in the LD200 gearbox may be used.

5.9.4.3 The final drive must incorporate a free differential gear which does not include any limited slip, torque biasing or other device to inhibit the free, unbiased operation of the differential mechanism. The use of any non-ferrous materials in the differential assembly is prohibited. The lightening and removal of material from the transmission system is prohibited. No prevailing torque within the differential mechanism is permitted. This condition may be checked by one or more of the following methods. Which check is used shall be at the sole discretion of the Series Eligibility / Safety Scrutineer.

a) The rear of the car will be jacked off the ground. With the gearbox in neutral, rotating one rear wheel in either direction must not result in any significant movement of the opposite rear wheel.

b) With the differential removed from the car; there must be no resistance to movement in the gears making up the differential assembly irrespective of temperature.

c) The car shall be positioned with one rear wheel on a set of rollers. The car must not be able to be driven off the rollers under it's own power.

5.9.4.4 The two blank holes in the bellhousing casting, which line up with two unused tapped holes in the gearbox casing, may be drilled to allow the fitting of two additional socket head capscrews in these locations. The bell housing may be drilled from the inside just sufficient to allow the passage of the heads of these screws.

## 5.9.5 Gear Linkage

5.9.5.1 Gear Lever BHF1001

5.9.5.2 Gear Housing Female BHF1003

5.9.5.3 Gear Housing Male BHF1004

5.9.5.4 Gear Shift Linkage No.1, Front FSF1005

5.9.5.5 Gear Shift Linkage No.2, Rear F5F1006

5.9.5.6 Gear Shift Universal joints: free manufacture

#### 5.9.6 Drive shaft and CV Joint

5.9.6.1 Drive shaft 88D0007

5.9.6.2 CV Adapter Spacer (option) FJD 1001

5.9.6.3 CV joint 78D1010

5.9.6.4 Scatra Boot 85D1001

5.9.7 Gearbox Oil:  
Only 75W/90 Synthetic Gearbox Oil. may be used, without any additives.  
The Championship Organisers reserve the right to introduce a nominated gearbox oil.

#### 5.10 Electrics

5.10.1 Battery

5.10.1.1 "Formula Vauxhall"  
The battery is free provided the location remains the same and no change is made to the nose box. The standard battery cover FJB3100 must be fitted. The battery retaining strap may be modified with a small step to retain the battery to the side of the box. Additionally, the nosebox itself may be rubber lined to prevent short circuits between the battery terminals and the nosebox side.

5.10.1.2 "Formula Vauxhall Junior"  
The battery is free provided the location remains the same and no change is made to the width of the battery box. However the length of the battery box may be modified to suit a larger battery.

#### 5.10.2 Engine Wiring Loom

5.10.2.1 "Formula Vauxhall" SME982

5.10.2.2 "Formula Vauxhall Junior".  
In addition to the original wiring loom, looms from the following manufacturers are approved  
PBE Complete car looms and separate engine and chassis looms.  
M & M Complete car looms and separate engine and chassis looms.  
Nelson Engine loom only.

Special looms may be manufactured to suit particular instrumentation installations with approval of the Series Scrutineer. In all cases wiring must be free of any additional component or resistance designed to enhance the performance of any standard part. Connectors are free.

5.10.2.3 "Formula Vauxhall Junior".  
Wiring loom for use with the MBE 956FVJ Electronic Control Unit SME 9926

5.10.3 Deleted

5.10.4 "Formula Vauxhall Junior"  
All wiring looms must have a three pin Cannon plug, leading directly to the ECU connection plug to be used for interrogation of the ECU as part of routine eligibility checks.

#### 5.10.5 Alternator "Formula Vauxhall"

5.10.5.1 Complete Kit FJE3000

It is permitted to fit a 12 volt (nominal) alternator. The complete charging system must be unmodified and 'as supplied'. If fitted the complete charging system shall be fully functional and have an output available at all times whilst the car is circulating on the race track.

5.10.5.1.1 Alternator B3M1003

5.10.5.2.2 Rocker Frame RH Alternator Mtg. FJD0001/99

5.10.5.2.3 Alternator Mtg. Block FJE0005/99

5.10.5.2.4 Alternator Drive Pulley FJE0006/99

5.10.5.2.5 Pully-Alternator FJE0007/99

5.10.5.2.6 Stud- Alternator Mtg. FJE0008/99

5.10.5.2.7 Tensioner Link-Alternator FJE0009/99

5.10.5.2.8 Alternator Belt. FJE1037/99

#### 5.11 Brakes

5.11.1 Front Brakes

"Formula Vauxhall Junior"

"Formula Vauxhall" Option A

If selected, this option must be used in its entirety

5.11.1.1 Calliper 79J1036

5.11.1.2 Master Cylinder, 0.625" 88J1000

5.11.1.3 Disc 83J1008GAL

5.11.2 Front Brakes  
"Formula Vauxhall" only Option B  
If selected, this option must be used in its entirety.

5.11.2.1 Calliper 95J1001

5.11.2.2 Master Cylinder, 0.700" 88J1002

5.11.2.3 Disc FGJ1002

5.11.3 Rear Brakes

5.11.3.1 Calliper 79J1036

5.11.3.2 Master Cylinder, 0.750" 88J1001

5.11.3.3 Disc 83J1008GAL

5.11.4 Brake pads. Must fit in unmodified standard callipers. The only approved makes and types of brake pad are as follows:

Mintex	M1144
Mintex	M1155
Mintex	M1166
Mintex	M1177
Ferodo	DS3000
Ferodo	DS2000
Ferodo	3466
Ferodo	4003
Pagid RS	4-2
Pagid RS	4-4

No other friction material may be used without permission from the Series Eligibility / Safety Scrutineer.

5.11.5 Brake Balance Bar 78J1007

5.11.5.1 Brake balance adjustment is free within the range provided by the cockpit-mounted control.

5.11.6 deleted.

5.11.7 Brake Pedal Mounting Bracket F5J1014  
Pedal position may be adjusted within the limits of adjustment provided for by the manufacturer.

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

5.11.9 No modifications may be made to the master cylinders, callipers, discs or any other part of the braking system, except as allowed in 5.11.4, 5.11.7 and 5.11.8.

## 5.12 Wheels / Steering

5.12.1 Steering Rack FSH0010

5.12.2 Rack Mounting Block 88H0003

5.12.3 Steering Rack Clevis 84H0003

5.12.4 Trackrod FVC0004

5.12.5 Steering Column Male FSH0016

5.12.6 Steering Column Upper 90H0007

The steering column may be adjusted within the limits of adjustment provided for by the manufacturers.

5.12.7 Steering Wheel

Free but must be full circumference rim. The steering wheel may be of the detachable type.

5.12.8 Wheel (Rim and wheel disc) FSG1000

5.12.8.1 Wheel Spacer, 4 off FSG1006

5.12.9 It is permissible to fit commercial balance weights.

## 5.13 Tyres

5.13.1 Make: AVON

5.13.2 Type and Sizes

5.13.2.1 Dry (Slick):

Front: 6.0/21.0-13" Spec 8841  
Rear: 7.0/22.0-13" Spec 8842

5.13.2.2 Wet (Treaded):  
"Formula Vauxhall"  
Front: 6.0/21.0-13" Spec 7502  
Rear: 7.0/22.0-13" Spec 7503

5.13.2.2 Wet (Treaded):  
"Formula Vauxhall Junior"  
Front: 6.0/21.0-13" Spec 7297  
Rear: 7.0/22.0-13" Spec 7298

## 5.13.3 Tyre Use Regulations.

5.13.3.1 The intention of these regulations is:

1) To contain costs by limiting the number of tyres which can be purchased on behalf of any one driver during the season.

2) To limit the number of tyres used per car / driver per complete event to 1 set of 6 nominated slick tyres (3 front and 3 rear tyres) for each double race event.

3) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.

4) To prohibit the application of any material to alter the standard performance of the tyres. Any attempt whatsoever to circumvent these intentions will be interpreted as a breach of regulations and will attract a minimum penalty of exclusion from the event.

5.13.3.2 A complete event for the purpose of this regulation is defined as the race(s) and all warm-up and green flag laps preceding the race(s) plus all practice during officially timed periods. Where there is more than one practice period only the period(s) for which times are recorded to determine grid positions will be counted as part of the event. Race meetings at which there are two races still count as one event.

5.13.3.3 A car / driver is defined as a single unit identified by one competition number.

5.13.3.4 Dry weather, (slick) controlled tyres for the series, are marked by the manufacturer with an individual unique serial number. Wet weather (grooved) tyres will not be serial numbered and will not be subject to this number limiting regulation, except that it is not permitted to use wet weather tyres on dry tracks during timed practice.

5.13.3.5 A set of tyres is defined as being 2 front tyres and 2 rear tyres.

5.13.4 Deleted

## 5.13.5 Race Meetings

5.13.5.1 Each car / driver unit will be issued with three Tyre Record Forms at the beginning of the meeting. The driver / entrant must record on the forms the serial numbers of the 4 nominated slick tyres (2 front and 2 rear tyres) for single race events, or (3 front and 3 rear tyres) for double events, which he intends to use in the event. The forms must then be signed and delivered to the Series Eligibility / Safety Scrutineer or his representative before the first timed practice. The scrutineer will sign for receipt and return the back copy. The onus is on the

driver / entrant to deposit the completed form with the event supervisor before the first timed practice. Failure to do so will result in exclusion from timed practice.

**5.13.5.2 The tyres nominated under 5.13.5.1 above may be any of the tyres recorded in the competitor's Vehicle Log Book for use at race meetings up to the date of the current race meeting.**

5.13.5.3 During the event random checks will be made by the Series Eligibility / Safety Scrutineer or his representative to ensure compliance between the tyres used and serial numbers recorded. At the end of the race all placed cars will automatically be checked for compliance with this tyre regulation. The minimum penalty for non compliance will be exclusion from the event.

5.13.5.4 It is not permitted for any individual driver to utilise an officially timed practice session as free practice on un-nominated tyres.

5.13.5.5 The limit on the number of tyres has been set to allow for both normal wear and for possible accident or puncture damage. Under all normal circumstances the limit of 4 nominated slick tyres (2 front and 2 rear tyres) for single race events, or (3 front and 3 rear tyres) for double events, will not be exceeded. Drivers / Entrants are advised to manage their consumption of tyres accordingly

5.13.5.6 In those exceptional cases where, in the judgement of the Series Eligibility / Safety Scrutineer, damage to tyres through no fault of the driver / entrant makes further participation in the event impossible, one supplementary front and / or rear tyre may be nominated and used. Supplementary tyres are to be selected by the Series Eligibility / Safety Scrutineer from available pre-scrubbed tyres. The selection is to be entirely at the discretion of the Series Eligibility / Safety Scrutineer.

5.13.5.7 Any fraudulent attempt to deface, re-mark, counterfeit, or otherwise circumvent the unique tyre numbering system will automatically attract the penalty of total exclusion from the series.

5.13.5.8 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event, other than by the natural addition of heat resulting from permitted driving on the circuit.

**5.13.5.9 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of the tyre, is therefore forbidden. The only exceptions are the use of pure domestic water and lubricant applied to the tyre bead for fitting purposes. The organisers reserve the right to take samples of tyre material at any time for laboratory analysis.**

**5.13.5.9.1 The application of any material (liquid, solid or gas) to any part(s) of the tyres, during official practice is forbidden.**

**5.13.5.9.2 It is permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and heat gun.**

5.13.5.10 Where experience dictates, the championship

organisers may amend these regulations if necessary to ensure compliance with the intention described in Para. 5.13.3.1. All such amendments will be notified in writing to the entrants.

**5.13.5.11 Any tyre protection covers used at any time within the confines of the circuit, must be of a temporary construction and must be capable of being used many times.**

## **5.14 Principal Dimensions and Weight**

### **5.14.1 Minimum Weight and Ballast**

#### **5.14.1.1 "Formula Vauxhall".**

Minimum weight of car and driver: 505kg.

Minimum weight of car minus driver: 435kg.

The minimum weight is 'in the condition in which the vehicle crosses the finish line or at any other time during an event and without the addition or removal of any solid or fluid matter including fuel'.

Refuelling during officially timed practice is not permitted.

#### **5.14.1.2 "Formula Vauxhall Junior".**

Minimum weight of car and driver: 490kg.

Minimum weight of car minus driver: 420kg.

The minimum weight is 'in the condition in which the vehicle crosses the finish line or at any other time during an event and without the addition or removal of any solid or fluid matter including fuel'.

Refuelling during officially timed practice is not permitted.

#### **5.14.1.3 Ballast; -**

If ballast is required to achieve the minimum weight, this must be in the form of a single lead sheet or bar attached to the cross member forward of the fire extinguisher. The attachment must be with nuts and bolts which must be drilled to allow wire seals to be applied by the Series Eligibility / Safety Scrutineer.

5.14.1.4 The principle is to equalise the performance of the car and driver combination. The minimum car / driver weights at the completion of every race and practice session must be as detailed in regulation 5.14.1.1 "Formula Vauxhall" and 5.14.1.2 "Formula Vauxhall Junior"

### **5.14.2 Main dimensions**

#### **5.14.2.1 "Formula Vauxhall"**

The main dimensions are shown in Appendix A, Diagram No.1. The height measurement (40 mm. minimum) is made with the driver on board.

#### **5.14.2.1 "Formula Vauxhall Junior"**

The main dimensions are shown in Appendix A, Diagram No.1A. The height measurement (40 mm. minimum) is made with the driver on board.

## **5.15 Fuel**

5.15.1 The only permitted fuel is Unleaded Pump Fuel to BS 7070:1988, BS EN 228:1993 or BS 7800:1992 in conformance with MSA Technical Regulations Appendix P definition of unleaded Pump Fuel. Additives are not permitted.

5.15.2 All competitors will use fuel from one nominated source at each round of the FORMULA VAUXHALL / FORMULA VAUXHALL JUNIOR CHAMPIONSHIP. There will be a nominated source of supply from a fuel pump at racing circuits where fuel is available and a nominated source of supply

from a service station where fuel is not available at the circuit. The Series Eligibility / Safety Scrutineer or his representative will take a sample of approximately one litre of fuel from the nominated supply and will seal the container. Fuel samples taken from competing cars will be analysed against the sample taken by the Scrutineer. The fuel from the cars must in all respects be identical with the original sample. No additives are allowed. Trackside tests and laboratory tests will take place during the season as normal.

5.15.3 Each competitor is required to ensure that a minimum of 3 litres of fuel remain in the car after practice session and race. No refuelling will be permitted during practice or the race. Failure to comply with these fuel regulations will result in the following penalties:

1. After practice. Practice times disallowed
2. After the race. Race disqualification

5.15.4 Fuel testing may be carried out at any time, either before, during or after a competition on the instructions of the Clerk of the Course or Series Eligibility / Safety Scrutineer.

5.15.4.1 Fuel testing will be carried out in accordance with MSA regulation B.19.

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

5.15.5 No introduction into the air intake system of water, nitrous oxides or any other agent is permitted.

## 5.16 Silencing and Exhaust

5.16.1 The standard exhaust and silencer must remain unmodified and be fitted at all times to comply with current MSA noise regulations.

5.16.2 "Formula Vauxhall"  
Installation must be in accordance with drawing Appendix A, Diagram No.2 and MSA regulation E12.16.4 & E12.16.5

5.16.3 "Formula Vauxhall Junior"  
Installation must be in accordance with drawing Appendix A, Diagram No.2A and MSA regulation E12.16.4 & E12.16.5

**5.16.4 The silencer must be welded to the exhaust system around the whole circumference of the pipe. Regulation 5.16.1 requires the silencer to be fitted at all times. Failure to comply due to inadequate welding of the silencer to the exhaust system will render the car ineligible. Exceptionally, the Series Eligibility / Safety Scrutineer's permission may be sought to run a clamp if a silencer has to be changed during a meeting, but this permission will only be granted for a very short time.**

## 5.17 Numbers and Championship Decals

5.17.1.1 Each car must provide a minimum size rectangular "blank space" area, one on the Nose Cone and one on each side of the car's bodywork adjacent to the driver, for the display of competition numbers of specific minimum sizes. These required number areas must be white for Formula Vauxhall cars, yellow for Formula Vauxhall Junior cars, and free of all decals, trim and other decorations.

5.17.1.2 Each number area must provide a minimum 2.5 cm border of background colour on all sides of the number, and a minimum 2.5 cm separation between numerals.

5.17.1.3 The minimum width of each required number area is 15 cm for cars bearing single numerals and 27.5 cm for cars bearing double numerals.

5.17.1.4 Number areas may have rounded corners with a maximum 2 cm radius.

5.17.1.5 Where a number area is mounted on bodywork of the same or similar colour, or a colour of similar shade that does not give a high contrast with the number area, then the number area must be bounded by a line of high contrast colour a minimum of 1 cm thick. This bounding line must be OUTSIDE the minimum number area defined above.

5.17.2.1 Competition numbers must be composed of black numerals of 20 cm minimum height and 3.5 cm minimum stroke width in a plain Sans Serif style. Italics and other type styles and typefaces are not permitted.

5.17.2.2 The minimum width of each numeral (other than the numeral 1) must be not less than half its height.

5.17.2.3 An example of the style of numerals and dimensions of number areas is shown in Appendix A, Diagram No. 5.

5.17.2.4 The final decision on the adequacy of the numbers for unique identification will rest with the Series Scrutineer in consultation with the Clerk of the Course and Chief Timekeeper after on-track observation of the car at speed. This decision is not protestable.

5.17.3 The positions of all mandatory decals are shown in Appendix A, Diagram No.4 and shall be supplied by the Championship Co-ordinators.

5.17.4 The positions of all mandatory patches / decals for drivers' overalls and helmet are shown in Appendix A, Diagram No.3 and shall be supplied by the Championship Co-ordinators.

5.17.5 Each registered driver will be allocated a unique permanent start number for the series by the championship organisers.



- 6.1. CONTACTS:**
- 6.1.1. **Governing Body:**  
The Motor Sports Association Ltd.  
Motor Sports House  
Riverside Park  
Colnbrook  
Slough SL3 OHG  
Tel: 01753 681736  
Fax: 01753 682938
- 6.1.2. **Championship Co-Ordinator:**  
Jenny Birrell  
Garden Cottage  
Shalstone  
Buckingham MK18 SLT  
Tel: 01280 704801  
Fax: 01280700190
- 6.1.3. **Deputy:**  
Yvonne Buller  
37 Lismore Close  
Woodley  
Reading  
Berks. RGS 3RT  
Tel / Fax: 01189697737
- 6.1.4. **Eligibility / Safety Scrutineer:**  
John Wardle  
15 Newboundmill Lane  
Pleasley  
Nr. Mansfield  
Notts NG 19 7PL  
Tel / Fax: 01623811701  
Mobile: 07887 632808
- 6.1.5. **Championship Sales and Technical Consultant**  
Alan Cornock  
F.C.S.  
Brook Farm  
Ellington  
Huntington  
Cambs PE18 OAF  
Tel / Fax: 01480891212  
Mobile: 0860 954238
- 6.1.6. **Circuits/Organising Clubs:**  
Brands Hatch Circuits Ltd.  
Fawkham  
Longfield  
Kent DA3 8NG  
Tel: 01474 872331  
Fax: 01474 874766
- British Automobile Racing Club (BARC)**  
Thruxton Circuit  
Andover  
Hants. SP11 8PN  
Tel: 01264 772696  
Fax: 01264 773794
- British Racing Drivers Club**  
Silverstone Circuit  
Towcester  
Northants NN12 8TN  
Tel: 01327 857271  
Fax: 01327 857296
- Croft Circuit**  
Vince Moor East
- Croft On Tees**  
North Yorkshire DL2 2PN  
Tel: 01325 721815  
Fax: 01325 721819
- Donington Park Circuit.**  
Castle Donington  
Derby DE7 SRP  
Tel: 01332 810048  
Fax: 01332 850422
- Knockhill Racing Circuit**  
By Dunfirmlin  
Fife KY112 9TF  
Tel: 01383 723337  
Fax: 01383 620167
- Oulton Park Circuit**  
Little Budworth  
Tarporly  
Cheshire CW6 9BM  
Tel: 01829 760301  
Fax: 01829 760378
- Silverstone Circuit**  
Towcester  
Northants NN12 8TN  
Tel: 01327 857271  
Fax: 01327 857663
- Snetterton Circuit**  
Norwich  
Norfolk NR16 2JU  
Tel: 01953 887303
- Thruxton Circuit**  
Andover  
Hants SP11 8PN  
Tel: 01264 772696  
Fax: 01264 7737 773794
- 6.1.7. **Race Car Manufacturers and Spare Parts:**  
Van Diemen International  
Chalk Road  
Snetterton  
Norwich  
Norfolk NR16 2JZ  
Tel: 01953 888195  
Fax: 01953 888178
- 6.1.8. **Vauxhall Engine Specialist:**  
Alan Wardropper  
Scholar Engines  
Blue House Lane  
Mendelsham  
Stowmarket  
Suffolk IP14 5NH  
Tel: 01449 767711  
Fax: 01449 767772
- 6.1.9. **Control Tyre Supplier: Brian Davis**  
Avon Tyres Racing  
Cooper-Avon Tyres Ltd.  
Bath Road  
Melksham  
Wilts. SN12 8AA  
Tel: 01225 703101  
Fax: 01225 707443

- 6.2.1. **WARNING:** A breach of any of the Commercial Regulations may result in a fine, up to a maximum of £1,000 for each offence, being imposed by the B.A.R.C. or the Championship Co-Ordinator. Championship registration will be temporarily suspended until such payment has been received. A serious or continual breach of any of the Commercial Regulations may render the competitor ineligible for competition. In which case participation in the Championship by that competitor will be entirely at the discretion of the Championship Co-Ordinator.
- 6.2.2. Vauxhall reserve the right to add or vary the Commercial Regulations at their sole discretion.
- 6.2.3. Entry fee refunds will only be made if the Championship Registration is withdrawn.
- 6.2.4. **Paddock Regulations:**
- 6.2.4.1. The amount of space requested on each Vehicle / Staff Information sheet will be laid out prior to your arrival by MSO.
- 6.2.4.2. The space you are allocated by Vauxhall is granted to you for the preparation of your race cars. It is expressly forbidden to use this space as a hospitality or trade site area.
- 6.2.4.3. Motor homes / caravans are not permitted within the Paddock at any venue.
- 6.2.4.4. No hospitality/entertaining will be allowed by competitors within the Paddock. Each team will be permitted one transporter and awning, to be parked in their designated Paddock area which may contain an area at the rear, specifically for team catering. Please refer to Regulation 3.11.3. regarding the mandatory provision of fire extinguishers.
- 6.2.4.5. Motorised vehicles, (including quad bikes), may only be driven within the grounds of each circuit by a road traffic license holder who is on specific race team business. Recreational use is strictly prohibited.
- 6.2.4.6. There is a speed limit of 10 mph in the Paddock at each venue. The only movement of race cars permitted in the Paddock is on the way to the Assembly Area and on the way back from Parc Ferme.
- 6.2.4.7. Tailgates on transporters must remain closed at all times except when loading/unloading your race cars.
- 6.2.4.8. Competitors will be issued with a specific time to park-up their race transporters in the paddock prior to each event. Access to the Paddock outside your parking-up time is forbidden, unless the express written permission of your Championship Co-Ordinator has been obtained to park up at different times.
- 6.2.5. **Deleted**
- 6.2.6. **Registration:**
- 6.2.6.1. The Registration Fee of £2500.00 (includes VAT where applicable) includes the Vauxhall Registration Fee, Entry Fees to all rounds of the Championship and B.A.R.C membership fee, and. your participation in the Official Vauxhall test days. Cheques should be made payable to Vauxhall

6.2.6.2. The ownership of each registration will rest with the Team in Formula Vauxhall, and the Driver in the Formula Vauxhall junior category.

6.2.6.3. Championship Registrations will open on 1st January 2000 and close on the 14th March 2000 and are subject to space as per circuit track licences.

6.2.6.4. The Championship Clerk of the Course has the right to temporarily, or permanently suspend the Championship Registration of any driver/entrant who, in his discretion, is deemed to have brought the Championship into disrepute, either on or off the Track, in addition to any other penalties.

6.2.7. **Deleted**

6.2.8. **Advertising:**

6.2.8.1. No advertising of tobacco or tobacco products is permitted in any shape or form in this Championship. Additionally, any products that are not permitted to be advertised on UK television are also prohibited. The Championship Co-ordinators reserve the right to censor any advertising which may be deemed to be unsuitable.

6.2.9. **At All Championship Meetings:**

6.2.9.1. The stickers and livery of Vauxhall and its sponsor companies must be displayed in the type and size specified by the drawings in Appendix A.

6.2.9.2. All surfaces which have not been claimed for stickers by Vauxhall, its associated sponsors or used for the application of the starting number; are free for use. Conflicting sponsors' stickers must be approved by the Championship Co-ordinators in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinators.

6.2.9.3. In order to qualify for points, prize money and bonus award, competitors must (provided that these items are available at the event):

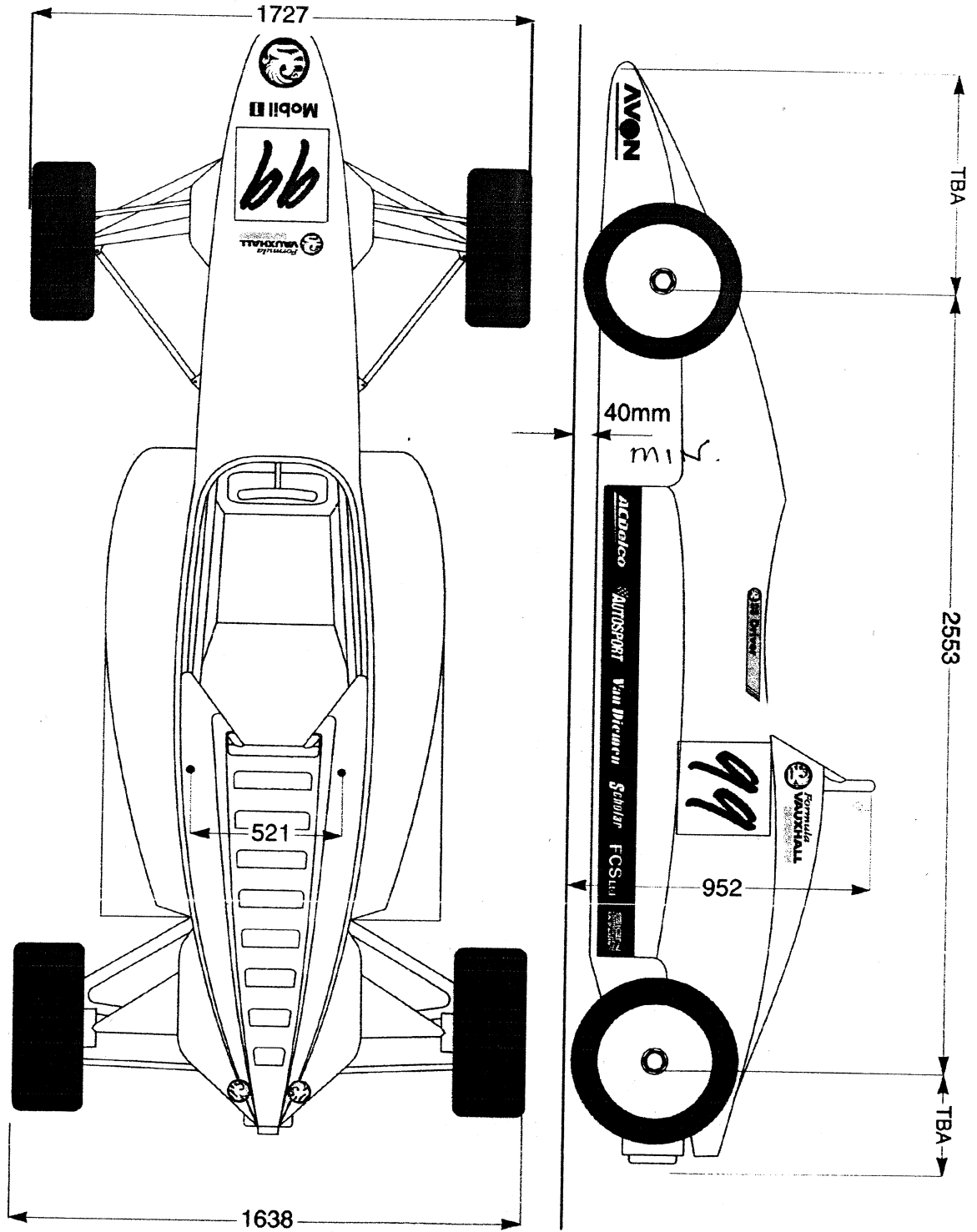
- i) carry the correct Championship decals on their race cars in the positions indicated in Appendix A.
- ii) wear the appropriate badges on their racing overalls in the positions indicated in Appendix A.

6.2.9.4. Drivers must take part in autograph session or press interviews should this be required by the Championship Co-ordinators.

# APPENDIX A

## Diagram No.1

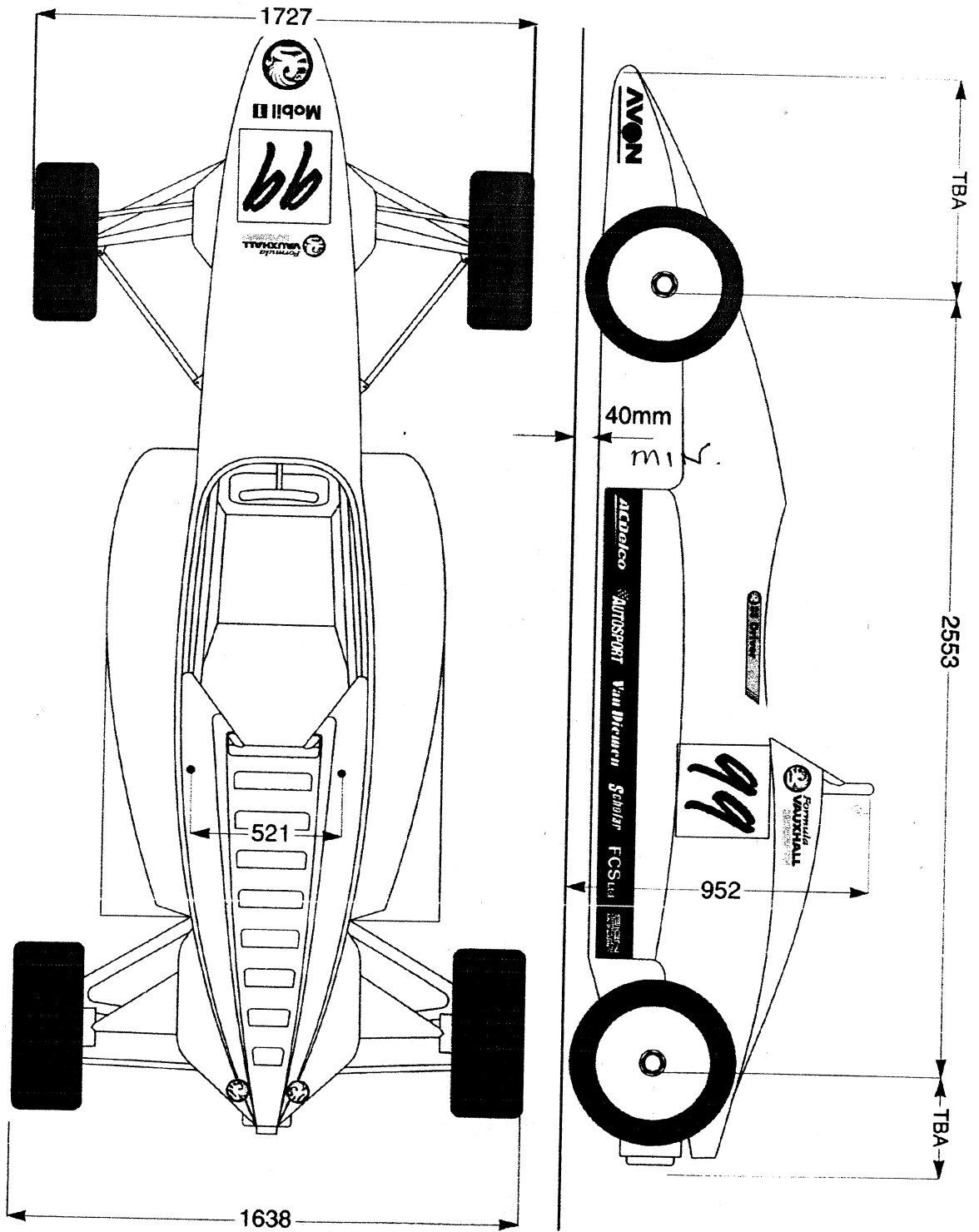
Except where prefixed "max" or "min" all dimensions are nominal. All dimensions in mm.



# APPENDIX A

## Diagram No.1

Except where prefixed "max" or "min" all dimensions are nominal. All dimensions in mm.



# APPENDIX A

## Diagram No. 1A

Except where prefixed 'max' or 'min' all dimensions are in mm.

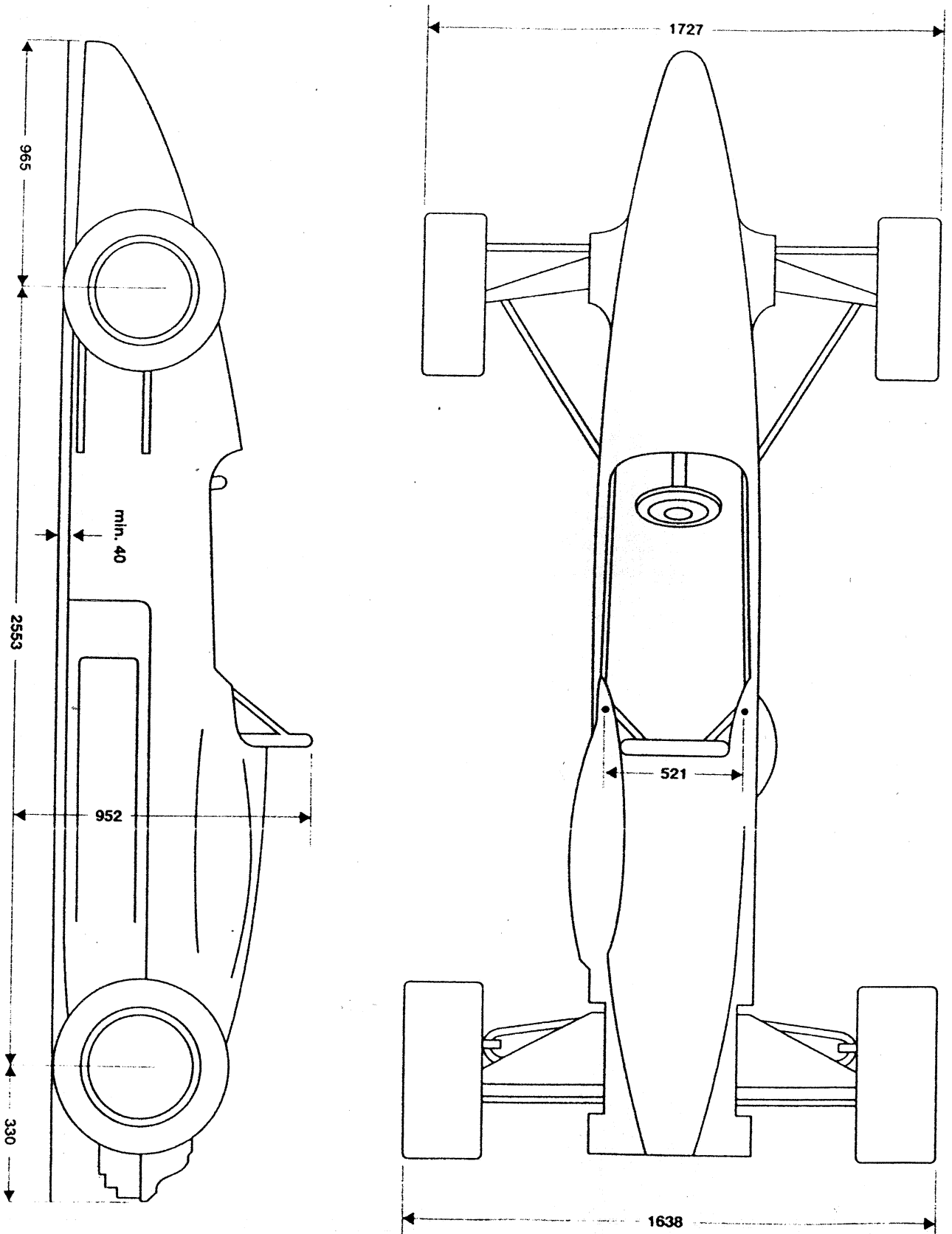
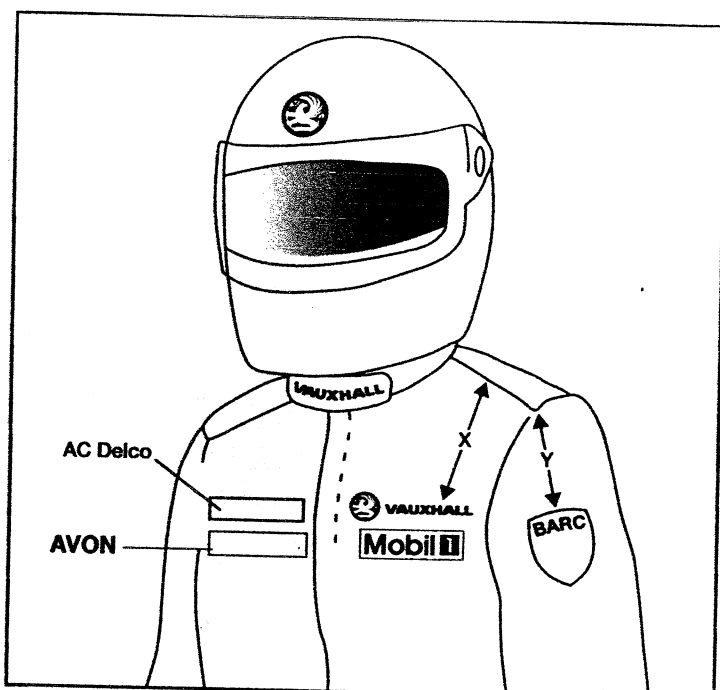




Diagram No.3



*The embroidered badges indicated here are mandatory:*

**HELMET**

Vauxhall Griffin in centre of helmet 5 cm diameter

**OVERALL**

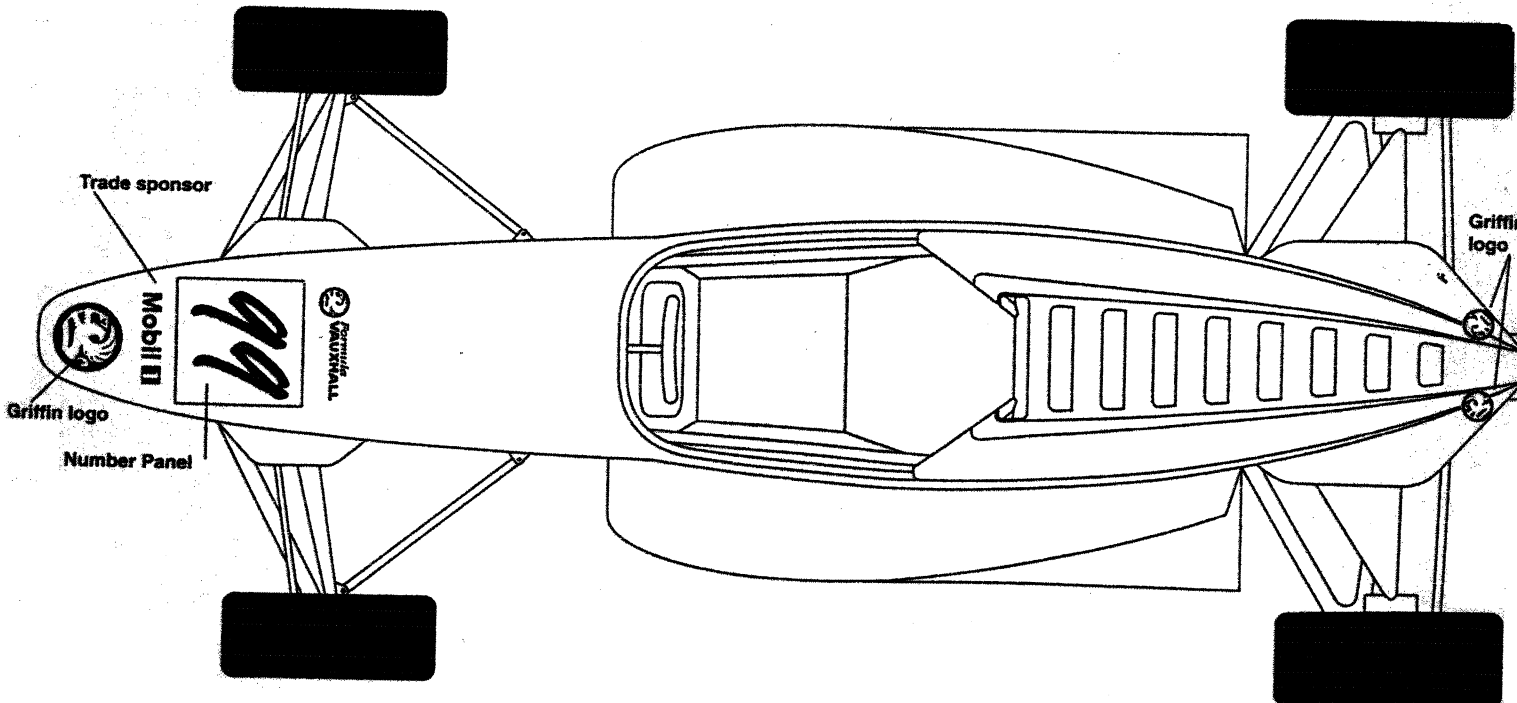
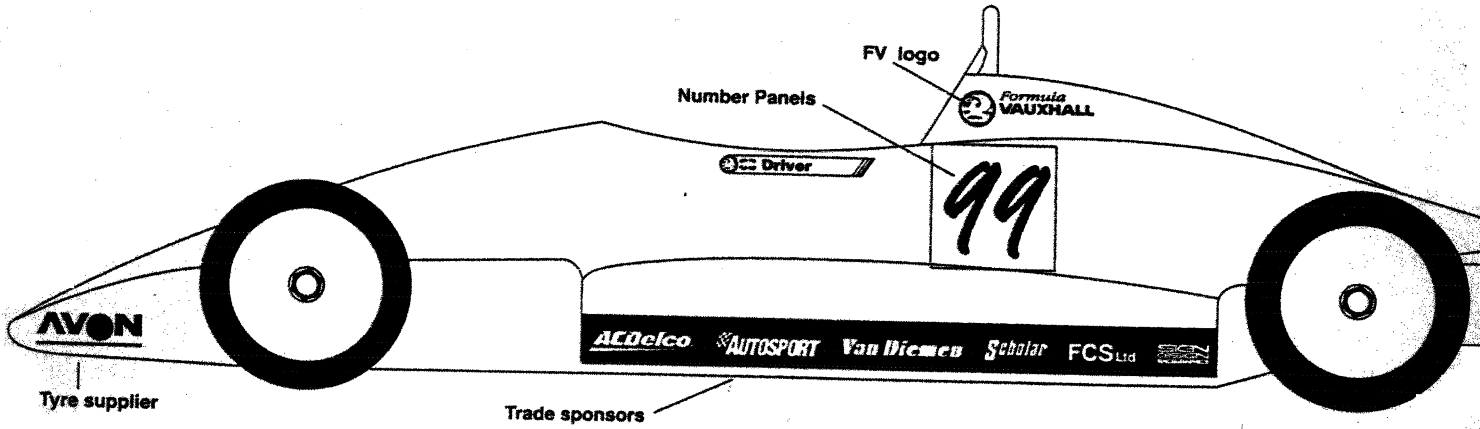
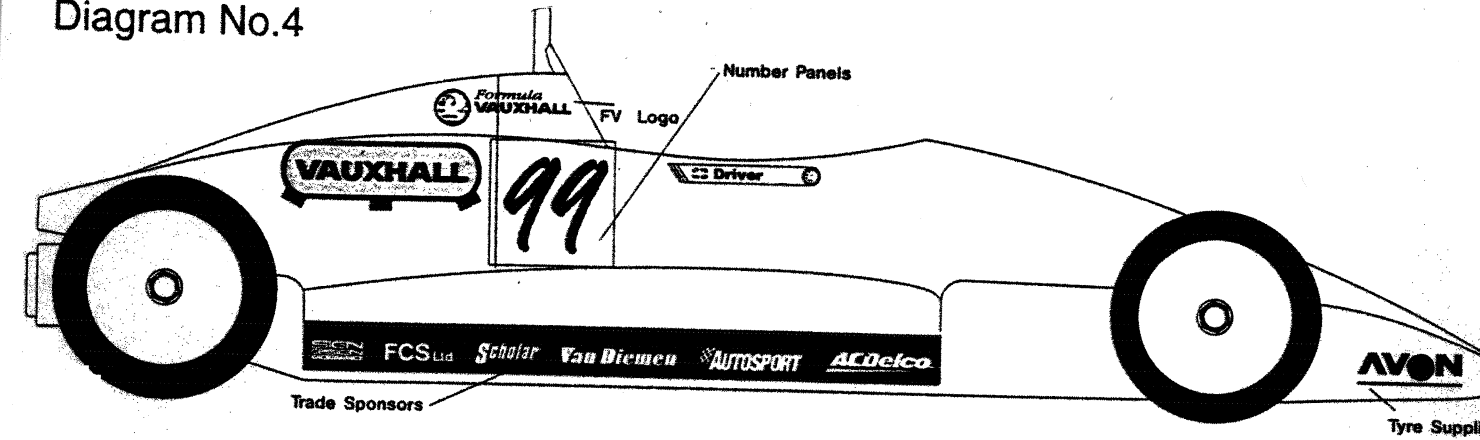
Vauxhall	10 x 2 cm
(on neck)	
Vauxhall	14 x 3 cm
(on chest)	
Mobil 1	14 x 5 cm
AC Delco	11 x 5 cm
Avon	11 x 4 cm
BARC	5 x 4 cm

Maximum "X" dimension = 17 cm on each side

Maximum "Y" dimension = 18 cm on one side only.

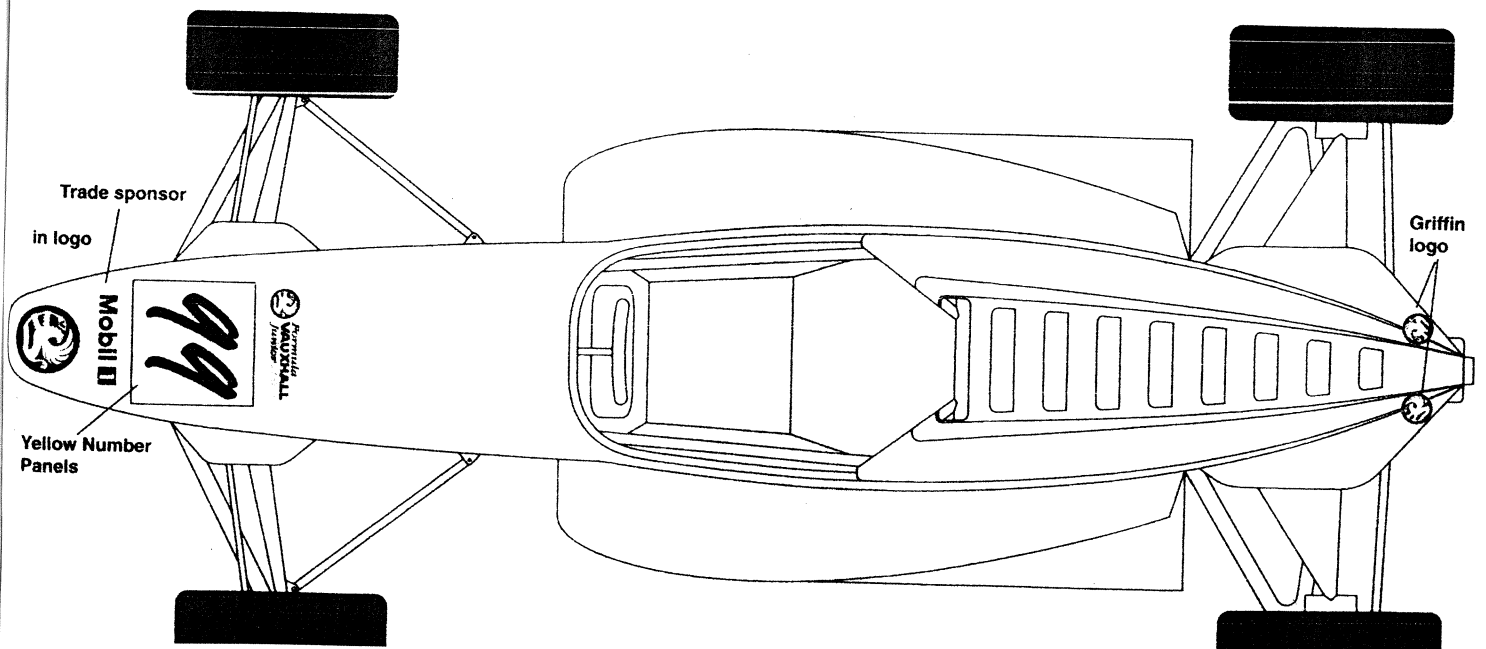
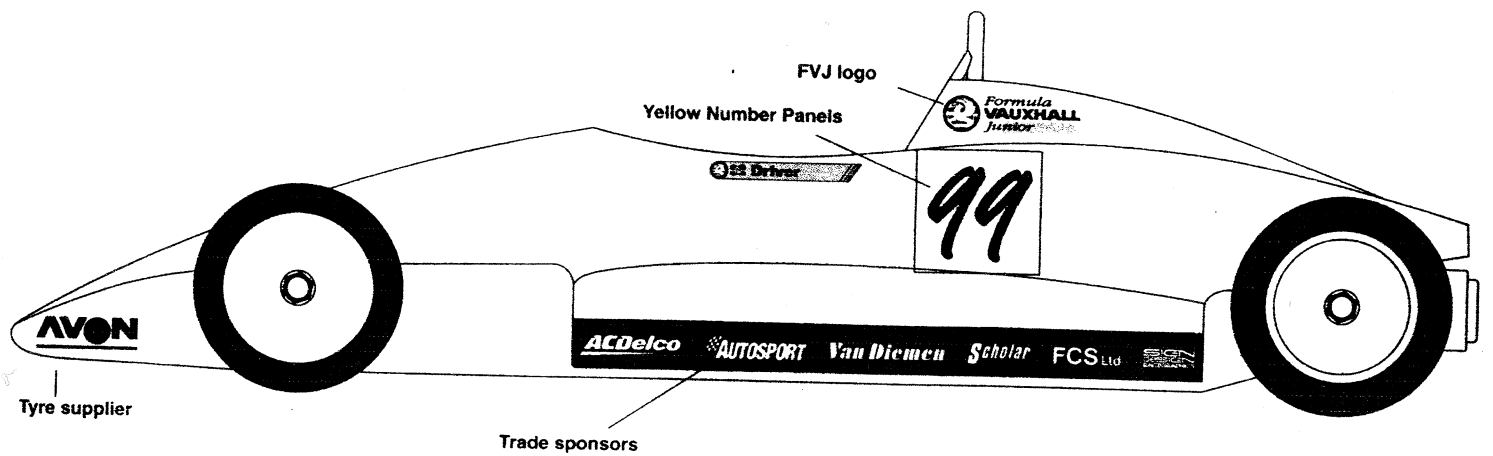
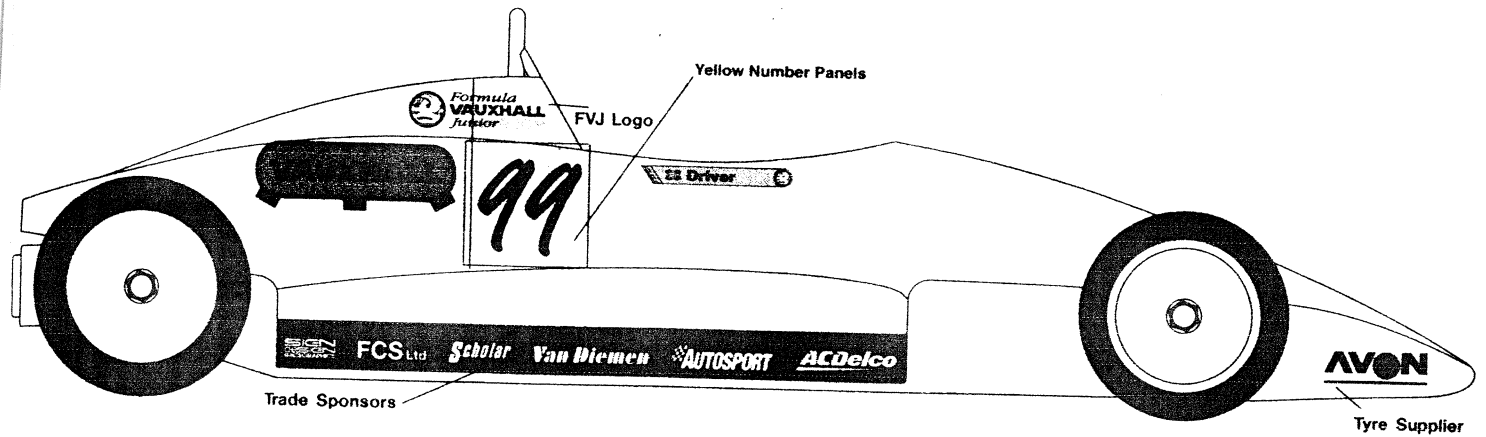
# FORMULA VAUXHALL CHAMPIONSHIP LIVERY

Diagram No.4





# FORMULA VAUXHALL JUNIOR CHAMPIONSHIP LIVERY



# Diagram No.5

## Acceptable Character Styles

1 2 3 4 5 6 7 8 9 0

## Dimensions of Number Areas

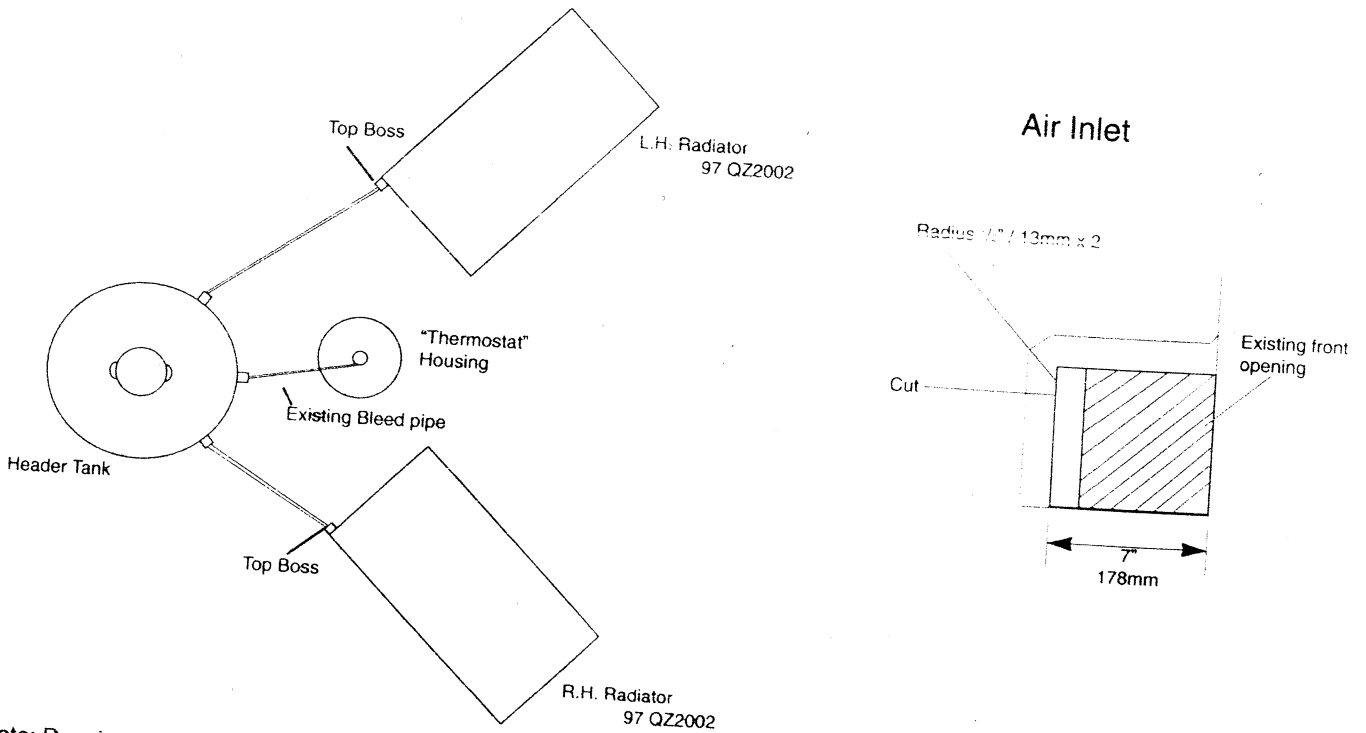


### Notes:

- 1) Numeral stroke width 3.5 min
- 2) Numeral '1' need not comply with '0.5 x h' requirement
- 3) All dimensions in centimetres

# Diagram No.6

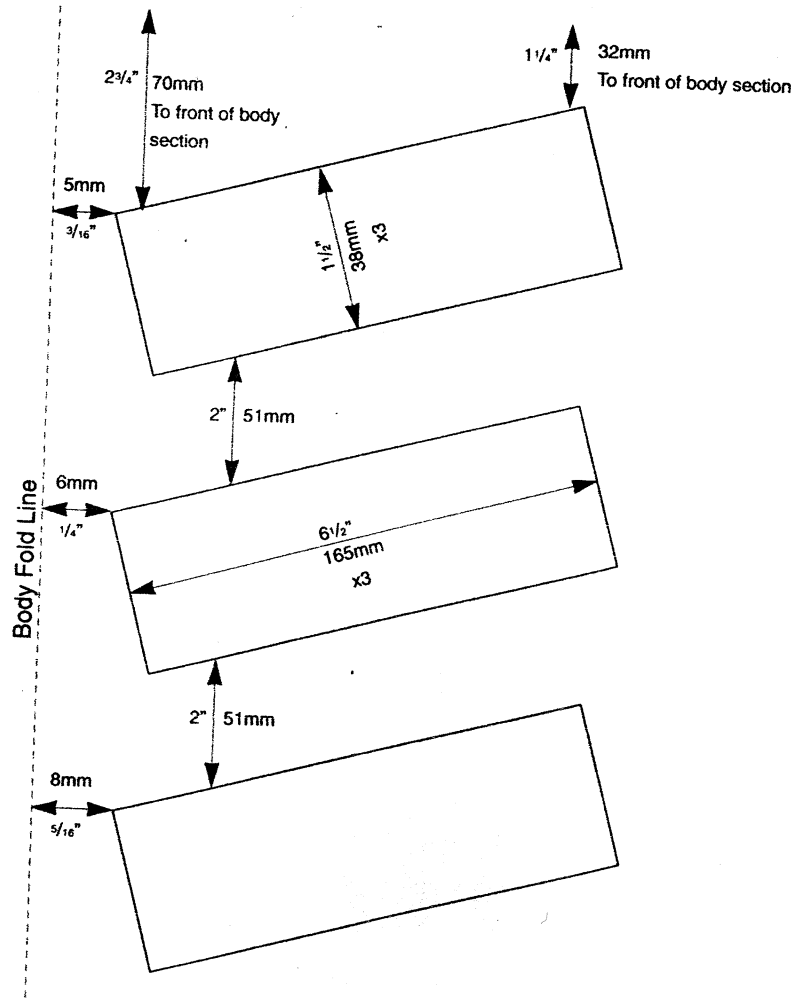
## Bleed system



Note: Drawings not to scale

# Diagram No.7

## Cooling slots



Note: Drawing not to scale

# Teams'/Drivers' Registration Form - Appendix B

Name of Entrant: - \_\_\_\_\_

Address: - \_\_\_\_\_  
\_\_\_\_\_

Postcode: - \_\_\_\_\_

Telephone No: - \_\_\_\_\_ Fax No: - \_\_\_\_\_

Entrant's license No: - \_\_\_\_\_ Team Manager: - \_\_\_\_\_

Advertisements on Car: - \_\_\_\_\_

Name of Driver: - \_\_\_\_\_

Driver's Home Address: - \_\_\_\_\_  
\_\_\_\_\_

Postcode: - \_\_\_\_\_

Telephone No: - \_\_\_\_\_ Fax No.: - \_\_\_\_\_

Driver's License No: - \_\_\_\_\_ Grade: - \_\_\_\_\_

Date of Birth: - \_\_\_\_\_ Nationality: - \_\_\_\_\_

Please send all correspondence to Entrant / Driver \*

Please pay all prize money to Entrant / Driver \*

Jacket Size: - Small / Medium / Large\*

*\* Please delete as appropriate*

To be completed by all applicants: -

In consideration of Vauxhall Motorsport granting registration and entry into the 2000 Formula Vauxhall Championship, I agree to be bound by the following requirements and undertakings: -

1) To observe the 2000 Sporting, Commercial and Technical Regulations of this Championship and the regulations of the MSA contained in the 2000 year book and any additions or amendments thereto or any rules or statements of clarification which may be in force at any time during the course of this Championship

2) No fees paid to Vauxhall Motorsport by way of Registration or Entry to this Championship shall be returned or refundable to myself under any circumstances unless at the sole discretion of Vauxhall Motorsport.

3) Race entries can only be accepted from registered Championship Teams / drivers.

I wish to register for the 2000 Formula Vauxhall / Formula Vauxhall Junior Championship and I declare that the information given above on the Championship Registration Form is correct. I understand that should the above information change in any way I must confirm the details in writing to the Championship Co-ordinators.

I have received a copy of the sporting, commercial and Technical Regulations for the 2000 Formula Vauxhall Championship, I agree to be bound by them, the regulations of the 2000 MSA Year Book and any Regulations which may be issued from time to time by Vauxhall Motorsport.

I enclose: -

My cheque made payable Vauxhall Motorsport, which includes details as follows: -

Registration Fee

Vauxhall Jacket

Transponder Timing

B.A.R.C. Membership

TOTAL inc. VAT - £2,500.00

Signature of Entrant: - \_\_\_\_\_

Signature if Driver: - \_\_\_\_\_

Date: - \_\_\_\_\_

Please nominate 3 preferred start numbers: - \_\_\_\_\_  
Formula Vauxhall 1 - 36 Formula Vauxhall Junior 50 - 99

If for any reason this teams / drivers registration form is incorrect or not completed in full or the appropriate teams / fee is not received then your Registration will not be accepted . Formula Vauxhall Junior competitors shall pay 50% above Fee upon Registration and the balance becomes due on the 1<sup>st</sup>. July 2000.

**Please return to: -**

**Yvonne Buller  
37 Lismore Close  
Woodley  
Reading  
RG5 3RT**

# FV/FVJ - Championship Vehicle/Staff Information Sheet - Appendix B

Please complete in **BLOCK CAPITALS**

Name of Team: - \_\_\_\_\_

Name of Driver: - \_\_\_\_\_

Race Transporter Details: -

We are using the same race transporter and awning as used in 1999 and accept the same Paddock plot size for 2000 as allocated in 1999 YES/NO

If NO, please complete the following: -

Registration No: - \_\_\_\_\_

Length of Vehicle: - \_\_\_\_\_

Width of Vehicle: - \_\_\_\_\_

Length of Awning: - \_\_\_\_\_

Width of Awning: - \_\_\_\_\_

Side of Awning when transporter viewed from rear: LEFT / RIGHT

Type of Vehicle: TRANSPORTER / VAN TRAILER

Formula Vauxhall Junior competitors with a car / van trailer please tick here to ensure space in the Vauxhall Village

I intend to use my allocated space in the Vauxhall Village

Motor home / Caravan Details:

Any motor home / caravan requiring access to the Motor home Area must be listed on this form, one per registered competitor only.

Length of Motor home & Awning: - \_\_\_\_\_

Width of Motor home & Awning: - \_\_\_\_\_