

The Fiesta ST Eco-boost Series



Title & Ownership of Fiesta ST Eco-boost Series

The Fiesta ST Eco-boost Series is owned by Ford Racing UK/Mr K Shortis. All commercial and intellectual property rights and all organisation rests with Ford Racing UK/ Mr K Shortis and any organisation that supplies services or race events must do so on the understanding of the above. It is a strict condition that any third party shall not be able to have any control or title rights.

Fiesta ST (eco-boost) Series

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1. SPORTING REGULATIONS - GENERAL

1.1. Title & Jurisdiction

The 2018 Fiesta ST EcoBoost Series is organised by Ford Racing UK and promoted by Ford Racing UK in accordance with the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

MSA Series Permit No – tbn

Race Status – **tbn**

MSA Series Grade – **tbn**

The organisers reserve the right to amend or vary the Sporting Regulations in accordance with current MSA Regulations at any time before or during the Series and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Series Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the Series that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2. Officials

1.2.1 Series Co-ordinator

Kevin Shortis
1 Went Hill Park,
Seaford, East Sussex,
BN25 4QD

Assistant Series Co-ordinator

tbn

Tel: 01323-895859 Mobile: 07801 594022

Email info@fordracing.eu

1.2.2 Eligibility Scrutineer

tbn

1.2.3 Series Stewards

D Furlong, D Wells, R Smith & D Walton

Any three Series Stewards will constitute a quorum. In the event of any of the Series Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Series Steward or, if deemed to be necessary, more than one alternative Series Steward.

1.3. Competitor Eligibility

1.3.1. Entrants must be fully paid up valid membership card holding members of the CSCC and in possession of valid 2018 Entrants Licences.

1.3.2. Drivers and Entrant Drivers must be fully paid up valid membership card holding racing members of the CSCC, be registered for the Series and be in possession of a valid MSA Competition (Racing) National (B) or above licences or equivalent MSA Regulation H26.1.5 or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

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

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

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qualifying and racing.

1.4. Registration

- 1.4.1. All drivers must register as competitors for the Series by returning the Registration Form with the Registration Fee to: Ford Racing UK, 1 Went Hill Park, East Sussex, BN25 4QD prior to the Final Closing date for the first round being entered.
- 1.4.2. The Registration Fee is £tbn – made payable to Ford Racing UK.
- 1.4.3. Registrations will be accepted from the 1st January 2018 until the Entry Selection for the last round.
- 1.4.5. Registration numbers will be the permanent Competition numbers for the Series.
- 1.4.6. Acceptance or rejection of registration is solely at the discretion of the organisers and/or promoters.

1.5. Series Rounds

The 2018 Ford Fiesta Series will be contested over 16 rounds at the following venues.

Rounds	2018 Dates	Venue	DH	Licence	Club

1.6. Scoring

- 1.6.1. Points will be awarded to the Competitors listed as classified finishers in the Final Results as follows:-
 - The vehicle type for the 2018 Ford Fiesta Series is as defined in the Technical Regulations.
 - Class Winner: 20 points; Second: 18 points, Third 17 points, then pro-rata placing down to 1 point.
 - Starting the race in Pole position in class, having achieved that pole in a qualifying session or qualifying race: 1 point
 - Fastest Race Lap in each class: 1 point.
 - Every competitor classified as a finisher after the first 14 places (in the class) will receive 1 point.
 - Should any competitor in the Series not participate in any of the first 12 races (or pro-rata reduction if the number of qualifying rounds is reduced) they will be eligible for any awards gained per race thereafter but any points scored will not count towards the final point's classification.
- 1.6.2. The totals from all qualifying rounds held, less two will determine the final Series points and positions. Unless subject to the application of any MSA Regulation C3.5 penalties. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall Series placing.
- 1.6.3. Ties will be resolved according to MSA Regulation W1.3.4 of the current MSA Yearbook.

1.7. Awards

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

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- 1.7.2. Per Round: Class Trophies for 1st, 2nd, 3rd
- 1.7.3. Series: Class overall - an award, Class - 1st, 2nd 3rd - a trophy.

Class Overall Champion – The Series Trophy

- 1.7.4. The organisers reserve the right to arrange and introduce additional awards/bonuses during the series.

1.7.5. Presentations

Garlands and Trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Prize money shall be posted to the Entrants (normally) within 10 days of the results of each round being declared final.

1.7.6. Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information contact: - The Inland Revenue, Foreign Entertainers Unit, 1 Princes Gate, Solihull, West Midlands, B91 3SA Tel: 0121 6062861 Fax: 0121 6062865. centre for Non-residents, standard John's House, Merton Road, Merseyside. L69 9BB. Tel: 0151 472 6488

- 1.7.7. In the event of any Provisional Results or Series Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the ORGANISERS in good condition within 7 days.

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1. Rounds

In accordance with Section C of the 2018 MSA Yearbook.

2.2. Series

In accordance with Section C of the 2018 MSA Yearbook.

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3. SPORTING REGULATIONS SERIES RACE MEETINGS & RACE PROCEDURES.

3.1. Entries

- 3.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 3.1.2. Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3. Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.
- 3.1.4. The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5. In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.
- 3.1.6 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.12. Media/Celebrity Car
It is proposed to run a Celebrity Car in the Series in 2018. It is therefore part of the Series Regulations, which Competitors accept when signing the registration document, that one place on the grid may be reserved for this Celebrity Car's participation. The car will be run exclusively to Series Regulations and will undergo normal scrutineering and race control. If following practice the car in its own right qualifies for a grid position, this will be taken up as per its practice time and grid allocation. If however, the car would not normally qualify for the grid, the last position physically on the grid is reserved for the Celebrity Car. All celebrity competitors will conform to all other requirements with regard to competition licences etc... The celebrity driver will not qualify for Series points. Therefore points will be awarded in accordance with Series Regulations following each event to remaining qualifying drivers, not taking into account the celebrity driver in the results. The celebrity driver will however be eligible for a trophy – see 1.7.2.

3.2. Briefings

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

3.3. Practice

- 3.3.1. The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths.

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3.3.2. Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Series/series criteria and the decision of the Clerk of the Course shall be final.

3.3.3. Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other Marshal Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.

3.4. Qualification

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations Q4.5. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Q4.5.3.

3.5. Races

3.5.1. The standard minimum scheduled distance shall be 12 miles but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round.

3.6. Starts

3.6.1. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green Flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2. The minimum countdown procedures/audible warning sequence shall be:

Standing Start

1 minute to start of Green Flag lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for start of Green Flag Lap.

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

3.6.5. Any drivers unable to start the Green Flag Lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

3.6.7. A 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event that the starting lights fail the Starter will revert to using the National Flag.

3.7 Race Stops

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- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

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

- 3.7.2 **Case A – Less than two laps completed by the race leader.**
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.**
The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.4 **Case C - More than 75% of race completed**
If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results declared in accordance with MSA General Regulations Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8. Re-Scrutiny

All vehicles reported involved in contact incidents during race or practice must be presented to the Scrutineers at the end of the race or practice.

3.9. Pit & Pitlane Safety

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

- 3.9.2 **Pitlane**
The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on Drivers to take all due care and drive at minimum speeds in pitlanes.

- 3.9.3 **Refuelling**
May only be carried out in accordance with the MSA Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit /Meeting.

3.10. Race Finishes

After taking the Chequered Flag drivers are required to: Progressively and Safely slow down, remain behind any competitors ahead of them, return to the pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep helmets on and harnesses done up while on the circuit or in the pitlane. All finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in exclusion from the event.

3.11. Results

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All Practice Timesheets, Grids, race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules

3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 Qualification Races

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

3.14 Operation of Safety Car

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

3.15 Mandatory Video Camera

All cars must have fitted an 1080P HD Camera video data system in a place and position which will give a forward facing view out of the vehicle to give a view of the track ahead and some of the nearside view out of the nearside passenger window. The unit will be operable at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card/method of video storage belonging to the competitor may be removed by the organisers and marked with the appropriate ORGANISERS seal and number for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the Series organiser.

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

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

4 SERIES RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post-practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of MSA Regulation C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of MSA Regulations C3.5.1 (a) & (b).

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

4.2 Infringements of Non-Technical MSA Regulations and The Sporting Regulations Issued for the Series

4.2(a) The Clerk of the Course reserves the right to impose a **'Stop-Go Penalty/Drive Through Penalty'** in accordance with MSA Regulation Q12.6.

4.2.1 As per current MSA Judicial Procedure Regulations

4.2.2 Additional Specific Series Penalties

Single Qualifying Session, Single Race

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the Series gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Race

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

Reckless or dangerous driving in the course of a meeting (see MSA Regulation C 1.1.5).

4.2.3 In order to maintain standards of conduct, the Series Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Series Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Series Stewards' enquiry, with possible loss of Series points and refusal of further race entries. **Participation is by invitation to the Series and this invitation may be rescinded at any time during the season. Where any competitor is penalised on any sporting infringement and incurs penalty points on their race licence, the clerk of the course shall notify the Series co-ordinator who will apply the following sanctions. The number of penalty points endorsed shall be doubled and that number of points shall be deducted from the competitors Series total.**

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5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read MSA Regulations Section J4.1, J5, Section Q, Section B, Nomenclature & Definitions, Section K and Section L of the 2018 MSA Competitors' and Officials' Yearbook.

5.2. General Description

The 2018 Ford Fiesta ST eco-boost Series is a one class Series for competitors participating in Ford Fiesta ST eco-boost (from MY 2013) vehicles modified in accordance with the following regulations.

5.2.2 Examination Of Vehicles

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the Series/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Series/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

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

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment.

The organisers may review the performance of vehicles within the Series/series with particular regard to newly introduced vehicles/models, after every three Series/series rounds. This may result in the minimum weight being altered for any registered model.

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Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the Series organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact in accordance with the MSA regulations E4.1.

A conversion factor of 0.454 kilos/pound rounded up to the nearest kilo or pound will be used. No other tolerance will be allowed.

- 5.2.3. It should be clearly understood that the regulations set out in the current MSA yearbook apply except where amended by the following texts.

It should also be understood that if it is not clearly specified that you can carry out a modification then you should work on the principle that you cannot.

5.3. Safety Requirements

- 5.3.1. All MSA Appendix Section K Safety Criteria Regulations apply as the current MSA Yearbook. K1.2.1 to K1.2.4 with optional bracing tubes as per Blue Book drawings only and compulsory diagonal strut with upper joint on drivers side, K2.1.2 to K2.1.3, K3, K8, K9, K10, K13.
- 5.3.2. If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.
- 5.3.3. A full harness safety belt with a minimum of 4 straps (2 shoulders, 2 waists) must be installed to MSA Regulations. It is recommended that a 5 or 6 strap safety belt is used.
- 5.3.4. Fire extinguisher - a medium capacity plumbed-in unit for discharge into the cockpit and engine compartment as defined in MSA Regulation Section K3 of the 2018 MSA Yearbook is the minimum requirement.
- 5.3.5. A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits (including starter motor and alternator) with the exception of those that operate the fire extinguishers (MSA Regulation K8). The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting preferably on the driver's side or below the rear window. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked. The preferred system recommended is the Cartek fully electronic Battery Isolator System.
- 5.3.6. For scrutineering purposes the bulkhead between the main engine bay and the area occupied by the Interior Heater and Windscreen Wiper unit will be considered as bulkhead that must be sealed.

5.4. General Technical Requirements & Exceptions

MSA Yearbook references: J4, J5, Section Q, Section B, Nomenclature & Definitions, Section K, Section L.

- 5.4.1. Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s) as appearing on the Ford Fiesta Si Production Car Specification Sheets as appropriate.
- 5.4.2. All parts must remain as Standard except for the Modification listed. The Modifications Specifically Prohibited is for competitor's guidance only.
- 5.4.3. Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturers standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturers Standard specification or to comply with MSA statutory safety requirements.

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5.5. Chassis: Standard

5.5.1. The following FIA Group N modifications and restrictions can be applied to the body shell strengthening of the suspended part in the area of the suspension pivot locations is allowed provided that the material used follows the original shape and is in contact with it.

N.B. Larger section composite reinforcement panels are not permitted.

5.5.2. Seam welding of the body shell is permitted. Only material/parts specially allowed by these regulations can be modified or removed. Removed material cannot be reused on the vehicle.

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

5.5.4. Fit front and rear towing eyes of substantial size securely fitted to the main structure of the vehicle. These towing eyes shall be made of durable flexible webbing material and shall not be solid metal which would cause damage when coming into contact with bodywork of another competing car. These should be contrasting, bright colours (see MSA Regulation Q19.1.3). The position of the towing eyes hidden by the bumper/spoiler must be clearly indicated on the outside of the bumper/spoiler.

5.5.5. Bonnet and tailgate fasteners must be fitted. Original locking devices must be rendered inoperative with the exception of the front bonnet catch, which must remain operative. The actuation lever of this catch must be extended into a visible position from outside the car and painted with Day-Glo paint. Disconnected locking devices may be removed.

5.5.6. Steering lock must be rendered inoperative and may be removed from the vehicle. Cars fitted with Safety Airbag in the steering wheel must have them removed. **CAUTION IS REQUIRED OVER THE REMOVAL OF ANY AIRBAG DEVICE. IF IN DOUBT CONTACT THE ELIGIBILITY SCRUTINEER FOR THE CORRECT METHOD OF REMOVAL.**

5.5.7. Central locking and alarm system must be rendered inoperative by the removal of the fuse or that wiring element. electric window winder mechanisms are not allowed except Fiesta ST & Class D.

5.6. Bodywork: Group N

5.6.1. Modifications Permitted:

5.6.1.1. Removal of spare wheel and tools.

5.6.1.2. Alternative steering wheel.

5.6.1.3. Non-standard driver's seat.

5.6.1.4. Removal of floor carpeting.

5.6.1.5. Removal/replacement of passenger seats.

5.6.1.6. Removal of passenger compartment heater.

5.6.1.7. Fuel and brake lines may be routed through the driver habitacle subject to provisions of MSA Regulation J5.12 & J5.13.

5.6.1.8. Silhouette
No change is permitted.

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5.6.1.9. Ground Clearance
The car with driver aboard must at all times be able to pass over a block 95 mm high x 600 mm wide situated on the car centre line without touching it. No exception will be made for low hanging exhaust systems or other items.

5.6.2. Modification Prohibited

5.6.2.1. Interior Trim and instruments:

Dash panel and instruments must be as fitted and MUST be complete with all switches, air vents, steering controls, glove box lid, steering column cowl, etc. All door trim panels must be fitted, however these may be of alternative materials but of the same shape, size and dimensions as original items.

5.7. Engine

5.7.1. Permitted Modifications

The only engine eligible is the Ford 1600cc eco-boost in its standard output.

General

No modifications to the specification of other variant of the engine are permitted except for changes specifically detailed in these regulations. The engine blow by gases must be fed into a catch tank with a containable internal volume in excess of 2 litres. All production openings into or out of the engine not used as a direct result of this change must be effectively sealed.

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

Class - as notified by the Series organiser/eligibility scrutineer.

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

5.7.1.1. Permitted modifications all classes - Baffles in the sump

5.7.1.2. All standard production engine sensors which have any influence whatsoever on the engine management system must be retained in the correct position and in working order. It is not permitted to reposition positional sensors.

5.7.1.3. Class -

The designated engine Electronic Control Unit (ECU) or any of its associated parts shall not be modified in any way (see 5.7.1.). It is not permitted to change the strength or form of any of the sensor signals to or from the ECU or ignition amplifier unit.

5.7.1.4. Fitment of additional oil cooler within the confines of the bodywork provided this does not entail modification the bodywork or radiator grill.

5.7.1.5. The choice of make and type of spark plugs is free.

5.7.1.6. Air filter

Class - The standard air filter may be replaced with tbn.

5.7.2. Prohibited Modifications.

Polishing or reworking of any part(s) including the inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head.

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5.7.3. Location:
The engine must remain in the 'as manufactured' location in terms of lateral/longitudinal/vertical axis.

5.7.4. Oil/Water Cooling Standard. The standard fan cowlings must be fitted.

5.7.5. Induction Systems:
No modifications to the throttle body or manifolds are permitted.
Air Filter – All classes. Standard Ford air filter and body may be used (see 5.7.1.6.)

5.7.6. Exhaust Systems:

Class -

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

5.7.7. Ignition Systems:
(see 5.1.7.3.)
The 'as manufactured' ignition and engine management control unit must be used. All modules may be sealed by the organisers and numbered and recorded.
The Series reserves the right to download software directly onto a competitors ECU. This software must not be tampered with or altered in any way. A nominal charge for this software will be borne by the competitor.

The organisers retain the right to provide replacement ECU at any time during any race meeting.

5.7.8. Fuel Delivery Systems:
The standard fuel delivery system must be retained.

5.8. Suspensions

5.8.1. **Class** - Standard Front and rear suspension is permitted. Shock absorbers may be adjustable. Option: fitment of designated Series AST suspension kit.
Front camber must not exceed standard

5.8.2. Spring and spring trim free

5.8.2.1. A "strut brace" may be utilised and consist of a single steel tube bolted-in strut brace between front suspension top mounting points.

5.8.2.2. Class : Option fitment of a rear "strut brace" between the rear suspension mounting points.

5.8.4. Prohibited Modifications.
No modifications may be made directly to the rear axle beam to induce camber. No alterations may be made to the front wishbones and mountings for caster or camber. The standard front anti-roll bar must be fitted and operational. It is not permitted to modify the front suspension stub axle in any way. No modifications to component mountings permitted.

5.8.5. Wheelbase/Track.
The standard wheelbase and track as defined in the specification form must be retained.

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5.9. Transmissions

5.9.1. Permitted Modifications.

Class - Standard fitted unit.

General

Modifications to increase Limited Slip differential action is expressly forbidden.

5.9.2. Prohibited Modifications

No modification permitted

5.9.3. Transmission and drive ratios.

Only Ford production parts are allowed.

5.9.3.1. A paddle clutch disc of the same nominal diameter may be fitted.

5.10. Electrics

5.10.1. Exterior lighting

All lights must be in full working order at all times with the exception of the rear number plate light and the side repeater flashers which must be present but can be non-functional. (see 5.10.3.)

5.10.2. Rear fog lights

The rear fog light must work and the on/off switch is accessible to the driver when seated in the car and ready for competition. An additional rear (Rain Lamp) must be fitted as per MSA Competitors' and Officials' Yearbook Section K5, unless the standard manufacturer fog lamp complies. The preferred unit is the FIA sanctioned Cartek LED rain light. The electronic rain light switch from Cartek is also recommended for its additional hazard warning safety feature.

5.10.3. Headlamp units

Headlamps must be in full working order. All other lights must be retained and in full working order.

5.10.4. Batteries

A 12 volt battery must be used and fitted securely. Dry cell or Gel type batteries are recommended. The battery top must be covered by an insulating cover to prevent short circuits in the case of an accident.

5.10.5. Generators

The standard alternator must be fitted and operational at all times.

5.10.6. Wiring harness

The main wiring harness cannot be modified except as required for the fitting of the battery master switch. MSA Regulation K8. A fused 12 volt supply lead may be taken from the main loom after the master cut-off in order to supply power to a Camera/Data unit but subject to provision of 5.3.5.

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

5.11. Brakes

Friction Materials – All Classes: The brake pads are free.

Permitted Modifications.

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5.11.1. **Class** - Standard callipers and brake discs must be used together and duct shields removed from the front discs. It is permissible to fit any production hydraulic wheel cylinder or pedal box cylinder as long as they fit the vehicle without modification. This includes the fitment of load sensitive rear brake correction valve, which may be made adjustable but not from within the car. The ABS as fitted must remain. Anti-slip or extension pads may be added to all foot control pedals. High quality aircraft specification flexible brake pipes are allowed subject to meeting minimum FIA Appendix J [G Technical Regulations] Safety Regulations (Art.253.3.2.). These require that all lines containing hydraulic fluid with the exception of lines under gravity head only, must have a burst pressure of 70 Bar (1000 psi) or higher according to operating pressure and a minimum operating temperature of 232 degrees centigrade (450 degrees Fahrenheit). When flexible these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

5.11.2. Brake ducting can be installed for the front brakes using the front fog lamp position in the spoiler as an air entry point. Freedom is granted to the flexible ducting behind the air collection scoop. It will be required to cut a hole for the ducting (76 mm maximum diameter tubing) in the lower front valance. Care should be taken fitting and securing the tubing especially to avoid fouling of the wheel, tyre and steering on full lock and full suspension travel. Remember brake heat can damage plastic hosing and fittings.

5.11.3. Prohibited modifications
No further modifications permitted.

5.12. Wheels/Steering

5.12.1. Permitted options

Class - Construction and material:

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

A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained. The mounting bushes for the steering rack shall be either the standard bushes or the Ford Motor Company Limited specified bushes only. Either the standard steering wheel, with the Safety Air bag fully disarmed or removed, or the alternative steering wheel (with 360° constant radius rim) and adaptor as defined in the appendix may be used.

5.12.2. Prohibited options
Until further notice, the steering wheel containing a live airbag assembly is not permitted. No other item is permitted.

5.12.3. Construction and material

Class - Construction and material

Team Dynamics/Rimstock wheel 7 x 15

Pro Race-12 Offset 35/40 mm.

5.12.4. Dimensions Wheel 15 inch dia. x 7.0 inch rim width

5.13. Tyres

5.13.1. **Dunlop**

Class Slick 185/580R 15 A46D

Wet 185/580R 15 A8W/A22W

Tyre warmers are not allowed. The organisers reserve the right to introduce a different control tyre in the following season year.

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The control tyre supplier is Mr Tyre who are the official tyre supplier to the Series on behalf of DUNLOP tyres. They will supply the correct compound as agreed with DUNLOP. No other supplier or compound is to be used. Mr Tyre may be contacted on 0121 551 2131 email dan@mrtymotorsport.co.uk .

5.13.2. The use of alternative tyres, compounds or chemicals/materials to alter tyre characteristics are prohibited.

5.14. Vehicle Weight

5.14.1. Definition: As per 2018 MSA Competitors' and Officials' Yearbook Regulations J5.15.
To exercise our right to alter weights – we reserve the right to amend the minimum weights in any class after every three cycles of races. At the start of the season the following shall apply:-

5.14.2. **Class -**
The all-up weight, including the driver, at any time during practice or an event is 1075 Kg. For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being sealed in position if required. Ballast can only be installed in the position under what would normally be the front nearside passenger seat.

5.15 Fuel Tank/Fuel

5.15.1. Types
Class - Standard production fuel tank must be retained. Additionally, an approved protective plate or tank guard must be fitted below the tank.

5.15.2. Location: The tank must be retained in its standard position.

5.15.3. Fuel: Only unleaded pump fuel is allowed.

5.16. Silencing

5.16.1. Specification
Vehicles must be silenced in accordance with MSA Regulation J5.17 & J5.18.

5.17. Numbers/Decals

5.17.1. Positions – Standard MSA specifications on bonnets and doors.

5.17.1.1. Points will only be awarded to competitors displaying Series Decals in accordance with MSA Regulation J4 on either side of the vehicle in an unobscured position.

5.17.1.2. In addition decals of the Series sponsors, the promoters, and the ORGANISERS will be required to be displayed.

5.17.1.3. All decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed unless the Series Co-ordinator has given written permission to do so. Such written permission must be available for inspection during any race meeting. The number squares ('doorplates') will be affixed as follows: one each on each front door and one further on the foremost part of the bonnet. A 'windscreen strip' will be affixed to the uppermost part of the front windscreen (see diagram Appendix 4).

5.17.1.4. Any competitor not displaying decals 'as supplied' (unless they are not available) will forfeit any points scored in the event on that day.

5.17.2. Suppliers:
Ford Racing UK, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD

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6. APPENDICES

6.1. Race Organising Clubs and Contacts:

ORGANISER. Ford Racing UK

Telephone: 01323 895859

Email: www.organisers.co.uk

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Ford Fiesta ST eco-boost Series

Registration Form for 2018

PLEASE USE BLOCK CAPITALS TO COMPLETE ALL SECTIONS

FULL NAME AS SHOWN IN YOUR COMPETITION (RACE) LICENCE

SURNAME		FORENAME(S)	
Date of birth		OCCUPATION	
Your email address			
Your Home Address			
Post Code			
TELEPHONE - HOME	DAYTIME	MOBILE	
Transponder number		ORGANISERS Membership number	
Competitor Number Choice for 2018			
<p>I wish to register for the Ford Fiesta ST eco-boost Series. I agree to be bound by the rules and regulations of the MSA, the Series regulations and commercial conditions and bulletins as subsequently issued. I acknowledge that I will have been deemed to have read the MSA Yearbook (Bluebook) and the relevant Series regulations. I enclose the registration fee £tbn - made payable to Ford Racing UK. Post to: - Fiesta ST Ecoboost Series, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD. By Signing the 2018 Registration Form, I hereby agree to rounds of the Series being substituted in the event of a cancellation.</p>			
SIGNED		DATE	
<p><i>As a registered competitor you will receive regular Series releases/bulletins. These will contain reports and information together with any regulation amendment. All Series bulletins are to be treated as official communications for the Series and are to be read in conjunction with the Series regulations and the MSA Yearbook for the season year. Such releases will be emailed and/or sent to your address above.</i></p>			
Pay by credit/debit card	Please note a £3.50 surcharge for credit card		Security no. (last three on back of card)
Card long number	From	To	
Name as shown on card			