

# PUBLISHED REGULATIONS



## FORMULA JUNIOR HISTORIC RACING ASSOCIATION

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## 2026 FJHRA Historic Formula Junior Championship © Regulations

### 1. SPORTING REGULATIONS – GENERAL PROVISIONS

#### 1.1 TITLE & JURISDICTION:

The FJHRA Historic Formula Junior Championship © is organised and administered by the Formula Junior Historic Racing Association (FJHRA) in accordance with the Motorsport UK National Competition Rules (NCR) incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

**Motorsport UK Championship Permit No:** CH2026/R083 (D)

**Race Status:** Interclub

**Motorsport UK Championship Grade:** D

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

#### 1.2 CHAMPIONSHIP OFFICIALS:

1.2.1 Championship Co-ordinator: Sarah Mitrike, [formulajunior@gmail.com](mailto:formulajunior@gmail.com)

1.2.2 Championship Eligibility Scrutineer: Howard Corbally

1.2.3 Deleted

1.2.4 Championship Stewards: Alan Jones, Grant Wilson, Alan Morgan

**NCR 4.1.1.2.** The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the right of Appeal to the National Court there provided.

#### 1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants  
All entrants must be -

- a) fully paid up members of the FJHRA and
- b) Registered for the Championship and
- c) In possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers.

All Drivers and Entrant/Drivers must be -

- a) Current members of the FJHRA
- b) Registered for the Championship and
- c) In possession of a valid Competition (Racing) **Club** status licence as a minimum, with the exception of an event outside of the UK where a **National** minimum status applies.

Or

Be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (FIA ISC Article 2.3.7 applies).

- 1.3.2.1 Additionally, if participation in the Championship requires absence from education, a driver in full time education is required to have the approval of their head teacher by way of a letter stating such approval in order to fulfil registration for the Championship.

A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 Deleted

1.3.4 All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of Officials.

1.3.5 Deleted

**1.4 REGISTRATION:**

1.4.1 All Competitors must register for the Championship by completing the online Registration Form and submitting it together with the Registration Fee to the Formula Junior Historic Racing Association prior to the Final Closing date for the first round being entered.

1.4.2 The Championship Registration form is available from [www.formulajunior.com](http://www.formulajunior.com)

1.4.3 The Registration Fee is £295 – Made payable to:- FJHRA

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship season.

**1.5 Championship Events:**

The Championship will be contested over 13 Rounds across 7 Events as follows:

Round:	Date:	Circuit:	Organising Club
R1:	May 1 <sup>st</sup> – 3 <sup>rd</sup>	Donington Park*	Motor Racing Legends / MSV
R2+3:	May 23 <sup>rd</sup> – 24 <sup>th</sup>	Mallory Park*	CMMC
R4+5:	June 19 <sup>th</sup> – 21 <sup>st</sup>	Brands Hatch GP*	Motor Racing Legends / MSV
R6+7:	July 24 <sup>th</sup> – 26 <sup>th</sup>	Silverstone GP*	Silverstone / BRDC / HSCC
R8+9:	August 29 <sup>th</sup> – 31 <sup>st</sup>	Oulton Park*	HSCC / MSV
R10 +11:	September 25 <sup>th</sup> – 27 <sup>th</sup>	Spa*	Roadbook
R12+13:	October 10 <sup>th</sup> – 11 <sup>th</sup>	Silverstone National*	HSCC

\* subject to valid track licence

1.5.1 Deleted

1.5.2 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art. 4.

## 1.6 Scoring:

1.6.1 Points will be awarded within each class, except to those competing in the Invitation Classes, irrespective of the number of starters (subject to paras 1.6.3 and 1.6.4) to Competitors listed as classified finishers in the Final Results as follows:-

Position	Points
1 <sup>st</sup>	10
2 <sup>nd</sup>	8
3 <sup>rd</sup>	6
4 <sup>th</sup>	4
5 <sup>th</sup>	3
6 <sup>th</sup>	2
All other finishers	1

1.6.3 The totals from all qualifying rounds less three (if there are 14 or more rounds) or less two (if the number of rounds is from 8 to 13) or less one (if there are less than 8 rounds) will determine final championship points and positions.

1.6.4 In the event that the number of cars that qualify to start in a qualifying round in any class is less than 4, then subject to para 1.6.4, the points to be awarded in that class shall be reduced as follows;

3 starters	2 starters	1 starter
1 <sup>st</sup> 8 points	1 <sup>st</sup> 6 points	1 <sup>st</sup> 4 points
2 <sup>nd</sup> 6 points	2 <sup>nd</sup> 4 points	
3 <sup>rd</sup> 4 points		

1.6.5 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.6 If under the provisions of para 1.6.3 any car shall prima facie be subject to a reduction in points then further calculations shall be effected as follows;

1.6.6.1 Firstly, if the reduction concerns any car in Classes A, B1 and B2 then (for the purpose of this calculation only) the positions of these 3 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)

1.6.6.2 If the reduction concerns any car in Classes C1, C2 and C3 then (for the purposes of this calculation only) the positions in these 3 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)

1.6.6.3 If the reduction concerns any car in Classes D1 and D2 then (for the purposes of this calculation only) the position of these 2 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)

1.6.6.4 If the reduction concerns any car in Classes E1 and E2 then (for the purposes of this calculation only) the position of these 2 classes shall be amalgamated and any car whose points would have been

reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)

- 1.6.6.5 Secondly if the reduction concerns any car that has been placed in the first six positions overall in any race then the reduction shall not result in points being awarded for that race that would be less than the points to which that car would have been entitled if points had only been awarded overall and not by class (and without any reduction).
- 1.6.6.6 For the avoidance of doubt, any car which qualifies to start in a Championship race but which is itself ineligible for Championship points shall not count as qualifying to start in determining the number of starters in that class for Championship points
- 1.6.7 If two races are run at any one meeting for all the classes then both races shall count for Championship points for that meeting.
- 1.6.8 If two races (or more) are run at any one meeting for separate classes, then the supplementary regulations shall stipulate which race or races shall be a qualifying race for each class and championship points shall be awarded accordingly. If any class is split between two Championship races at one meeting, the supplementary regulations shall stipulate which race is the primary race for Championship points, but in any event the total number of cars in that class which qualified to start for both races shall determine the number of starters in that class for Championship points. Any car finishing in a race which is not designated as a championship race for that class shall score one point, but the overall race positions shall be unaffected and the organizers may still award trophies for non championship classes in that race.
- 1.6.9 If two (or more) Championship races for separate classes are run at any one meeting and a Driver scores points in more than one race, then they shall count their best score in the overall position of the Championship but both (or more) scores shall count in the individual class positions of this Championship.
- 1.6.10 If a dead-heat exists in a Championship Race, the following steps are to be taken
- I The Driver of the older car will have priority.
  - II Should the dead-heat persist, a dead-heat will be declared between the Drivers concerned.
- 1.6.11 If a dead-heat exists in the final classification of the Championship, whether Overall or in any class, the following steps are to be taken according to the following order of priority:
- I A Driver who has driven one car throughout the season will take precedence.
  - II Should the dead-heat persist, precedence will be given to the Driver awarded the greatest number of 10, then 8, then 6, (and so on) points obtained in each of the qualifying Championship races in accordance with the provisions of the preceding paragraphs
  - III Should the dead-heat persist, a dead-heat will be declared between the Drivers concerned.
- 1.6.12 Competitors not registered for the Championship may be permitted on an individual event basis and will:
- I be deemed "Guest Competitors" and placed in the Invitation class
  - II not score points and for the purpose of points scoring will be ignored
  - III not qualify for Event awards
  - IV comply with the eligibility criteria as prescribed in Article 1.3 above with the exception of 1.3.1(II) and 1.3.2(II) as appropriate.

## 1.7 AWARDS:

Event Awards:

- 1.7.1 Podium: There will be a podium presentation at the end of each race, where the top three overall will each receive an award presented by the competition organiser. The Invitation Class does not qualify for overall positions.
- 1.7.2 Class Awards: An award will also be given to 1<sup>st</sup> in each of any other classes (A-E) taking part, other than the overall winning class, except the Invitation Class, and to 2<sup>nd</sup> and 3<sup>rd</sup> place in each class (A-E), subject to 3 and 4 cars (respectively) having qualifying to start in that class.
- 1.7.3 Championship Awards: Subject as hereinafter provided:
- I A Trophy (to be held for 1 year) to the overall winner and to the winner of each class A, B, C, D, and E presented by FJHRA, and
  - II Trophies (to be retained) for the first three places in each of the classes A, B1, B2, C1, C2, C3, D1, D2, E1 and E2 presented by **Silverline**
  - III No driver who has qualified to start in less than 3 Championship rounds shall be entitled to a Championship Trophy.
- 1.7.4 **Presentations:** Winners awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class awards will be presented at the Class presentation ceremony in the FJHRA paddock.
- 1.7.5 DELETED
- 1.7.6 **Title to all trophies / awards:**  
If Provisional Results or Championship Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow them to be reallocated. All Championship Annual Trophies belong to the FJHRA.

## 2. CHAMPIONSHIP EVENTS & RACE PROCEDURES

### 2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Event Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Event Organisers in writing. NCR Ch. 3 App. 11 Art 1.1l applies.
- 2.1.4 The Entry Fee for each event shall be specified on the FJHRA online entry system.
- 2.1.5 In the event of any competition being oversubscribed at the official closing date, the starters and reserves will be selected as follows;
- 2.1.5.1.1 Firstly in equal numbers from each of the ten Formula Junior classes. If an equal number of cars in each class cannot be achieved (except in the case of insufficient numbers in any one class), the order of priority shall be Classes A, B1, B2, C1, C2, C3, D1, D2, E1, E2. If at any time between the selection at the closing date, and the start of the competition a car is withdrawn, such car shall be replaced by the first reserve from that class in priority to any other class.
- 2.1.5.1.2 In the case of insufficient numbers in Class E2, then (but not otherwise) the next car from Class E1 in order of selection shall stand for selection as a starter as if in (place of) Class E2 (but for no other purpose) and selection shall continue taking two cars from Class E1 in order of priority as aforesaid in 2.1.4.1)
- 2.1.5.1.3 The selection of a second choice from Class E1 shall be restricted to the intent that when selection for the maximum number of starters that are permitted for that track shall be completed, no class shall have less than 4 cars selected where there are 4 or more competitors entered for selection, and Class E1 shall be reduced accordingly (but not to less than 4).
- 2.1.5.1.4 Secondly the selection in each class shall be from among those Drivers who have already scored points in the current Championship and secondly from among those Drivers who scored points in the Championship of the previous season, the order of priority being determined in each case (separately) by the number of points scored. In the case of equal points and in the case of Drivers who have not already scored points in either the current Championship, or the Championship of the previous season (as the case may be), the order of priority shall in each case be determined separately by the order of times set in the official qualifying session. In any case where there are more reserves either on equal points or no points, than can take part in the qualifying session according to the track limit, the order amongst these cars shall be determined with priority given inter se in order of receipt of entry.
- 2.1.5.1.5 In the case of any Class F, Class G or Class H entry being received, if it is received before the closing date, and the Championship round is not oversubscribed, it shall have a confirmed entry. If the entry is received before the closing date and the Championship round is oversubscribed, it shall become last reserve of the entries received before the closing date (or if more than one then with priority in order of receipt.)

2.1.5.1.6 Entries may be received after the official closing date subject to approval by FJHRA. Any entry received after the closing date will not take precedence over any entry received prior to the closing date. All entries received after the closing date, in the case of oversubscription, will be reserves in the order of receipt of entry, regardless of class

1.1.6 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

## 2.2 BRIEFINGS:

Organisers must notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings. Any Written briefing is an Official Document.

## 2.3 QUALIFICATION PRACTICE

2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Any driver who has not previously raced on the course in its current configuration within the preceding 24 months must complete at least 3 practice laps in the car to be raced by the driver, in order to qualify. (NCR Ch.12 App.6 Art.3)

2.3.3 If there is more than one round at an event, the grid positions for both Race One and Race Two will be drawn up according to the classification of the qualifying session

## 2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art 9.1) (1.6.5. above applies)

## 2.5 STARTS:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a Standing start unless otherwise stated in the event Final Instructions.

### **Standing Start**

The minimum Countdown procedures/audible warning sequence shall be:-

- I 1 minute to start of Green Flag – Start Engines/Clear Grid
- II 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
- III After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start.
- IV A five second board will be used to indicate that the grid is complete.
- V The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.

### **Rolling start.**

The minimum Countdown procedures /audible warning sequence shall be:

- I 1 minute to start of Pace Lap – Start Engines/Clear Grid
- VI 30 Seconds – Visible and audible warning for start of Pace Lap.
- VII The cars will be led around the circuit by a Pace car for a lap (or more if specified in the Final Instructions) in a two by two formation.
- VIII If the Clerk of the Course is satisfied that the cars are in a correct formation, after completion of the Pace Lap the red lights will be on and the vehicles must approach the start line in Grid

order with the pole driver setting the pace. The red lights will be switched off to indicate the start of the race.

- IX Competing cars must then hold their position and speed until the red lights at the Start Line are extinguished denoting the start of the race. No overtaking or changing direction of any cars is allowed prior to crossing the Start Line.
- 2.5.3 Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag/Pace 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.
- 2.5.4 Any drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art 6.11. In addition, any driver unable to maintain grid positions on Green Signal Lap, to the extent that ALL other cars are ahead of them, may complete the green signal 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.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

## 2.6 SESSION RED SIGNAL

Should the need arise to stop any race or practice, red signals will be displayed at the Start line and at all 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. **Marshals** should revert to displaying yellow flags to indicate to **Drivers** the particular location of any incident hence supplementing the Light Panels.

Cars should not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped. All cars in the pitlane during a red flag period must take any restart from the pit exit.

## 2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2 **Pit Lane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 **Refueling:** May only be carried out in accordance with the NCR Ch12 App 11 Art 2, the Organising Club Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Event.
- 2.7.4 **Speed Limit:** Pit Lane Speed Limit will be 60 Km/h.

## 2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- I progressively and safely slow down
- II remain behind any competitors ahead of them
- III return to the Pit Lane Entrance/Paddock Entrance as instructed
- IV comply with any directions given by Marshals or Officials

- V keep helmets on and harnesses done up while on the circuit or in the pitlane.

## 2.9 RESULTS:

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. (NCR Ch.3 App.6 Art 1.4).

## 2.10 TIMING MODULES:

All cars must be fitted with a working Motorsport UK approved transponder. Failure may result in competitors not being accredited with a qualifying time or being disqualified from the result as per NCR 12.6.2.2

No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

**2.11 QUALIFICATION RACES:** If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

**2.12 OPERATION OF SAFETY CAR:** The safety car will be brought into operation and run in accordance with NCR Ch 12. App.8 Art.2

## 2.13 ONBOARD CAMERAS:

The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident, during the event.

NCR Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

## 2.14 DATA LOGGING:

- 2.14.1 The following must not be fitted to the car during any part of an official competition, either in qualifying or during a race:
  - 2.14.1.1 Any form of driver/chassis logging whether to acquire technical information from the car or for other purposes
  - 2.14.1.2 Any data acquisition systems which require any wired connection to any part of the car, or any wireless connection to any of the car's systems
  - 2.14.1.3 Any form of GPS and/or camera with built-in GPS which may be used to record the above.
  - 2.14.1.4 Any form of in-car lap timing systems
- 2.14.2 Except for official time-keeping purposes, radio communications between cars and pits are forbidden.

### 3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
- 3.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Disqualification from further participation in the Championship and referral to Motorsport UK.
- 3.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

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#### 4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with NCR Chapter 2 and these Championship Regulations.

##### 4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.1.21.

4.1.2 Arising from post race Scrutineering:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.2 (a) + (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2 App.8 Art. 2.2(c).

##### 4.2 Specific Championship penalties as set out in the Supplementary Regulations:

4.2.1 The Clerk (s) of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with NCR 12.10.2. There is no right to appeal any such penalty.

4.2.2 Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license in accordance with Motorsport UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another Championship event then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third event, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.

## 5. TECHNICAL REGULATIONS

### 5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK 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.

**If you are in any doubt check with the Eligibility Scrutineer**

### 5.2 GENERAL DESCRIPTION:

**Eligible Cars:** The Historic Formula Junior Championship is open to original single seater racing cars complying with Formula Junior (1958-1963) and 500cc Formula 3 (1946-1962).

All cars shall hold a valid FIA HTP; HSCC VIF issued prior to 2025; or 500 OA VIF

All documentation must be available at events entered, produced at scrutineering and when required at post-event checks.

#### CLASS STRUCTURE

- Class A. Front-engined Formula Junior cars fitted with Fiat or Lancia engines and built to race before 31.12.1960 (FIA Category FJ/1A).
- Class B1 Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A). (FIA Category FJ/1B) fitted with engines of 1000cc or less.
- Class B2 Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A). (FIA Category FJ/1B) fitted with engines of 1100cc or less but in excess of 1000cc.
- Class C1 Rear-engined Formula Junior cars built and raced (or officially entered to race) before 31.12.1960 (FIA Category FJ/1C) fitted with engines of 1000cc or less.
- Class C2 Rear-engined Formula Junior cars built and raced (or officially entered to race) before 31.12.1960 (FIA Category FJ/1C) fitted with engines of 1100cc or less but in excess of 1000cc.
- Class C3 Rear-engined Formula Junior cars fitted with Fiat or Lancia engines and both built and raced before 31.12.1960
- Class D1 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2D), and fitted with drum brakes on all four wheels, as original specification and fitted with engines of 1000cc or less.
- Class D2 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2D), and fitted with drum brakes on all four wheels, as original specification and fitted with engines of 1100cc or less but in excess of 1000cc.
- Class E1 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2E), and fitted with a disc brake or brakes, other than those cars complying with Class E2
- Class E2 Rear-engined and front-engined Formula Junior cars fitted with engines other than Ford or fitted with Ford engines and a 4 speed gearbox of the original make and type as fitted in period built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2E) and fitted with a disc brake or brakes.

BY INVITATION ONLY, cars which in the absolute discretion of the Club are deemed to be within the spirit of Formula Junior, to have a high standard of presentation and construction and which comply with one of the following criteria:-

- Class F. Formula 3 500cc cars built and raced prior to 31st December 1962 (FIA Category F3/1).
- Class G1. Non-series production Formula 3 1000 cc cars built and raced between 01.01.1964 and 31.12.1965 (e.g. North Star, Lova, Barnett, Greenwood, Belgica) and series production Formula 3 1000cc cars fitted with sidedraft or two- stroke engines built and raced between the same dates.
- Class G2. Non-series production single-seater open wheel Formula 2 1.5 litre cars built and raced between 01.02.1956 and 31.12.1960 (e.g. Smith, Fry, H.A.R. Lister, Laystall, Lola-Smith).
- Class G3. Single-seater racing cars which were built to the rules of the Monoposto Register and which competed

in that specification in races run to the Monoposto Formula (Class A and Class B) between 1st January 1958 and 31st December 1965.

- Class G4. Single-seater racing cars fitted with the Ford 1172 engine built and raced to that specification between 01.01.1958 and 31.12.1963 in races for the 1172 Ford Championship of Ireland.
- Class G5. Rear-engined single seater racing cars fitted with V.twin motorcycle engines greater than 900cc and less than 1100cc unsupercharged built and raced to that specification in races between 01.01.1947 and 31.12.1958 (e.g. Cooper, Kieft, C.F.S.)
- Class G6. Single seater racing cars not exceeding 250cc built and raced to that specification between 01.01.1954 and 31.12.1962 to the rules of the 250 Motor Racing Club.
- Class G7. Racing cars built and raced between 01.01.1963 and 31.12.1969 to the specification of R.A.C. Formula 4 (up to 250cc) and Formula 4/2 (up to 650cc) [NOT Formula 4/4 - 875 cc Imp engines].
- Class G8. D.B. Monomil single seater racing cars.
- Class G9. Cisitalia D.46 Single Seater racing cars
- Class G10. Single seater racing cars greater than 500cc and not exceeding 1100cc [except USA-1300cc] unsupercharged built to a recognised National Formula in USA, Canada, Italy, Germany, Morocco or France and raced to that specification between 01.01.1946 and 31.12.1964
- Class G11. Lotus 20 racing cars with bodies converted by Jim Russell for use in the film "Grand Prix" but otherwise complying with the specification of Formula Junior (FIA category FJ/2)
- Class G12. Formula Junior Cars designed in Period and constructed to Formula Junior Specification to that design, but after period (e.g. Cosworth)
- Class H Single seater racing cars not covered by classes A to G (which may include original series production FIA Formula 3 1000cc cars built between 1964 and 1970 and with make of engine as originally fitted to that chassis) which in the opinion of the Club should be invited to participate in any one particular race.
- Invitation Entries for cars not registered for the Championship may be accepted subject to individual approval from the Club or Eligibility Scrutineer.

### 5.3 SAFETY REQUIREMENTS:

All Articles of NCR Chapters 7 and 12 will apply as relevant. Ch. 7 App.2 Art. 16 and Ch. 7 App.4 Art's 2, 3,& 4 are not mandatory.

### 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1 All vehicles (except Class G.12) must comply with their Identity Documents [FIA HTP; HSCC VIF issued prior to 2025; or 500 VIF] and must also comply with either Section 3.5 of the FJHRA Technical and Eligibility Regulations in force at 1<sup>st</sup> January 2026 (available to download from the FJHRA Website [www.formulajunior.com](http://www.formulajunior.com)), or for Class F cars, with the 500 Owners Association ("500 OA") Technical Regulations.
- 5.4.2 All vehicles (except Class G.12) must have been built to race in period and subject to any variation specifically permitted by the FJHRA Regulations race in that specification.

### 5.5 CHASSIS:

As the car's FIA Identity Documents (if any); and/or as originally constructed.

### 5.6 BODYWORK:

As the car's FIA Identity Documents (if any); and/or as originally constructed.

### 5.7 ENGINE

As the car's FIA Identity Documents (if any) and (in the case of Class F only) in compliance with the Eligibility and Originality Standards of the 500 OA; and/or as originally fitted to that vehicle in period; or (in the case of Class F) an

identical model in period.

The cylinder-head re-manufactured to the specification of the Ford Cosworth105E/109E cylinder head by Richardson to replace the original cylinder heads of the same specification is not permitted for Classes A, B and C. Any car which would otherwise be eligible for these classes but for the Richardson head shall be admitted to Class D

## 5.8 SUSPENSION

As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle in period.

## 5.9 TRANSMISSIONS

As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle in period.

## 5.10 ELECTRICS

As the car's FIA Identity Document (if any) and (in the case of Class F) in compliance with the Eligibility and Originality Standards of the 500 OA; and/or as originally fitted to that vehicle in period.

Electrical Systems must be fitted with suppressors as required by the wireless Telegraphy Regulations.

## 5.11 BRAKES

As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle or any identical model in period. Hydraulic pipes may be replaced by Aeroquip or similar.

## 5.12 WHEELS/STEERING

As the car's FIA Identity Document (if any); and/or as originally fitted (or as near as possible, similar) in period.

## 5.13 TYRES

Eligible Tyres will be as follows:-

Classes A, B, C, D & E as per FIA Appendix K ('L' Section 204 compound CR 48 or CR65 tread).

Class F as per FIA Appendix K (Dunlop Vintage R5 tread or earlier tread).

Class G.1. 'L' Section 204 compound CR65 tread

Class G.2. As per FIA Appendix K (Dunlop Vintage R5 tread or earlier)

Classes G.3. & G.4. 'L' Section 204 compound CR48 or CR65 tread

Class G.5. As per FIA Appendix K (Dunlop Vintage R5 tread or earlier)

Class G.6. 'L' Section 204 compound CR65 tread, or earlier, or Dunlop Vintage R5 tread or earlier

Class G.7. 'L' Section 204 compound CR65 tread

Class G.8. Dunlop Vintage R5 tread or earlier or Michelin X

Class G.9. As per FIA Appendix K (Dunlop Vintage R5 tread or earlier)

Class G.10. & G.12. 'L' Section 204 compound CR65 tread, or earlier or Dunlop Vintage R5 tread or earlier Class

G.11. 'L' Section 204 compound CR 65 tread

Class H 'L' Section 204 compound CR65 tread (or in accordance with the regulations of the Formula applicable to that car but in the case of any car of F3/2 (FIA F3 1000cc) only Dunlop tyres).

## 5.14 WEIGHTS

5.14.1 As the car's FIA Identity Document (if any); and/or

5.14.2 Classes A, B, C, D & E in accordance with the original Rules of Formula Junior (1958-1963).

5.14.3 Classes F, G & H - In accordance with the rules of the applicable Formula to that car or (if not specified) to that car's original specification.

## 5.15 FUEL TANK/FUEL

5.15.1 **Fuel Tank:** As the car's FIA Identity Document (if any); and/or in accordance with FIA Appendix K.

5.15.2 Fuel:

- Classes A, B, C, D & E – Permitted fuel in accordance with Ch.8 App.1 Art.1.7.a or fuel complying with Ch.8 App.1 Art.1.7.b
- Classes F, G.5 and G.6. - Permitted fuel in accordance with Ch.8 App.1 Art.1.7.a or Methanol

Class G.1,G.2, G.3, G.4, G.7, G.8, G.9, G.10, G.11, G12 and H. Permitted fuel in accordance with Ch.8 App.1 Art.1.7.a or fuel complying with Ch.8 App.1 Art.1.7.

## 5.16 SILENCING

As per NCR 7.8.2.4b silencing is not mandatory, but if designated mandatory by the event or circuit regulations, then the noise limit is 108db.

## 5.17 NUMBERS AND CHAMPIONSHIP DECALS:

- 5.17.1 Numbers must be displayed as per NCR 7.10. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.
- 5.17.2 Individual sponsor's decals are limited to two per vehicle, dimensions and limitations as per 6.1.8 and 6.1.9. *of the National Competition Rules (NCR)*
- 5.17.3 All competing cars must display at least two FJHRA badges, one on each side of the car, together with championship or race sponsor stickers as required. Failure to display the required stickers by an individual competitor may result in the withholding of championship points and corresponding awards.

## 6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK.

### 6.1 RAE ORGANISING CLUBS & CONTACTS

#### FORMULA JUNIOR HISTORIC RACING ASSOCIATION

4 Wool Road, London, SW20 0HW

(T) 07871046031 email: [formulajunior@gmail.com](mailto:formulajunior@gmail.com)

Website: [www.formulajunior.com](http://www.formulajunior.com)

#### Championship Representatives

Chairman

Competition Secretary

Technical Delegate

**Duncan Rabagliati**

**Sarah Mitrike**

**Grant Wilson**

PUBLISHED



## APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:  
[Motorsportuk.org/racewithrespect](https://Motorsportuk.org/racewithrespect)  
 #RaceWithRespect

### The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I 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, ethnic or social 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, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.