



TECHNICAL REGULATIONS FOR MRF 1600CC CHAMPIONSHIP 2015
CLASSIFICATION, DEFINITIONS AND GENERAL PRESCRIPTIONS

ARTICLE 1: DEFINITION

ONE MAKE CHAMPIONSHIP BY MRF LTD with Technical / service co-ordination by J.A.MOTORSPORT

MRF FORMULA 1600 is open wheel, single seater formula car fitted with Ford 1600cc Duratec engines and Hewland JFR 5 – Speed Gear Box & fitted with MRF TYRES (SLICKS / WETS).

Regulations of FMSCI Technical Regulations (Homologation No: 41001 along with extensions) for all parameters will apply.

ARTICLE 2: MINIMUM WEIGHT

The car including the driver needs to meet a minimum weight of **545 kilo grams**. This weight will be checked at the end of the race by the technical scrutineers, on a designated weighing scale.

ARTICLE 3:

3.1 SET UP CHANGES

All cars will have the same setup at the beginning of every race weekend. Each car will have a copy of the base setup sheet provided by the manufacturer, which will also be posted on the notice board in the garage area.

Any changes that are expressly not mentioned in this document are forbidden.

3.2 RIDE HEIGHT

3.3 ANTI ROLL BARS - STABILIZER

All cars will run with a front and rear roll bar, the adjustments to which are free. The engineer is permitted to disconnect a link to render these roll bars inoperable. The roll bars can be removed from the vehicle so long as the minimum weight of the car is respected.

3.4 CAMBER, CASTER AND TOE

The camber, caster and toe setting for both the front and rear of the car are free as they are within the adjustment range provided by the manufacturer.

ARTICLE 5: SUSPENSION

5.1 SPRINGS:

Each car will be provided with a pair each of 800, 900 and 1000 pound springs. Each of these rates will be marked with a separate colour, the chart for which will be posted on the notice board during that race meeting.

5.2 DAMPERS:

All cars will run with Bilstein in the Front and Rear dampers as provided by the manufacturer. It is not permitted to swap the front and rear dampers around.

ARTICLE 6: WINGS

Wing flap settings are free, as long as they are within the adjustment range provided by the manufacturer. No adjustments are permitted to the angle of both the front and rear wings, which are to remain as, provided by the manufacturer.

ARTICLE 7: DOCUMENTATION

The Race Engineers will hand over all of the setup sheets, lap sheets, and any other documents related to the cars that they are engineering to a representative of J A Motorsport at the end of each race weekend.

ARTICLE 8: WHEELS & TYRES

The allotted tyres are marked by scrutineer and issued to all competitors. The scrutineer has right to check at any point of time to check for marking. Unmarked tyres are not permitted to use. In the case of any manufacture / failure issue, ON ADVICE OF TYRE TECHNICAL/ ENGINEER may be replaced with scrutineer's concurrence. The total set of tyres issued in accordance with SR.