

## Update on Adjustable Spring Platforms for Formula Junior Period E [FJ/1] cars.

Period E [FJ/1] covers FJHRA Classes A – C.

Since 2020 FJ have had their own Appendix to Appendix K, which is Appendix XIII. Written into that was the following clause;

4.4 From 01/01/2022 – The freedom and use of adjustable spring platforms on Period E [FJ/1] cars will be cancelled. The following regulations will be applicable.

Adjustable spring platforms are not permitted on Period E [FJ/1] cars unless they were a period specification for that car.

Period F [FJ/2] cars may use adjustable spring platforms.

It has been agreed between the FIA and FJHRA that this will now be revised to give another year, so it will now become applicable from 01/01/2023.

### MODIFICATION OF THE SHOCK ABSORBERS

In order to comply with the above, we have agreed the following guidelines with the FIA to enable a shock absorber with a threaded body to be modified and defined as nonadjustable.

1. The majority of the thread must be removed. The remaining thread on the shock body must be at least as long as the thickness of the spring platform, but no more than 5mm greater.
  - a. That means the platform may be positioned anywhere on the threaded portion, as examples;
    1. If 5mm thread above the spring platform, then zero below [see *fig.1* at end]
    2. If 5mm thread below the spring platform, then zero above [see *fig.2* at end]
    3. If 2.5mm thread above then 2.5 mm below the spring platform [see *fig. 3* at end]
  - b. This may be achieved by either;
    1. Machining off the thread. Not a big job!
    2. Carefully grinding or filing the thread to the point where the collar will not grip.
    3. Single or double spring bases are acceptable, but with a single base, a locking screw is recommended.
    4. Welding a fixed collar to the shock body is not recommended, but is acceptable.
    5. Spacers above the spring base or between the spring and the retaining collar are acceptable.
    6. Helper springs are not permitted.
    7. Paint the modified body to make it look period.

Alternatively, you can fit new and complete fixed platform units.

## HTP PAPERWORK- What to do;

The sections of the HTP which currently reference either in wording or photos the use of adjustable spring platforms will need to be changed.

We have agreed the following process with MSUK/FIA to update current HTP's and avoid the need (and cost) to do a whole new HTP application;

- a. FJHRA will assist with the process and will be the direct link between FJ Period E car owners and MSUK/FIA. You do not need to contact your registrar direct, unless you are in the process of a brand new / updated full application.
- b. MSUK have agreed an admin charge of £50. There is no FIA fee.
- c. Photos only need to be changed if they **clearly show** the threaded spring platforms.
- d. If new photos are required, they must be taken at exactly the same angle and with the same clarity as the ones currently in your HTP. Make sure you take the photo far enough back to fit everything in, the registrars will kindly do the cropping for you.
- e. In the majority of cases, the photo on the front page (the front  $\frac{3}{4}$  view) will not show sufficient detail to require it to be changed. However this will have to be confirmed before the amendments are submitted to MSUK.
- f. We are being given a degree of licence here, hence the wording "clearly show".
- g. Please name the photos files GBXXXX (your HTP form number) and then 1,2,3 etc.
- h. You will need to submit a copy of the front page of your existing HTP and the new photos you have taken yourself of your new non adjustable spring platforms to FJHRA at the address; [tech@formulajunior.com](mailto:tech@formulajunior.com) and they will be checked that they are of suitable quality.
- i. When the photos are OK, FJHRA will forward them to MSUK and then on to a MSUK Registrar.
- j. The MSUK Registrar will confirm the photographic evidence and check/correct the wording in the HTP accordingly. He will send the revised form to MSUK.
- k. MSUK will then forward your revised HTP on to the FIA so they have a record of the updated version in their system too.
- l. You will then be notified when this has all been completed and at that point will be asked to post your current original HTP to MSUK who will rebind and return it with the new updated pages and destroy the old ones.
- m. If the adjustable spring platform detail is clearly visible on the front page photo, there is unfortunately no alternative other than to apply for a new HTP.... we could not negotiate any concession here!!

For anyone with papers issued by other ASN's other than MSUK, we are here to help you too and check your photos, so please follow steps c. to h. above, however you'll need to contact your own ASN afterwards with the request to update your HTP along the lines of this procedure, which you can provide them for reference. Your ASN will then submit the changes directly to the FIA for approval.

Fig 1.



Fig 2.



Fig 3.



Fig 4.

