

2026 Junior Formula 1000 Rally Championship

Supplementary Regulations

Welcome

Welcome to the **2026 Junior Formula 1000 Rally Championship**

I'd like to begin by expressing my sincere gratitude to **Tony Bilham, Tony Jackson, and Mathew Jackson** for their outstanding leadership in running the championship and for their dedicated roles within the F1000 Rally Club. Their support throughout the handover process has been invaluable to both myself and my team. The hard work and tireless effort they've invested over the years have played a significant role in shaping the future of our sport, and we deeply appreciate everything they've done to help lay the foundation for what's to come..

I'm proud to introduce myself as your new **Championship Coordinator** for the 2026 season and beyond. With a passion for rallying and a commitment to growing the sport for young drivers, I'm excited to lead this next chapter alongside a dedicated team. Supporting me in this journey will be **Harry Walshaw**, our **Northern Championship Secretary**, **Izzie Holman**, our **Southern Championship Secretary** and of course the **F1000 Rally Club**. Together, we're focused on delivering an exciting, inclusive, and competitive championship experience for all.

2026 sees an exciting new Calendar, with 10 rounds split over 8 events. Plus an Open Day event planned for September. Please see below.

I will look forward to welcoming you all to the 2026 Championship, which promises to be exciting and super competitive.

Chris Davies
Championship Co-Ordinator

2026 Events Calendar

	Date	Event	Venue
Round 1	7th February	Snetterton Junior Stages	Snetterton Race Circuit, Norfolk, NR16 2JU
Round 2	1st March	Lee Holland Junior Stages	Trac Mon, Anglesey, LL63 5TF
Round 3	22nd March	Kath Curzon Memorial Junior Stages	Pembrey Race Circuit, Llanelli, SA16 0HZ
Round 4	11th July	Mach 1 Junior Stages (Day 1)	Machrihanish Airbase, Campbeltown, PA28
Round 5	12th July	Mach 1 Junior Stages (Day 2)	Machrihanish Airbase, Campbeltown, PA28
Round 6	1st August	Heroes Junior Stages	Weeton Barracks PR4 3JQ
	TBC	Junior Open Day	TBC
Round 7	11th October	Harlech Junior Stages	Llanbedr Airfield Llanbedr, LL45 2PX
Round 8	7/8 November	Castle Combe Junior Stages	Castle Combe Circuit, Castle Comb, SN14 7QD
Round 9	21st November	Glyn Memorial Junior Stages (Day 1)	Trac Mon, Anglesey, LL63 5TF
Round 10	22nd November	Glyn Memorial Junior Stages (Day 2)	Trac Mon, Anglesey, LL63 5TF
	TBC	Prize Giving Evening	

Contents

Article 1	Announcement & Jurisdiction	4
Article 2	Registration and Membership	4
Article 3	Driver Eligibility, Licence Application & Competency Tests	5
Article 4	CoDriver Eligibility	5
Article 5	Technical Regulations	5
Article 6	Vehicle Eligibility Monitoring	12
Article 7	Tyres	13
Article 8	Non Compliance of Technical Regulations	13
Article 9	Championship and Club Officials	14
Article 10	Championship Format	15
Article 11	Classes	15
Article 12	Results	15
Article 13	Points	16
Article 14	Championship Awards	16
Article 15	Advertising & Sponsorship	17
Article 16	Testing	18
Article 17	Competing in Other Championships	18

Appendix A	Safeguarding Policy
Appendix B	Safeguarding Officer
Appendix C	Social Media Policy
Appendix D	Race with Respect
Appendix E	Conduct Without Respect Form
Appendix F	Technical Challenge Form

Roll of Honnor

Acknowledgments

Silverstone Rally School
EDSL Sport
Slideways Motorsport

Tristan Dodd
Motorsport UK
Formula 1000 Rally Club
Junior 100 Ecosse Challenge
Izzie Holman
Harry Walshaw

Anglia Motorsport Club
Pendle & District Motor Club
Garstang & Preston Motor Club
Port Talbot Motor Club
Dunfermline Car Club
Harlech & District Motor Club
Bath Motor Club
Caernarvonshire & Anglesey MC
Tony Bilham
Rhona Dickie

Rob Harris
Jim McDowall
Zach Runcie
Emma Morrison
Rob Fagg
Tony Jackson
David Whittock
Brian Hemmings
Carrie Wells
Steve Kenyon

Article 1 – Announcement & Jurisdiction

1.1 The 'Formula 1000 Rally Club' will organise and run the '2026 Junior Formula 1000 Rally Championship', known as 'the Championship' hereafter.

1.2 The Championship has been registered with Motorsport UK Ltd and will be run under the National Competition Rules of Motorsport UK (incorporating the provisions of the international sporting code of the FIA), these regulations and any subsequent bulletins.

1.3 A Motorsport UK Permit has been issued. Permit No: TBA

1.4 The Championship will be Co-ordinated by Chris Davies

1.5 The Championship will be open to all Eligible Competitor who wishes to enter, at the discretion of the organisers

Article 2 – Registration & Membership

2.1 The Championship registration fee for a Driver is £150, which is inclusive of the driver's club membership and club membership for 1 parent.

2.2 The Championship registration fee for a Co-Driver is £40, which is inclusive of club membership.

2.3 Additional Club Membership is available at £15 per additional member.

2.4 Club membership shall run from 1st January 2026 to 31st December 2026

2.5 Both Driver & Co-Driver MUST be a member of the 'Formula 1000 Rally Club' and must enter each event under the 'Formula 1000 Rally Club' to score points.

2.6 Registration in the Championship does not guarantee entry on any of the qualifying events. It is the competitor's responsibility to ensure they enter the events as per the individual events regulations.

2.7 The organiser has the right to refuse registration or exclude any registered Driver or Co Driver from the championship.

2.8 In the event of any unforeseen circumstances causing the Championship to be shortened or cancelled, the organiser may, at its discretion, refund Driver or Co Driver Registration fees after deducting an amount to cover administration costs.

Article 3 – Driver Eligibility, Licence Application & Competency Tests

3.1 Drivers must be a minimum of 14 years old to complete.

3.2 Drivers must reach the minimum height of 1.40m (140cm).

3.3 The following procedures MUST be completed to qualify for a drivers first Junior Rally Licence

3.3.1 Driver must apply for Motorsport UK Go Rallying Starter Pack which will contain material required to prepare for their BARS test

3.3.2 Junior Drivers must complete a Junior BARS examination at a licensed BARS centre. BARS examiners will be required to fill out the relevant section of the current Motorsport UK License Application form showing successful completion of the BARS course.

3.3.3 Prior to being permitted to compete in their first championship event Drivers must further prove they have competed **EITHER** Three Production Car Autotests one of which must be a Formula 1000 Rally Club organised or observed event.
If the Clerk of the Course is satisfied that the Junior Driver has completed the PCA or AutoSOLO in a competent and safe manner they may sign Junior Driver's PCA/ AutoSOLO's signature card. The PCA /AutoSOLO signature card holds a record of your PCA/AutoSOLO signatures.

To clarify- you require three Clerk of the Course signatures, plus one F1000 Rally Club Officials signature. The PCA /AutoSOLO Signature Card is available to download from www.formula1000.co.uk

3.3.4 **OR** In addition to the Motorsport UK BARS test prove they have had at least two hours 1-2-1 instruction and assessment at a Motorsport UK approved Rally School with a registered BARS instructor.

A certificate from the rally school confirming that the Junior Driver meets the level of competency required must be received by the Championship Co-ordinator.

Time spent undertaking the Junior 1000 BARS test does **NOT** count towards this requirement

3.3.5 The BARS test, and the elements listed under Article 3.3 can be undertaken in any order

3.3.6 Apon competition of article 3.3.1, 3.3.2 and ether 3.3.3 **OR** 3.3.4, Drivers are required to send the signed-off 'Motorsport UK Licence Application Form' to the 'Formula 1000 Rally Club' Membership Secretary. All forms must be completed correctly. Incomplete forms will not be processed. If you have any questions or are uncertain that you have completed your forms correctly then please contact the Championship Secretary of the F1000 Rally Club Championship Co Ordinator and they will assist as best they can

3.3.7 First-time licences are free of charge.

3.3.8 Once Issued, it is the Drivers responsibility to hold and present their Licence for inspection at signing on at any Junior Event.

3.4 For Licence renewals it is the Drivers responsibility to apply for a licence through Sport 80 (Motorsport UK) and to present the licence at signing on of any Junior event.

3.5 Motorsport UK and the organisers reserve the right to refuse or withdraw any Junior licence.

Article 4 – CoDriver Eligibility

4.1 Must hold a RS National – Stage Rally or higher-grade licence

4.2 NCR Ch.13 App.21 Art. 1.12 subject to proof of eligibility being provided, co-driver who qualify but do not hold an RS National-Stage Rally Licence may be issued with a championship registration card which will carry a notice signed by the championship secretary stating that necessary qualifications have been met and checked. This must be produced when signing on at Junior 1000 events.

4.3 Must be over 21 years old and hold a current and valid DVLA driver's licence.

4.4 Must hold a valid enhanced DBS certificate from Motorsport UK. Obtaining this is the co-drivers responsibility, this is done by contacting vetting@motorsportuk.org. The certificate must be provided to the Club Safeguarding Officer prior to the event. If this certificate will not be available prior to the rally contact the Club Safeguarding Officer for advice.

4.5 Parents or guardians CANNOT codrive for their own son or daughter, this is inclusive of step parents.

4.6 Other relatives, including siblings can codrive, providing articles 4.1, 4.2, 4.3 and 4.4 are met.

4.7 All Co-Drivers must be registered for the championship

Article 5 – Technical Regulations

5.1 Technical Regulations are set out in accordance with the Motorsport UK specified format. It should be clearly understood that if the following text does not clearly specify that "you can do it", you should work on the principle that you cannot.

5.2 The following text is in addition to National Competition Rules (NCR) Ch.7, Apps.2-10 and Ch.13, App.16.

5.3 By registering for the Championship, you are confirming that you have read and fully understood these technical regulations and you agree to be bound by them in their entirety.

5.4 If your car is prepared, repaired or maintained by a third party, it is your responsibility to ensure they are fully conversant with these regulations.

5.5 The Organiser reserves the right to change any of these rules, at any time in order to facilitate safe and fair competition. Changes will be publicised by email to all registered competitors. Details will also be posted on the Championship website. A time of 14 days will be allowed from initial notification to implementation. There will be no lenience in this time interval.

5.6 Eligible vehicles must have been manufactured on or before 31 December 2018. Unless specifically permitted by these regulations, replacement parts, whether new, used or refurbished, must be of the same specification as fitted to the vehicle when new.

5.7 **Engines**

5.7.1 Engines must be a maximum capacity of no more than 1000cc. There is no re-bore allowance. If your engine is worn or suffers a failure, then a replacement engine of the same type and of the correct capacity and of the same related model may be fitted. The fitting of a later engine from a newer model is not allowed, e.g. a Micra K11 engine cannot be fitted to a K10. If such replacement is not available, then re-boring for the purposes of relining the engine to the correct capacity and stroke is allowed. Re-boring an engine and short stroking by swapping or modifying the crank in any way to achieve the correct engine capacity is strictly forbidden.

5.7.2 Diesel engines, Rotary engines and Hybrid cars are NOT Allowed

5.7.3 Forced induction in any form is not allowed, whether engine, exhaust, electric, wind or motion driven.

5.7.4 Air filters must be fitted; open ram pipes are not allowed

5.7.5 For the purpose of these regulations models of any car differing in specification, including alternate manufacturers names, will be considered the same vehicle. K11 Micras of any age are considered the same as each other. Toyota Aygo, Citroen C1, Peugeot 107 are considered the same. Nissan Pixo and Suzuki Alto are considered the same. New model Toyota Aygo, Citroen C1 and Peugeot 108 are not considered the same vehicle as each other or their earlier model versions. VW Up, Skoda Citigo and Seat Mii are not considered the same due to the number of different body panels

5.7.6 Carburettor or fuel injection is only permitted as originally fitted to the sub-1000cc engine. This includes fuel injectors which must remain the standard injectors fitted to that specification of engine by the manufacturers; larger injectors or injectors from another model or engine are forbidden. Throttle bodies must also remain as standard and contain all the components as the car left the factory. The machining, enlarging or any other type of modification is not allowed. The diameter of the throttle body and any butterflies or bridges must remain within the manufacturer's tolerances for that model and year of car. The throttle body may not be replaced with any such item from another model of that car or any other car in the manufacturer's range

5.7.7 Fuel pumps are free

5.7.8 Adjustable fuel pressure regulators may be fitted.

5.7.9 The inlet manifold must be original and unmodified in any way. The exhaust manifold must remain standard up to the entry of the catalytic converter or other junction whichever is sooner. Vehicles must comply with NCR Ch.7, App.8, Art.1.8 in relation to fitting of catalytic converters.

5.7.10 Exhaust pipes, silencers and their routing are free from the exit of the exhaust manifold, with reference to NCR Ch.7, App.8, Arts.1.1-1.8. Exhaust by-pass systems are not allowed. All exhaust systems must comply with the relevant noise limit for the event on which you are competing.

5.7.11 It is permitted to fit a sub-1000cc engine into a car of the same model, but all other performance related parts must be from that sub-1000cc engine, e.g. when fitting a 993cc engine into a 1300cc Corsa it is not permitted to use the fuel injection from the 1300cc engine.

5.7.12 Modifications of any kind to the engine block, any internal engine parts or rotating masses are not allowed except as detailed in the Cylinder Heads section of these regulations. Non-original steel cranks or bottom ends are not allowed. Modifications such as balancing and or lightening are not allowed. The lightening or balancing of con rods and or crankshafts is forbidden. The use of non standard pistons and/or gudgeon pins is forbidden. The machining and/or lightening of flywheels is forbidden. If an engine block is no longer available for the car, e.g. classic Mini, it is permitted to machine the top of the block of a larger cc engine of the same make to bring the engine to the correct displacement as long as the bore and stroke of that engine are not changed. The machining of skirts from the bottom pistons is not allowed.

5.7.13 Oil coolers may be fitted. These must be contained within the profiles of the body, grille and bumper area.

5.7.14 Radiators may be modified and increased in either size or number. Location may be altered from the standard position.

5.7.15 Rev limiters whether electronic, fuel or mechanical are to remain unchanged from standard specification for that make and model of car. The rev limiter must operate within the manufacturer's range and limits as specified for that make and model of car. NO tolerance will be given for cars that do not comply and the penalty for this will be disqualification.

5.7.16 The drilling and or machining of any parts of the engine and any of its ancillaries other than to facilitate the application of a seal is expressly forbidden. This is deemed as lightening and includes any grinding or machining of lips, ridges or any other webs or excess metal on any engine parts.

5.7.17 Engines may be fitted with a Championship seal at the beginning of the season or at the car's first event or at another time at the discretion of the Championship Eligibility Scrutineer. If requested to do

so, Registered drivers must present their car to the Championship Eligibility Scrutineer to have an engine seal attached. To facilitate this seal, it is required that at least two adjacent head/cam cover bolts/studs be cross drilled to allow a wire seal of 1/16th inch (1.6mm) diameter to be fitted. The registered driver will be required to sign a declaration supplied by the Championship stating that the engine fitted to their car is standard, and unmodified in any way other than as specified in Article 5.7.1. If an engine seal is required to be removed for repair or maintenance purpose such as head gasket failure, then a new seal must be fitted by the Championship Eligibility Scrutineer before the next qualifying round. The registered driver must give the specific reasons why the seal/seals have been removed and sign a new declaration stating the legality of their engine. If at any time during the season an engine is found to not comply fully with these regulations, then it shall be deemed to have been non-compliant since the fitting of the seal and all championship points from the fitting of the seal up to and including that event at which the engine is found non-compliant shall be forfeited.

5.8 **Cylinder Heads**

5.8.1 It is permitted to skim the cylinder head of up to a MAXIMUM of 25 thousandths of an inch. Should a cylinder head fail after it has been skimmed then a replacement must be obtained; this may then also be skimmed within the same tolerances

5.8.2 The cylinder head must be the correct cylinder head for the make and model of the car entered. It is NOT permissible to replace the cylinder head with one from a larger engine car and or a different model of the car.

5.8.3 Any machining or polishing of any part of the cylinder head other than that detailed in Article 5.8.1 is also forbidden. In particular, any part of the inlet and or exhaust ports or chambers, the valve seats and or chambers.

5.8.4 Inlet and exhaust valves must be the standard size type and fitment for the year, make and model of car entered. Any machining, lightening or polishing of the valves or any part of the valve is forbidden. After market valves are forbidden. Valves from any other specification of engine are also forbidden.

5.8.5 Valve springs, rockers and any part of the valve operating mechanisms must be as standard fitment for the make and model of car and any aftermarket items are forbidden

5.8.6 Camshafts must be the original standard equipment camshaft(s) for the make, model and engine capacity and year of the car entered. No re-profiling of cam lobes and or bearings and or carriers is allowed. The use of aftermarket and or up-rated cam shafts is strictly forbidden.

5.8.7 It is permissible to adjust camshaft/s to bring valve timing back to standard after the head has been skimmed as per Article 5.8.1. The method of adjustment must be approved by the Championship Eligibility Scrutineer.

5.9 **ECUs**

5.9.1 Engine Control Units (ECUs) must be standard and unmodified in any way from the original ECU for the make and model of car entered other than as detailed here. However VAG Vehicles can use the 60 or 75PS ECU’s regardless of model variant.

5.9.2 The modification of any engine sensors and/or ancillary control unit for the engine is forbidden, especially to raise the rev limiter of the car, and/or fuel mapping, and/or ignition timing, and/or operating temperatures.

5.9.3 The fitting of any auxiliary and/or piggy back ECU is not allowed.

5.9.4 The fitting or installation of any electronic device or software in an attempt to increase the performance of a car is not allowed, i.e. aftermarket plug-in chips, software download or manipulation, etc. All sensors that effect engine performance or operation must remain in their original position and operate to standard manufacturer’s tolerances. No inline resistors or other device that attempts to disrupt signals to any engine sensors or ECUs are permitted

5.9.5 Removal of certain functions such as ESP, stability control, anti-yaw, traction control, ABS, immobiliser, etc. may only be carried out by the Championship’s nominated company.

5.9.6 The ECU must be securely fitted to the body or frame of the competing car or as fitted by the manufacturer as standard. The unit must be mounted using bolts or screws. No temporary fixings such as Velcro, tie wraps or double sided tape will be permitted.

5.9.7 All engine control ECUs must carry a Championship official seal at all times. If there is a need to change your ECU the reason must be given and it must have a seal re-fitted by the Championship Eligibility Scrutineer before you start the next event. The registered driver may be required to sign a declaration supplied by the Championship stating that the ECU fitted to their car is standard, and unmodified in any way

5.9.8 ECUs may be tested at any time to confirm they are standard to the manufacturer's specification. The OBD/OBD II and/or diagnostic socket may be sealed to facilitate testing at a future time. To facilitate sealing, it is required that at least two holes be drilled on opposite sides of the OBD/OBD II socket (top and bottom and close to the centre line) to allow a seal of 1/8th inch (3mm) diameter to be fitted in such a way that it prevents the socket from being accessed or ECU data interrogated. Removal of or other interference with the seal or any wiring between the OBD/OBD II socket and the ECU connector plug(s) and/or socket(s) will be taken as the ECU having been modified and penalties will be applied as per Article 5.9.9.

5.9.9 If an ECU is tested and found to not comply with these regulations in any form no matter how small and whether it provides any performance advantage or not, then the competitor will be deemed to have run that ECU since the date the Championship seal was applied and will forfeit all points scored from that date, up to and including the time the unit was tested.

5.9.10 The Organiser will at random require any competitor to run an ECU provided by the Organiser at any time during the season or at any time during an event.

5.9.11 If an ECU is suspected to infringe these regulations and is tested as per Article 5.9.8, and is found to not comply with regulations in any way other than modifications that are allowed in these regulations, and have been carried out by the Championship's nominated company, then the cost of the ECU being checked will be borne by the competitor

5.9.12 The Organiser reserves the right to attach any type of data logging equipment to a car. The data collected will be shared with the competitor. The Organiser and/or any outside expert(s) will interpret the data and decide whether any further tests are required. Refusal to allow data logging to be undertaken will result in all Championship points up to and including the date of the requirement being forfeited.

5.9.13 All cars must have the manufacturer's OBD/OBD II or diagnostic socket working and mounted in such a way that easy access is available to attach diagnostic or ECU reading equipment by the Organiser and/or any person(s) nominated by the Organiser to perform such an action.

5.9.14 The wiring loom is free and may be modified and redundant wires removed. However the engine loom wiring and connections to both ECU and ODB and/or diagnostic port must remain. Removal of wires to either of these items that results in the Organiser and/or their representative(s) not being able to communicate fully with the ECU will be taken as the ECU having been modified and penalties will be applied.

5.10 **Bodyshell**

5.10.1 The body shell of the car may be freely strengthened including roll cage and suspension areas

5.10.2 Gusset/triangulations panels (or similar), seam weld and weld on braces are all permitted.

5.10.3 Bolt-on strut braces across suspension turrets are permitted.

5.10.4 Carpets, headlinings and sound deadening may be removed.

5.10.5 All body shell panels must be of the original material as specified by the manufacturer for the age and model of the car. These panels should be of steel unless a composite material was used in the car's original manufacture. The replacement of standard steel items by composite or GRP is not allowed.

5.10.6 Additional or alternative instruments are permitted as are interior accessories e.g. intercom, trip meter etc

5.10.7 Underbody guards are permitted. Fuel tank guards are mandatory (NCR Ch.13, App.16, Art.12.10).

5.10.8 Strengthening, adding or replacement of engine and/or gearbox mounts is permitted

5.10.9 Brake and fuel lines are free and their positioning can be changed.

5.10.10 Bonnet and boot fastenings are free. All doors (except tailgate) must retain the original manufacturer's fastening and all doors must be able to be opened from inside and outside the car.

5.10.11 All glass areas MUST remain glass. The replacement by any other material than glass is NOT permitted. Glass must remain original factory thickness. All side glass must be covered with protective film as per Motorsport UK regulations.

5.10.12 A minimum of FOUR rear view mirrors must be fitted to all cars. They will consist of TWO interior rear view mirrors and two door mirrors. The standard interior rear view mirror location may be moved to allow free vision after the fitting of a roll cage, It must however be in such a position that it can be used by the driver. The second interior mirror must be fitted to the windscreen to allow the co-driver clear rearward vision whilst seated in his/her normal position. The door mirrors must be fitted in the original manufacturer's position and must be fully extended outwards at all times during a special stage. The only exception is where accidental contact with stage furniture results in a mirror(s) being damaged and/or unextended. The door mirrors must be a single pane and should be the original

equipment for the car or an equivalent aftermarket part with a surface area of not less than 100mm high and 150mm wide. It is permissible to substitute electrically operated door mirrors for manual versions on a cost basis but they must be the correct mirrors for the car and of the correct dimensions. A minimum of one replacement glass for each door mirror must be carried in the service vehicle to allow for replacement in the event of a breakage. If both door mirrors and replacements should be broken during an event then as a minimum BOTH internal mirrors must be installed to allow rear view for the driver and co-driver. In the event of a vehicle being registered prior to 1 August 1978 where only one mirror was required by law, then these cars must be retro fitted with door mirrors of the correct dimensions

5.10.13 Lightening of the body shell is not permitted, however in the interest of safety and for the purpose of fitting equipment, removal or alteration of internal trim, mountings and brackets is not considered as lightening. Bonnets, boots/tailgates and doors must not be lightened and any strengthening bars MUST NOT be moved from standard position in the vehicle or removed altogether. Trim removal and drilling to affix handles or fittings are not considered lightening. Fixings may be removed, shortened or replaced with items made from any material.

5.10.14 The dashboard and instrument panel must remain in their original positions and must not be removed. The edges of the dashboard may be cut to allow the fitting of a roll cage. The dashboard (dash top) must be the original for the car; this item cannot be substituted for an aftermarket item.

5.10.15 Indicator and wiper/washers switches must remain in the original positions on the steering column and operate in such a position. It is permitted to fit secondary switches for wipers/washers/horn that can be operated by the co-driver.

5.10.16 Heaters must be fitted in all cars and where possible should be the original item for the car. The heater specifically MUST be able to blow warm air onto the screen of the car through the manufacturer's original dash top outlets or vents. The fan MUST be able to blow with a similar force as the standard manufacturer's fan when on full speed. This system must be capable of keeping at least 80% of the car's windscreen clear at all times. This applies even if a heated screen is fitted. For cars registered after 1 January 2014 the original manufacturer's heater box must be retained in full.

5.10.17 Air conditioning systems including pumps, condensers and/or radiators may be removed.

5.10.18 The removal of the roof anti flex bar is allowed. The removal of the glove box is permitted.

5.10.19 The battery must remain fitted in the original position. The method of strapping the battery is free and the size of battery fitted is free

5.10.20 Bumpers are not classed as trim and are not allowed to be lightened. The original steel back plates, or crash bars must be fitted. The drilling of holes in the bumpers themselves and/or the steel backing or crash bars will be classed as lightening and is not allowed

5.10.21 Only factory wings or aerofoils are permitted. No aftermarket or altered versions are allowed.

5.10.22 Bonnet vents, scoops or any other modification to the bonnet area is not allowed. A bonnet vent will only be allowed if it was fitted as standard to the make and model of car entered.

5.10.23 A roof mounted vent pod is allowed.

5.10.24 Door cards must be fitted to doors; original door cards can be replaced with carbon fibre or such other parts. The original interior release handle must be retained and operational.

5.10.25 Tinted windows are allowed within the limits as laid down for a car to pass an MOT. The tinting must allow clear visibility, through all windows, if the SOS/OK board is held up within the car by either driver or co-driver.

5.10.26 The radiator grille or bumper air intakes must be fitted. It is permissible to replace these with another material to increase air flow, but they must be fitted.

5.10.27 The removal of or replacement using a lighter material of the petrol filler cap or flap is not permitted.

5.10.28 The profile of the bodyshell must remain as standard, no modification to wings or wheel arches (i.e. widening) is allowed.

5.10.29 The minimum weight of the complete car inclusive of crew and crash helmets is 1000kg

5.10.30 An exception to Article 5.10.29 is applicable for all derivatives on Micra K11, where the minimum weight is 950kg.

5.10.31 Ballast can be fitted to a car in any area to facilitate meeting the minimum weight requirement. Such ballast must be securely attached in accordance with NCR Ch.7, App.2, Art.19.2

5.11 **Brakes**

5.11.1 Pads, linings and fluids are free.

5.11.2 ABS systems may be disabled or removed. If this requires the modification of any Electronic Control Unit then this must be carried out by the Championship's nominated company.

5.11.3 All major mechanical components of the braking system must remain as standard for the make and model of car entered, or a direct bolt on replacement from another model in the range. You may fit brakes of a higher specification model, but they must not be aftermarket products

5.11.4 Extending the parking brake lever is allowed. The extension must be no more than 200mm in length and must follow the line of the existing lever (No bends). The parking brake must continue to work as per MOT requirements.

5.11.5 Hydraulic handbrakes are not permitted. No parts of a hydraulic handbrake system will be allowed to be fitted to a car even if it appears to be disabled

5.11.6 Brake bias valve may be installed however it must be positioned in such a way that neither the driver or codriver can operate said valve whilst seated and belted in the car.

5.12 **Steering**

5.12.1 Aftermarket steering racks of higher ratio than standard is not permitted.

5.12.2 Power steering may be added or removed.

5.12.3 Conversion from left to right or right to left hand drive is permitted.

5.13 **Suspension**

5.13.1 Suspension bushes may be changed for polymer material.

5.13.2 No all metal spherical, or composite or similar joints are allowed except as defined in Article 5.13.6

5.13.3 All suspension mounting points MUST be kept in the same position as standard showroom specification, other than Article 5.13.6, but may be strengthened.

5.13.4 Springs and dampers are free, however remote reservoir dampers are not permitted

5.13.5 Struts, springs and dampers may be changed for an up-rated version, but MUST be attached to the original fixing points on the car and suspension components

5.13.6 Heavy duty/fabricated strut top mounts or similar are permitted, including spherical joints. These MUST fit in the standard body shell location per NCR Ch.13, App.16, Art.6.1(a), or be fitted via 3 fixing holes drilled concentric with the original strut top mounts. Holes must be no larger than 9mm diameter each and no other metal may be removed from the body shell within a circle inscribed through the 3 holes. Any variation from or alteration(s) to the type of mounting and/or mounting point(s) provided by the vehicle manufacturer is subject to the approval of the Championship Eligibility Scrutineer and will be recorded on the Championship Vehicle Record Card.

5.13.7 Rear coil overs are permitted if the top and bottom mountings of such items mount the car body and other suspension components in the original way.

5.14 **Transmission and Differential**

5.14.1 No modifications or machining to the standard gearbox are permitted.

5.14.2 All internal parts including gears MUST be standard showroom specification for the make and model entered. The transmission unit must be complete as originally supplied by the manufacturer for the make and model of the competing car. It is not permitted to replace any transmission parts with aftermarket parts or parts from another model. This will be deemed as a specialist box and is not permitted.

5.14.3 Up-rated gear linkages are permitted

5.14.4 Replacing automatic gearboxes is permitted.

5.14.5 Limited slip or torque biasing differentials are NOT permitted.

5.14.6 Clutch linings, covers and release bearings are free.

5.14.7 Drilling or machining on any external or internal parts of the transmission, gearbox casing, differential casing or any of its ancillaries other than to facilitate the application of a seal is expressly forbidden.

5.14.8 The gearbox from a Toyota Aygo, Citroen C1 or Peugeot 108 (with final drive that is not 3.550 to 1) introduced from 27 May 2014 must not be fitted to any Aygo, C1 or 107 manufactured before this date.

5.14.9 The fitting of a Toyota Yaris final drive to any Aygo, C1 or 107 is forbidden

5.14.10 Volkswagen Up, Skoda Citigo and Seat Mii models must only use the standard gearbox with either a 3.895:1 or 4.167:1 final drive. No other gearbox is acceptable for these models

5.14.11 Uprated drive shafts and/or CV joints are permitted providing there is no modification to the gearbox output to allow this.

5.14.12 A minimum of two of the bolts securing the bellhousing to the engine block must be cross drilled to allow a wire seal of 1/16th inch (1.6mm) diameter to be fitted should the Championship Eligibility Scrutineer or the Championship Coordinator deem it necessary at any time that the gearbox be sealed for later inspection.

5.15 **Safety Equipment**

5.15.1 All cars must comply with Motorsport UK safety NCR.

5.15.2 Harnesses must be either 5 or 6 point

5.16 **Wheels**

5.16.1 Wheels are free and may be of steel or alloy material. However, the maximum permitted total width of any wheel/tyre combination is eight inches (NCR Ch.13, App.16, Art.7.3).

5.16.2 The machining or lightening of any wheel from the wheel manufacturer's specification and weight is forbidden. The centre spigot hole may be enlarged to allow fitting over the hub; this will not be classed as lightening, but the hole may only be increased sufficiently so as to make a tight fit over the hub. Over machining and adding any form of insert on the spigot is not permitted.

5.16.3 Permissible wheel sizes are as follows:
13 inch wheels with 185/60R13 tyres.
14 inch wheels with 185/60R14 tyres

5.16.4 . Use of wheel spacers is permitted up to the maximum size of 10mm, However the wheel can not protrude past the bodywork.

5.16.5 At least one full size spare wheel and tyre plus the equipment required to effect a wheel change in the event of a puncture (eg. wheel brace and fully operational jack) must be carried securely in the competing car between the Rally Start Time Control and the completion of post event scrutineering.

5.17 **Fuel**

5.17.1 Only commercially available pump fuel (petrol) will be permitted

5.17.2 Bio ethanol fuel is not permitted.

5.17.3 Only factory fitted fuel tanks are allowed.

5.17.4 All cars must be equipped with the facility to provide a fuel sample (NCR Ch.7, App.4, Arts.6.1 & 6.2).

Article 6 – Vehicle Eligibility Monitoring

6.1 Rob Harris, Jim McDowall & Zack Runcie have been appointed Eligibility Scrutineers, for the Championship.

6.2 Each competing car will be issued with a Championship Vehicle Record Card. This document will contain details of the competing car and details of measurements, Seals and any modifications approved by the Organiser. This document will be kept by the Motorsport UK Eligibility Scrutineer.

6.3 The Organiser may require any engine or transmission part or parts to be stripped for inspection. Sealing may be carried out with a view to stripping such components at a later date. Refusal to allow this will result in all Championship points up to and including the date of the requirement being forfeited. The cost of any stripping will be borne by the competitor. The Organiser also reserves the right at its sole discretion to seal any other item on a vehicle for subsequent examination as it deems fit.

6.4 Competing cars may be subject to an eligibility check at any time

6.5 Competitors may be subjected to weight checking throughout any event at any time from the Rally Start Time Control to completion of post event scrutineering.

6.6 Final drive and gearbox ratio checks will be carried out at random throughout the year.

6.7 Should the eligibility scrutineer find that a car is not eligible, or should a car or part thereof not be presented for Eligibility Examination as required, the Driver and Co-Driver concerned will be reported to the championship stewards. The minimum penalty that the stewards can apply is that the Driver and Co-Driver concerned score zero points in the championship on that event and for that event to count as one of their scoring for the championship. (NCR Ch.2, App.8, Arts. 2.3.& 2.4). It will also count as one of their scoring rounds for the Championship and cannot be used as a dropped score.

6.8 If a car is deemed to be ineligible because a sealed component does not comply, then the championship stewards will instruct that the Driver and Co-Driver concerned forfeit all relevant points in the championship retrospectively from when the Championship Stewards report that the sealing was recorded by the Eligibility Scrutineer or Club Technical Officer

6.9 The championship stewards may waive the penalty/penalties imposed under Article 6.7 and/or 6.8 if the Eligibility Scrutineer rules that the ineligibility is the result of an accident on the event.

6.10 Queries or comments about technical matters on rivals' cars may ONLY be made by the co-driver on the correct form Technical Challenge Form available on the Championship website. Any parent, guardian, team member or associate who attempts to raise technical issues in any other way, at any time, may be responsible for the junior they represent being disqualified from the championship.

6.11 Any protest regarding car eligibility must be made by the co-driver as prescribed in Ch.2, App.9 NCR. As the co-driver is over 21, they will take full responsibility for any protests the crew may wish to submit

6.12 It is the driver and co-drivers' responsibility to ensure that their vehicle complies with the Championship and Motorsport UK technical Regulations, the co-driver must always have access to the relevant papers and may be required to produce these on request. Non-compliance may incur penalties

6.13 If a junior is disqualified (excluded) from a championship event, the organiser will submit a report to the championship stewards. Following consideration of the circumstances and any further investigations they consider appropriate; the Championship stewards may determine that the event be counted as one of the scoring events for the Junior and/or Co-Driver and that a score of zero points will be applied. It may also be deemed to be one of the Juniors counting scores for the championship.

6.14 Post event Eligibility Scrutineering may be carried out at the discretion of the Championship Co-ordinator and/or Eligibility Scrutineer. Failure to attend for whatever reason, will result in the crew scoring zero points for that event. It will also count as one of their counting scores for the championship, and cannot be used as a dropped score

6.15 Any Championship official may advise the Eligibility Scrutineer but has no powers themselves within the championship on matters of eligibility

6.16 The F1000 organisers reserve the right to seal any item on a vehicle that they choose.

Article 7 – Tyres

7.1 Only tyres listed by the organisers are permitted.

7.2 For 2026 these will be the Toyo Proxes R888R (single compound)

7.3 The use of tyre warmers is not allowed.

7.4 The use of tyre softening chemicals, compounds or any type of tyre softening material is NOT allowed.

7.5 The hand cutting of any or any other modification to the tyre is prohibited

7.6 Tyres prices will be notified in a separate bulletin.

7.7 All tyres must be purchased through the nominated tyre supplier which is Tyres South Shore.

Tyres South Shore Ltd **01253 761362**
57 Cowley Road,
Blackpool,
FY4 4NE

7.8 A tyre service will be provided at all events either by the above or a nominated partner. Should there be an event where no service will be available you will be notified in advance by e-mail.

7.9 Tyres will be marked with a championship branding by the supplier.

Article 8 – Non Compliance of Technical Regulations

8.1 Competitors are reminded of the following penalties for non-adherence to Article 6

Situation/Requirement	Penalty
Engine is found to not be fully compliant with the regulations	All championship points from the fitting of the seal up to and including the event at which the engine is found non-compliant shall be forfeited
Rev limiters must operate within the manufacturers range and limits as specified for that make and model of car	Disqualification
Engine Control Unit (ECU) is found to be modified and/or non standard for the make and model of the car entered, other than as permitted by the regulations	Competitor will be deemed to have run the ECU since the date the championship seal was applied and will forfeit all

	points scored from that date, up to and including the time the unit was tested.
Refusal to allow data logging to be undertaken	All championship points up to and including the date of the requirement will be forfeited
Wiring loom and connections between/to both ECU and ODB and/or diagnostic port must not be modified	Removal or modification of the wiring loom/connections will be deemed to be modification of the ECU. Competitor will forfeit all points scored from the date of sealing, up to and including the time the unit was tested
Minimum weight of the complete car inclusive of crew and crash helmets is below the minimum permitted	Competitor will score zero points for the event at which the weighing takes place. It will also count as a scoring round for the championship and cannot be used as a dropped score
Transmission must be complete as originally supplied by the manufacturer for the make and model of the competing car	Competitor will score zeropoints for the event at which the final drive and/or gearbox ratio check takes place. It will also count as a scoring round for the championship and cannot be used as a dropped score.
Refusal to allow the organiser to have any engine or transmission pert stripped for inspection, sealed for stripping at a later date	All championship points up to and including the date of the requirement will be forfeited

8.2 Competitors must seek written approval from the Championship Co-ordinator, or person nominated by him, if they wish to break any seal. Any seal broken without the written permission of the Club Technical Officer, or person nominated by him, will result in the offending crew losing one of their scoring rounds. To clarify, 1 unapproved broken seal would result in a competitor being allowed to count their best 5 scores, 2 unapproved broken seals would mean they could count 4 scores.

8.3 Written approval from the Championship Co-ordinator or their nominated representative can be obtained in the form of paper, e mail, text or other social media or electronic mailing providing the number or name of the Club Technical Officer or their nominated representative is shown on the message

Article 9a – Championship Officials

Title	Name	MSUK Licence No (If Applicable)	Contact Details
Championship Co-ordinator	Chris Davies	224567	f1000coord@gmail.com +44 (0) 7497 254 114
Championship Secretary (Southern)	Izzie Holman		+44 (0) 7531 132 383
Championship Secretary (Northern)	Harry Walshaw		+44 (0) 7513 017 820
Eligibility Scrutineer(s)	Jim McDowall Zack Runcie Rob Harris		jim.mcdowall@btinternet.com zackyruncie@me.com robharris5@btinternet.com
Safeguarding Officer(s)	Emma Morrison		membership@dukeriesmotorclub.co.uk +44 (0) 7771 512 822
Championship Stewards	Tony Jackson David Whittock		
Motorsport UK Stewards	Brian Hemmings		
Championship Points	Rob Fagg		robert@robertfagg.com

Article 9b – F1000 Rally Club Officials

~~Title~~	~~Name~~	~~MSUK Licence No (If Applicable)~~	~~Contact Details~~
Club Chairman & Treasurer	Tony Bilham		+44 (0) 7967 383 044
Membership Secretary	Carrie Wells		
Committee Members	TBC		

Article 10 – Championship Format

10.1 The 2026 Championship will consist of the following events;

	Date	Event	Venue
Round 1	7th February	Snetterton Junior Stages	Snetterton Race Circuit
Round 2	1st March	Lee Holland Junior Stages	Ty Croes, Anglesey
Round 3	22nd March	Kath Curzon Memorial Junior Stages	Pembrey Race Circuit
Round 4	11th July	Mach 1 Junior Stages (Day 1)	Machrihanish Airbase
Round 5	12th July	Mach 1Junior Stages (Day 2)	Machrihanish Airbase
Round 6	1st August	Heroes Junior Stages	Weeton Barracks
Round 7	11th October	Harlech Junior Stages	Llanbedr Airfield
Round 8	7/8th November	Castle Combe Junior Stages	Castle Combe Circuit
Round 9	21st November	Glyn Memorial Junior Stages (Day 1)	Ty Croes, Anglesey
Round 10	22nd November	Glyn Memorial Junior Stages (Day 2)	Ty Croes, Anglesey

10.2 All rounds are on sealed, or predominantly sealed surfaces.

10.3 The date of the Awards Presentation will be announced in a championship bulletin in due course.

10.4 Best 7 results from 10 starts to count for Drivers & Co-Drivers

10.5 If the number of qualifying events is reduced to 9 or to 8, competitors shall count their 6 highest scores. If the number of qualifying events drops below 8, the number of scores to count shall be reduced by the same number of events dropping below 8 (5 to count from 7 etc.).

10.6 The Mach 1 Junior Stages and the Glyn Memorial Junior Rally are double-round events. Each day of these two-day events will be treated as separate qualifying rounds of the Championship with points awarded for each day. Day 1 points will be awarded in line with these Regulations based on the final day 1 results; similarly, points will be awarded for results based upon day 2.

10.7 The minimum number of events required to constitute a Championship is 4.

10.8 If the number of events available fails to reach this number the Organiser reserves the right to cancel the championship.

10.9 If an event is cancelled or unable to meet our requirements a suitable replacement(s) may be found by the Organiser, subject to Motorsport UK National Competition Rules.

Article 11 – Classes

11.1 All registered Drivers and Co-drivers will compete in a single Class.

Article 12 – Results

12.1 Results and updated Points Tables will be published after each round as soon as possible on the Championship website.

12.2 The final Championship Points Tables will be published on the Championship website once the Championship is complete and will be posted as provisional for seven days (NCR Ch.2, App.5, Art.2.1) to allow any enquiries or disputes to be handled.

Article 13 – Points

13.1 Points will be scored based on performance on each event.

13.2 Points will only be scored by Drivers and Co-Drivers on the designated Championship rounds

13.3 Points will be awarded as follows: 30pts for 1st, 28pts for 2nd, 26pts for 3rd, 25pts for 4th, and so on down to 2pts for 27th. All other finishers, and any competitor who started but did not finish the event, will receive 1pt

13.4 Any queries regarding Championship points must be addressed to the Championship Coordinator. There will be no fee incurred

13.5 In the event of a tie, it will be resolved in favour of the competitor who has counted the most 30s in their final Championship score, failing which the competitor who has counted the most 28s, and so on.

13.6 If Article 13.5 fails to resolve a tie, it will be decided in favour of the competitor who has counted in their final Championship score the most points from the first event in the season on which all affected competitors scored points counting towards their final championship score.

13.7 Each Driver will have a joker card to play. This will give them **Five (5)** extra points on the event they nominate to play the card. The Driver must nominate the event and inform the Championship Co-ordinator or Championship Secretary of their intention to pay the Joker before the first Junior competitor reaches MTC 1 of the nominated event. The CoDriver will score the same points as the Driver.

13.8 The Glyn Memorial Junior Rally in November shall be a mandatory score for the championship. Ie. it will count as one of your six scores. In the event of the round scoring on two days it will be the Sunday score that counts.

Article 14 – Championship Awards

14.1 Annual Awards

1st Overall	1st place Driver & Co-Driver
2nd Overall	2nd place Driver & Co-Driver
3rd Overall	3rd place Driver & Co-Driver
Pre 03 Trophy	For competitors using cars manufactured before 31st December 2003 and who uses that car for the duration of the season. The winner is the driver who places highest in the overall championship.
Rookie Trophy	An award for the highest placed Rookie in the overall championship at the end of the season. A Rookie is either a Junior new to the championship or has competed in no more than three events in the previous season.
English Trophy	A trophy for the highest placed English Driver in the overall championship who has not won an overall award. The driver is eligible for the pre 03 and rookie trophy. Must be a resident in England based on their residential postcode
Welsh Trophy	A trophy for the highest placed Welsh Driver in the overall championship having not won an overall award. The driver is eligible for the pre03 and Rookie Trophy. Must be a resident in Wales based on their residential post code.

Chris Brierley Trophy	An award presented in memory of Chris who gave so much to the championship over the years Co Driving for a number of Juniors. The award will be given to the highest placed co driver who is taking part with a junior in their first year and who has not won an overall award.

14.2 All competitors must have started a minimum of 4 championship events to be eligible for an award.

14.3 Awards may be added or deleted at the championship's discretion.

14.4 All perpetual trophies remain the property of the Formula 1000 Rally Club. These MUST be returned by 30th November 2027 or on request to the Championship Co-Ordinator.

14.5 Individual Event Awards

1st Overall	1st place Driver & Co-Driver Medal
2nd Overall	2nd place Driver & Co-Driver Medal
3rd Overall	3rd place Driver & Co-Driver Medal

Article 15 – Advertising and Sponsorship

15.1 To score championship points, competitors are required to display decals promoting both the championship and its sponsors and supporters. These decals must be fixed in specific locations as detailed in these regulations. Failure to display correctly positioned decals at any time during a championship round will result on the loss of points for that event. The decision regarding the application of points lost lie with Championship Co-Ordinator

15.2 The first set of decals will be free of charge but replacements may have to be paid for

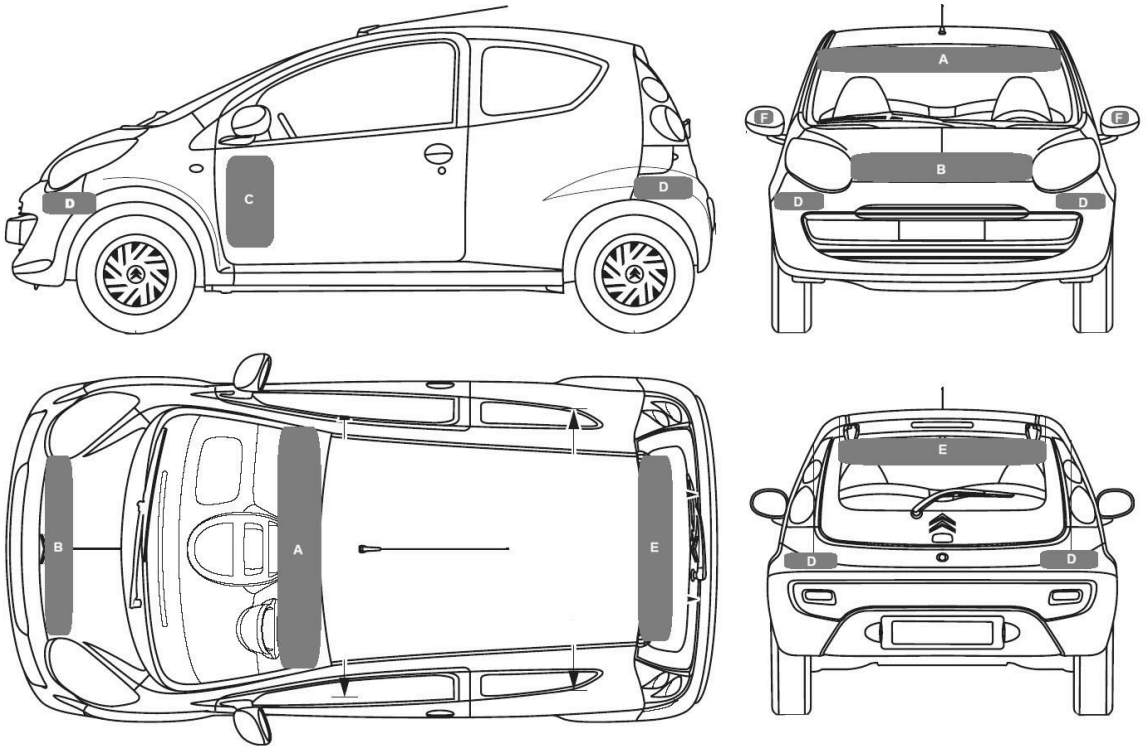
15.3 Failure to display the correct decals will not result in the Junior Driver being refused a start on the event.

15.4 The championship reserve the right to add or remove championship decals at any time.

15.5 If any decals cannot be displayed in the locations stated, the Championship Co-Ordinator may at their discretion approve an alternative location

15.6 Required Decals

- **A** Sunstrip; placed across the full width of the Windscreen.
- **B** Bonnet Decal; on the leading edge of the bonnet
- **C** Supporters Panel; at the leading edge of both the driver and co-drivers doors
- **D** Tyre Supplier Decals; 4 Stickers, 1 on each corner of the car
- **E** Championship boot or rear screen decal
- **F** Mirror Decals



Article 16 – Testing

16.1 No testing will be allowed at any venue at which a Junior is to compete after publication of supplementary regulations for a championship event at that venue. Testing is defined as driving, or being a passenger in, a vehicle at the venue to be used by a junior event

16.2 Exceptions Are

16.2.1 A junior may test at a venue after the publication of the regs if they do not enter the event.

16.2.2 If the test is arranged by the organisers of that event and/or the championship and is open to all Juniors. This test must be officiated or observed by the organiser

16.2.3 Any one to one instruction and assessment being undertaken in accordance with Article 3.3.3 or 3.3.4

16.2.4 Any structured training day organised by the championship.

16.2.5 A Sprint at the venue organised under a Motorsport UK permit

16.2.6 Subject to the event regulations or as stated in writing by the Clerk of the Course, a Junior is permitted to assist with the stage set-up of a rally in which they are entered as long as they do not drive a vehicle on the stages route.

16.2.7 Should it be determined by the clerk of the course of an event that testing has taken place in contravention of Article 16.1, the competitors involved will score zero points for that round. It will count as one of their scoring rounds for the Championship and cannot be used as a dropped score.

Article 17 – Competing on Other Championships

17.1 Competitors registered in the Championship may wish to compete in individual events in the Junior Ecosse Challenge. They can do this as a “guest” entry without registering in that championship. The following conditions apply;

17.1.1 Points for the championship may not be scored in the Junior Ecosse Challenge for “guest” appearances

17.1.2 Entries must be agreed with the Championship Co Ordinator prior to submitting and official entry for the event.

17.1.3 Cars must comply with the regulations of the respective championship in which they are registered

17.1.4 Entries must be under a recognised club for that event. Entrants may have to join an appropriate club to take part.

17.1.5 Reciprocal arrangements will exist between all Motorsport UK approved Junior Rally Championship(s)

17.2 Competitors registered for the Junior Rally Championship can register in the Junior Ecosse Challenge but this will be a separate registration and the rules, regulations and fees of the Junior Ecosse Challenge will apply

------ END ------

Appendix A - Safeguarding Policy

1. ***Club Background***

1.1 The Formula 1000 RallyClub will appoint a Motorsport UK Licenced Club Safeguarding Officer (CSO) to deal with any issues concerning Safeguarding of Children or adults at risk and notify this person to all members to Regulation A7 and G1.6

1.2 The club is responsible for running two championships within the Motorsport UK Regulations
- Formula 1000 Junior Rally Championship (for competitors aged between 14-17years old)
- Senior Formula 1000 Rally Championship

Both championships are only open to cars up to 1000cc and built to the Motorsport UK Approved Formula 1000 Rally Championship regulations.

2. ***Policy Aims***

2.1 Clearly Demonstrate our commitment to safeguarding children and adults at risk.

2.2 Promote consistent good practice that delivers a safe and positive environment for children, young people and vulnerable adults

2.3 Provide all committee members, volunteers and event personnel with the necessary information to enable them to meet their safeguarding responsibilities as set out in Government legislation and guidance

2.4 All participants regardless of age, gender, ability or disability, race, faith, culture, size, shape, language, or sexual identity have the right to be protected from abuse or harm.

2.5 All allegations, suspicions or concerns of abuse, neglect, harm, and poor practice will be taken seriously and responded to swiftly, fairly, and appropriately.

3. ***Safeguarding Scope***

3.1 Who does the policy apply to:
- Policy applies to all club members
- Volunteers at events i.e. Scrutineers, Marshals, Event Secretaries, Stewards, Clerk of Course
- Children attending the event with their siblings and parents who are not Club members but related to the competitors
- Adults who are at risk
- Parents and Guardians of the Junior competitors.

3.2 Where Does the Policy Apply:
- This Policy applies to all events associated with the Formula 1000 Rally Club including any reported incidents online or a domestic situation if reported to the safeguarding officer who will act on the information reported.

4. ***Best Practice***

4.1 The Club will ensure that all its members, whether they are coaches, parents, competitors, or officials will comply with all guidance and best practice as issued by the Motorsport UK. In summary, the following points are considered as best practice to create a safe, friendly, and welcoming environment or children:
- Adults should display high standards of personal behaviour and refrain from pursuits considered unhealthy in front of children and be good role models.
- Employees and volunteers should avoid working in isolation with children and out of sight of parents or other volunteers.
- Not drinking alcohol excessively whilst responsible for children
- Avoiding smoking in the presence of children if you are in a position of trust such as a coach or team manager.

4.2 The following are NOT acceptable and will be treated seriously by the club and may result in disciplinary action being taken by the Club, Motorsport UK, or Statutory Agencies if relevant:
- Providing alcohol to children or allowing its supply
- Humiliating children
- Making sexually explicit comments or sharing sexually explicit material
- Using obscene or foul language
- Having an intimate or sexual relationship with any child
- Inappropriate or unnecessary physical contact with a child
- Sharing the same immediate accommodation, e.g., overnight room, with children when away at events (excluding parents)

5. ***Incident Reporting***

5.1 In the event of an incident being reported to another member of the club, the incident should be reported to the Safeguarding Officer immediately.

5.2 Or alternatively during an event to the designated organising club CSO as notified in the event regulations and displayed on the event notice board. All reported incidents will be investigated and reported on the appropriate form to Motorsport UK and or statutory agencies.

Reports can be made in person or anonymously via the Safeguarding referral form from the Motorsport UK Website, following link Safeguarding - Motorsport UK - The beating heart of UK motorsport and completing the form.

5.3 If you have a concern that a child or person may be at risk of immediate harm contact The Police Via 999

5.4 Other organisations offer 24 hr helplines

- Childline 0800 1111
- NSPCC 0808 800 5000

— END —

Appendix B - Safeguarding Officer / Emma Morrison

motor sport UK





CLUB SAFEGUARDING OFFICER

Motorsport should be fun. You should feel safe, enjoy the sport and everyone should be treated with respect.

If you have a concern about the safety or wellbeing of a child or an adult at risk of harm you MUST report this to the Club Safeguarding Officer or the Motorsport UK Safeguarding Team.

Motor Club Name/Organisation:	Formula 1000 Rally Club
Club Safeguarding Officer Name:	Emma Morrison
Telephone number:	07771512822
Email address:	membership@dukeries-motorclub.co.uk

If you have a concern that a child or person is at risk of immediate harm, contact:

The Police via **999** (emergency)
Other organisations offer 24 hour helplines such as:
Childline 0800 1111
or the **NSPCC 0808 800 5000**

The Motorsport UK Safeguarding Team can be contacted on:
01753 765000 or **07851248672**
safeguarding@motorsportuk.org

Appendix C - Social Media Policy

1. ***Introduction***

1.1 Formula 1000 Rally Club recognises that social media is an important tool for all club members to engage with each other and the club.

1.2 Formula 1000 Rally Club encourages club members to use social media and other channels to promote themselves, the club, the clubs events and the sport.

1.3 Formula 1000 Rally Club provides a service to all members by actively utilising Facebook, Website and Email as well as websites to promote its work and activities.

1.4 The organisation is committed to providing a safe, fair and fun online space for Formula 1000 Rally Club members. This includes safeguarding the welfare of young people who engage with the organisation on any Social media and websites used by Formula 1000 Rally Club Formula 1000 Rally Club recognises that this policy can be continuously developed and will review this document every 2 years or after the outcome of any serious issue or incident as a result of the use of social media sites by the Formula 1000 Rally Club community.

1.5 To complement this policy, Motorsport UK has produced a Social Media Guidance document to provide the community with further information on how to engage appropriately online.

1.6 Our team closely moderates our online community across all digital platforms and ensures the interaction and engagement on our social media channels are in line with our policy.

2. ***Policy Outlines***

2.1 The social media channels managed by the Formula 1000 Rally Club members

2.2 How Formula 1000 Rally Club manages it social media channels and who is responsible

2.3 The principles that Formula 1000 Rally Club follow in monitoring all channels

2.4 Reporting procedures to follow if any abusive or illegal content or activity has been identified by Formula 1000 Rally Club members, Motorsport UK or community members

3. ***Formula 1000 Rally Club Owned Social Media***

3.1 Facebook - F1000 Rally Club

3.2 Instagram -

3.3 X -

3.4 Website -

3.5 WhatsApp -

4. ***Social Media Management***

4.1 All Formula 1000 Rally Club Committee Members will be jointly responsible for:

- The day-to-day management of any Formula 1000 Rally Club social media platforms commissioned or operated by the organisation
- Establishing acceptable standards for the privacy and moderation of the service and will work with Formula 1000 Rally Club Safeguarding Officer and Motorsport UK's Head of Safeguarding to establish any other safeguards required
- Ensuring that any club committee members, partner agencies or contractors abide by the rules and regulations of Formula 1000 Rally Club, in that any comments posted are not, or may not be conceived as: offensive, insulting, abusive, threatening, racist, discriminatory or may cause offence or harm to others, including race or club officials, members of the Formula 1000 Rally Club workforce, Motorsport UK Clubs/groups and teams or any person(s) associated with the activities of the Club or Motorsport UK
- Deciding which links will appear on the Formula 1000 Rally Club website and social media channels and the acceptability of access to other sites
- Establishing acceptable use policy and will refer to the Club Safeguarding Officer and/or the Motorsport UK Head of Safeguarding and Regulatory Counsel/Disciplinary Officer after incidents of misuse
- Manage any other key staff or volunteers who may be involved in the monitoring of any internal or third-party sites used by Formula 1000 Rally Club
- Initial interface with the Club Safeguarding Officer and/or Motorsport UK Head of Safeguarding
- Ensuring that the safeguarding expectations of Formula 1000 Rally Club are included in any third-party contracts in tandem with the Club Committee or Club Manager
- Agreeing in advance with contractor(s) privacy and safety tools including acceptable and

unacceptable behaviours
- Monitoring legally approved use of Formula 1000 Rally Club content of any third-party websites used by the club

4.2 All Formula 1000 Rally Club Committee Members will be jointly responsible for:
- Monitoring the acceptable use policy and clarify unacceptable behaviour including harassment, defamation, discrimination, abuse, bullying and obscene or abusive language, the uploading of libellous, defamatory, obscene, illegal or violent material, or depicting nudity. This list is not exhaustive, and the club may wish to add additional issues
- Referring any breaches of this policy to the Club Safeguarding Officer and/or Motorsport UK's Head of Safeguarding and the Regulatory Counsel/Disciplinary Officer, and who in turn may refer any breach of conduct obligations to the Motorsport UK National Court whether for disciplinary purposes or for an Inquiry
- If appropriate, will be the Webmaster or key monitoring staff who has contact with children and young people who interact with the club's webpage or profile

5. ***Reporting***

5.1 If you have any concerns about online behaviours, there are a number of different avenues for reporting as You can also discuss your concerns with the Club's Safeguarding Officer.

5.2 Any incidents of unacceptable behaviour including but not limited to harassment or discrimination, or the use obscene or abusive language should be reported via the Race with Respect website.

5.3 Any incidents of online bullying, abuse, grooming or other behaviours which impact on the welfare or The well-being of children or young people must be reported to the safeguarding team via email.

5.4 If you have concerns that material being posted is libellous, defamatory, or illegal, report it to the legal department via email.

—END—

Appendix D - Race with Respect

Our sport is nothing without respect

The National Governing Body's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by our commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport. The Respect Code will help to grow and strengthen the sport by making it accessible and welcoming for everyone and we cannot stress enough how important it is that it is embraced by all participants. By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

Respect **Integrity** **Fair Play** **Self-control** **Good Manners**

We therefore ask all members to pledge to #RaceWithRespect and:

Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants

Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions

Treat everyone with respect, regardless of their gender, ethnicity or socio-economic background, language, religious or other beliefs, disability, sexual identity or other status

Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters

Respect the rules, regulations and authority of the officials and Motorsport UK

Whether you are a Competitor, Parent, Official, Marshal, Team Manager, Mechanic, Spectator or any other participant in the Event it is incumbent on us all to Respect our fellow participant and to 'call out' poor standards of behaviour. Breaching the above obligations may result in disciplinary action.

Appendix E - Conduct Without Respect Form

Outline Detail:

To:_____

Date of Meeting:_____ **Venue:** _____

Summary of Disrespect: : (PLEASE SUMMARISE THE BEHAVIOUR WHICH LED TO THIS REPORT AND ATTACH ANY RELEVANT REPORTS/WITNESS STATEMENT(S)

Following investigation it is apparent that you are not upholding the values of the F1000 Rally Club Code of Conduct which is integral to the values of this Club / Championship and Rallying in general. Accordingly, the Club Committee / Championship Organiser has requested that you:

DRIVER **PARENT/GUARDIAN** **TEAM** **OFFICIAL**

Receive a verbal warning	
Receive a formal and Final warning	

IN ADDITION THIS REPORT IS BEING PASSED TO THE CLUB COMMITTEE / CHAMPIONSHIP STEWARDS WHO MAY IMPOSE FURTHER PENALTIES, WHICH COULD INCLUDE:

Suspending you from participation for one or more Championship Rounds or Club Meetings	
Exclude from the Championship or withdrawal of your membership from the Club. Teams may be forbidden to attend club meetings.	
Exclusion from the Club for 1 yr	
Exclusion from the Club for more than 1 Yr, to be decided by the committee	
Refer the matter to the Motorsport UK	

I also understand that Motorsport UK may consider whether the matter should be referred for consideration of further penalty against your licensed Entrant

THIS REPORT/NOTICE WAS ISSUED BY:

Name: _____ Signed:_____ Date:_____

RECEIVED BY:

Name: _____ Signed:_____ Date:_____

FOR REPORTS/NOTICES FOR ANYONE UNDER 18 YEARS OF AGE THE Parent/ Guardian SHOULD ALSO ACKNOWLEDGE RECEIPT OF THIS NOTICE

Name: _____ Signed:_____ Date:_____

Appendix F - Technical Challenge Form

This form has been produced to allow members to raise technical objections to other competing cars. It may only be used by the co-driver of a Junior car who must fill in the specific concern and reason for raising it.

To use this form, you must be a member of the F1000 club stating your membership number and also must print and sign the document.

Please return this form to the Championship Co-ordinator or Secretary.

Nature of Complaint/Concern

Please state your complaint detailing the specific details required to be checked and giving reasons and evidence to back your claim.

Evidence to be considered

Name:_____ Membership No: _____

Signed: _____ Date: _____

_ _

Received By: _____ Date:_____