

FORMULA JUNIOR HISTORICS NORTH AMERICA REGULATIONS AND BY-LAWS

1.0 PURPOSE

To promulgate throughout North America the preservation and use of Formula Junior cars raced in the years 1958 through 1963. The FJHNA is an association that sets technical specifications of Formula Junior historic race cars. The FJHNA awards recognition of achievement at the end of each calendar year through a points system.

2.0 INTRODUCTION

2.1 Table of acronyms

Abbreviation	Definition
FJHNA	Formula Junior Historics North America
F.I.A.	Fédération Internationale de l'Automobile
VMC	Vintage Motorsport Council
FJ	Formula Junior
BoD	Board of Directors
EC	Event Chair
SCCA	Sports Car Club of America
HTP	Historic Technical Passport

2.2 Preamble

Formula Junior in North America has a continuous history since the very inception of the formula. After the natural end of the FJ in 1963, for a number of reasons, the makeup of these cars mutated from the original specifications of the intended formula. The revitalization of Formula Junior went through fits of starts and a gradual loss of interest over the post 1963 years not only in North America, but throughout the world as well.

Through the efforts of key people in Europe, Australia and England, Formula Junior has experienced a strong renaissance, one which has held firm and grown to levels of participation not seen since the inception of Formula Junior back in the day.

Part of the reason for this successful surge in countries other than North America was the acceptance of well defined standards that brought back not only the joy of FJ exclusive grids, and as a result more even competitive playing fields, but also the rapidly growing economic value of cars conforming to these historic standards.

With the assistance from some FJ owners in the United States as well as abroad, the FJHNA was formed to share in this resurgence not only to broaden racing grids of FJ cars in North America but also set standards so as to be able to become part of the FJ world at large and so, increase the pleasure of meeting like-minded racers throughout the world. In so doing members of the FJHNA will be able to race on some of the most exciting and exotic racing tracks in the world, setting the stage for lifelong friendships and irreplaceable memories. Reciprocally, racers in other parts of the world will be drawn to participate here in North America enjoying similar benefits on world renowned tracks.

The FJHNA regulations set forth here have been forged with input from current North American, European and British FJ protagonists. In an effort to promote participation of all FJ owners in North America, FJHNA has created a Non - Conforming class with the ability to accumulate points and awards in that class. It is the hope that these non conforming cars will gradually modify their cars back in line with F.I.A. standards. In so doing, these non-conforming racers will add another significant dimension to their racing experiences by being permitted to race anywhere in the FJ world as well as maintain, and even augment, the economic value of their cars.

For the years 2013 through 2015 , in order to acclimate North American drivers to these regulations, most of the more detailed regulations will be suspended and only the most egregious violations of the regulations (engine greater than 1100cc, non Dunlop hard compound tires for example and weight) will place a car in the Non-Conforming class. Also, possession of an HTP for these years will not be required.

2.3 HTP

The Historic Technical Passport has several functions. Firstly, it ensures that a car complies with the specification of the car it purports to be. Secondly, it aids in identifying a potentially unsafe situation in the car. Thirdly, the presentation of the HTP abroad will allow participation and proper classification in those events. Fourth, it acts

as a log book, tracking the participation of the car in events through the years. Fifth, it increases the value of the car by memorializing the aforementioned.

Lastly, as an added benefit there is a growing tendency throughout VMC member organizations to streamline technical inspection at events by establishing a Pre-Tech certification, valid for three races run without any contact. This initiative has taken shape so as to eliminate the all too often cursory tech inspection at races as a result of tech inspectors rushing to get all cars inspected prior to a race. These Pre-tech certifications give more time for relaxed preparation for a race on the part of the driver and, more importantly, allows for a more thorough and unhurried inspection of the safety of the car prior to events. This virtually eliminates the chance of being turned away from a race due to unsafe conditions and the subsequent anguish of being sent home without racing.

3.0 FJHNA SPECIFICATIONS

Cars of the Formula Junior type are one seat racing cars, whereof the fundamental elements were derived from a touring car in the period recognized by the F.I.A. during the years of 1958 through 1963, which had a minimum production of 1000 cars in twelve consecutive months. The cars have a continuous history since that period, and adhere to the original formula set forth in the year of manufacture.

In North America, various FJ cars raced over last 60 years utilizing SCCA regulations with minor and major modifications to the original F.I.A. Formula Junior rules. In the spirit of Historic Formula Junior (1958 to 1963) cars modified according to SCCA regulations are outside of the scope of FJHNA.

3.1 CHASSIS

- 3.1.1.A Wheelbase - Minimum of 2000 mm
- 3.1.1.B Track - Minimum of 1100 mm
- 3.1.1 C Width - Maximum of 950 mm (measured outside)
- 3.1.1.D Weight - Minimum 400kg with an engine of 1100cc capacity or less and 360kg with an engine of 1000cc capacity or less. The above-mentioned weights shall be measured with the car in running order, i.e. with all accessories required by these regulations, but with dry fuel tanks.
- 3.1.1.E Chassis must follow the original design and local chassis strengthening is permitted only for safety concerns .
- 3.1.1.F Suspension shall not be adjustable unless originally manufactured in this form.

3.2 ENGINE

- 3.2.1.A Must be of a type used in a car classed by the F.I.A in the touring category and built before 31 December, 1963
- 3.2.1B Number and position of ports must be as the original touring car
- 3.2.1C The cylinder capacity of the engine can not exceed 1100cc in the case of a car weighing a minimum of 400kg and 1000cc in a car weighing 360kg.
- 3.2.1.D It is not permissible to use an engine possessing one or more overhead camshafts.
- 3.2.1.E It is not permissible to change the number of or position of crankshaft bearings.
- 3.2.1.F It is not permissible to change the location or number of camshafts.
- 3.2.1.G Although not a period item for some cars, in the interest of safety (avoiding engine failure during the heat of racing) and economy, dry sumps are permitted in all vehicles so long as it's fitment does not increase engine performance.
- 3.2.1.H An engine cover must be fitted and must be adequately fastened.
- 3.2.1.I Machining, polishing and balancing of the engine parts is authorized.
- 3.2.1.J Piston design is left to the discretion of the driver.. Pistons may be altered, or alternative pistons may be used.
- 3.2.1.K The use of steel main bearing caps is permitted but the centers of the mounting holes must remain in the original location.
- 3.2.1.L The use of higher grade fasteners is permitted. This must be read in conjunction with specific prohibitions listed below.
- 3.2.1.M The camshaft is left to the discretion of the driver, but must remain in the manufacturers original position and be the sole means of operating the push rods and valves.
- 3.2.1.N Rocker ratio is left to the discretion of the driver..
- 3.2.1.O Compression ratio is left to the discretion of the driver., but due consideration should be made to the grade of fuel required by the regulations.

- 3.2.1.P The increase of the compression ratio through machining the cylinder head or block, or using a thinner gasket or doing without one, is authorized.
- 3.2.1.Q Gasket material is left to the discretion of the driver..
Modern multi layer steel (MLS) head gaskets are acceptable.
- 3.2.1.R It is not permitted to alter the stroke of the crankshaft.
- 3.2.1.S It is not permitted to use non iron cylinder heads and/or engine blocks unless they were homologated in period.
- 3.2.1.T It is not permitted to use pistons that utilize any form of modern coating, e.g. ceramic, Xylan/DLC, PTFE (Teflon) or any thermal barrier, low friction, anti-scuffing or similar coating.
- 3.2.1.U It is not permitted to use roller rockers.
- 3.2.1.V It is not permitted to use light alloy (aluminum, titanium) valve spring caps/retainers. The material must be magnetic.
- 3.2.1.W It is not permitted to use any titanium parts.
- 3.2.1.X It is not permitted to use the ribbed (multiple V-belt) drives for the water pump.
- 3.2.1.Y It is not permitted to use an engine management system.

3.3 GEARBOX

- 3.3.1.A Must be that of an F.I.A. recognized touring car built before December 31, 1963
- 3.3.1.B The number and ratio of gears is free.
- 3.3.1.C Hewland Mark VI and Mark VIII are acceptable alternative gearboxes.

3.4 BRAKES

- 3.4.1.A. Must be the same type and design as supplied by the constructor for the type of car when manufactured.
- 3.4.1.B Lining material is free.

- 3.4.1.C Iron rotors of period dimension and specifications are mandatory (I.E. no vented, drilled or carbon)

3.5 FUEL SYSTEM

- 3.5.1.A The fuel system and principle of aspiration, whether it be by carburetor or fuel injection, must be the same as the car from which it is taken. It is strongly recommended, that cars retain the original make, model and type of carburetors as fitted in period, but subject to the further provisions, it is permitted to use a Weber carburetor of period specification to replace an SU or AMAL carburetor. Replica replacements and parts as per original specification are permitted.
- 3.5.1.B The maximum permissible size of carburetor, when a pair of twin side draughts are used is 40 e.g.. 40DCOE.
- 3.5.1.C The maximum permissible size of carburetor when a single twin choke side draught carburetor is used is a 45.
- 3.5.1.D The maximum permissible size of carburetor when a pair of SU's are used is 1 1/2 inch.
- 3.5.1.E The maximum permissible size of carburetor when a single SU carburetor is used 1 3/4 inch.
- 3.5.1.F Air filters are optional.
- 1.3.5.G Chokes (throat), inlet trumpets, needles and jets sizes are left to the discretion of the driver.
- 3.5.1.H The type and specification of the fuel pump/s utilized is left to the discretion of the driver..
- 3.5.1.I Fuel lines must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakage, etc.) and internally against all risks of fire.
- 3.5.1.J Any fuel lines or tubes that may carry fuel passing through the driver/passenger compartment must be protected and, if non-metallic, must be internally or externally metal braided hydraulic pressure hoses or fuel lines complying with F.I.A. Appendix J Article 253 3.2. They may only be joined by screw sealing joints or vehicle manufacturer approved joints.
- 3.5.1.K Leaded or unleaded race fuel as supplied by the track or mandated by the organizer is permitted. Non track or organizer fuel with methanol or oxidizers is prohibited.

- 3.5.1.L With the exception of 2-stroke engines, additional lubricating compounds, not exceeding 2% by volume, may be added to the fuel.
- 3.5.1.M Compounds, which are added to fuel to replace lead, may be added if commonly available from commercial retailers. The addition of these compounds must not raise the octane value of the unleaded fuel beyond the limit of what is available at the track or what is mandated by the organizer.
- 3.5.1.N The fuel must be commercial available gas, which comes from a service station pump, without any additive other than that of a lubricant on current sale.
- 3.5.1.O Only air may be mixed with the fuel as an oxidant.
- 3.5.1.P Inlet manifolds can be of alloy, steel or stainless steel and can be of cast or welded construction.
- 3.5.1.Q All quick release (Monza type) fuel caps protruding outside the silhouette of the bodywork must be fitted with a secondary device to prevent accidental opening.
- 3.5.1.R It is recommended that all cars are fitted with a one way safety valve in the filler neck as close as possible to the fuel tank(s).
- 3.5.1.S It is not permitted to use the Weber 42DCOE or the equivalent size of carburetor from any other manufacturer.
- 3.5.1.T It is not permitted to use the Cosworth/Richardson down draught F3 MAE head. It is only permitted to use down draught carburetors on those cars so fitted in period (e.g. Terrier T4 S2 or Ausper T4).
- 3.5.1.U Forced induction, fuel injection and external slide throttles are prohibited.
- 3.5.1.V The fuel tank must not exceed the originally specified capacity.
- 3.5.1.W It is not permitted to relocate the position of the fuel tank.
- 3.5.1.X Safety (bag) tanks over 5 years may be used if inspected for 2 more years.
- 3.5.1.Y All fuel cells have to be date "stamped". The onus is upon the driver to prove that the cell is "in date". If the certificate or the manufacturers plate is not available, then the competitor must be prepared to remove the cell in order for the date printed on the walls of the cell to be checked.

- 3.5.1.Z All cars must be fitted with an FIA FT-3 or newer fuel cell. The cell must be inspected biannually and the HTP so noted by a FJHNA approved official.

3.6 STARTER

- 3.6.1.A The car must have an automatic starter

3.7. WHEELS

- 3.7.1.A Should be of the type originally fitted.
- 3.7.1.B Must be no less than 13 (thirteen) inches in diameter.
- 3.7.1.C Non Original wheels and replicas are permitted only if they conform to the general aesthetic outline of the car and are period correct

3.8. TIRES

- 3.8.1.A Must utilize racing tires with a profile of 61% or more calculated on the manufacturers sizing rims
- 3.8.1.B Only Dunlop "L" series and "M" section tires of 204 compound are acceptable.
- 3.8.1.C If it can be shown that correct tires are not made, a 78 series DOT approved tire of period design may be substituted
- 3.8.1.D Molded tread patterns must be used at all times and tread width can not exceed 155mm

3.9 BODYWORK

- 3.9.1.A Body must conform to the original design and made of the same materials as used when the car was first manufactured.
- 3.9.1.B Application of advertising decals other than the car manufacturers official emblem and the FJHNA sponsor are prohibited unless in original livery.
- 3.9.1.C It is not permitted to substitute aluminum bodywork for G.R.P. bodywork or vice versa.
- 3.9.1.D It is not permitted to add additional air ducts, scoops or blisters.

3.9.1.E No carbon fibre, Kevlar or composite is permitted in any of the bodywork structure.

3.9.1.F No aerodynamic devices may be fitted

3.10 REAR AXLE

3.10.1.A It is not permissible to utilize a self locking differential or any form or locked axle.

1.3.10.B It is not permissible to utilize a torque biasing differential

1.3.10.C It is not permissible to utilize a limited slip differential

3.11 BATTERY, CIRCUIT BREAKER

3.11.1.A All cars must be equipped with a circuit breaker. The circuit breaker, when operated, must stop the engine and isolate all electrical circuits with the exception of those that operate fire extinguishers. The location of the circuit breaker must be identified by a red spark on a white-edged blue triangle (12cm base) and the 'On' and 'Off' positions clearly marked.

3.11.1.B The battery earth lead should be identified by a yellow marking.

3.11.1.C Batteries must be protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.

3.11.1.D Any wet batteries in the driver compartment must be enclosed in a securely located, leak-proof container.

3.12 PIPELINES, CABLES AND ELECTRICAL EQUIPMENT

3.12.1.A All pipes carrying liquid coolant must be clearly marked with red paint, red tape or red heat shrink tubing to give a warning the pipeline is carrying potentially scalding fluid. Joints should be avoided in the driver cockpit; screwed hose clips may only be used in conjunction with a suitably swaged pipe.

3.12.1.B It is strongly advised that no fluids shall pass through the chassis tubes in a space frame vehicle.

- 3.12.1.C All wiring should be secured and well protected to reduce the risk of fire from electrical shorts.
- 3.12.1.D Cars must be equipped with an internal switch that is capable of isolating all electrical circuits (excluding any controlling the fire extinguishers) and completely stopping the engine. The operating switch must be positioned so that it can be operated by the driver when normally seated with seat belts fastened.
- 3.12.1.E If a camera/video recorder is carried, the fitting of such equipment must be in position at the time of scrutineering and specifically approved by a scrutineer and the race organizers to not represent an obstruction to the driver's line of sight or pose any danger to another driver. Proper tethering equipment must be used.

3.13 FIRE EXTINGUISHER

- 3.13.1.A All cars must be equipped with a semi-automatic (driver operated) fire extinguisher system, discharging into the engine and driver's compartment.
- 3.13.1.B All plumbed-in extinguisher systems must be in 'ARMED' condition at all times while on track
- 3.13.1.C Extinguishers systems should have the weight of the extinguishant, the operating mechanism and the integrity of the cylinder checked and serviced biannually at a minimum and be noted in the logbook. The tare weight of the unit must be marked on the cylinder.
- 3.13.1.D The capacity, type of extinguisher, tare weight and date extinguisher was last checked must be visible on each extinguisher:
- 3.13.1.E All extinguishers must be adequately protected. Their mountings must be able to withstand a deceleration of 25g. Furthermore, in the case of hand held manual extinguishers only quick-release metal fastenings, with metal straps, will be accepted. It is mandatory to have two straps, which either bolt or screw to hold the fire extinguisher to the bracket, i.e. large jubilee (worm drive) clips.
- 3.13.1.F BCF and Dry powder extinguisher is prohibited.

3.14 OIL CATCH TANKS

- 3.14.1.A Cars must have any engine oil tank breather or overflow tube venting to atmosphere, led into catch tanks which have a minimum capacity of 2 liters to prevent oil spilling onto the track.

3.15 SEATS

- 3.15.1.A Original seats are often found to be of inadequate construction. You are recommended to regularly check, strengthen or replace this component with one with a better specification.

3.16 THROTTLES

- 3.16.1.A Additional external throttle return springs must be fitted, one per bank of throttles. The engine must be equipped with a positive method of throttle closing by means of external spring/s so that in the event of failure of any part of the throttle linkage the throttle(s) are sprung closed.

3.17 REAR-VIEW MIRRORS

- 3.17.1.A All cars must have at least two mirrors mounted so that the driver has visibility to the rear and both sides of the car. The mirrors shall have a minimum total glass area of 14 in² (90 cm².)

3.18 WINDSCREENS

- 3.18.1.A The screen must be to the original size and it may be made of rigid transparent plastic. The screen may be trimmed or added to for driver safety.

3.19 ROLL OVER PROTECTION STRUCTURE (ROPS)

- 3.19.1.A All cars must be fitted with a roll over protection structure

- 3.19.1.B The top of the rollover hoop must be at least 5 cm above the driver's helmet when the driver is sitting in normal driving position.
- 3.19.1.C It is recommended that the width of the roll bar is at least 38 cm, measured inside the roll bar between the two pillars forming the sides of the hoop. It must be measured, horizontally and parallel to the driver's shoulders, at a distance of 60 cm (following the driver's spine) above the base of the seat's rigid shell.
- 3.19.1.D The tubing must be bent by a cold working process and the center line bend radius must be at least 3 times the tube diameter. If the tubing is oversized during bending, the ratio of minor to major diameter must be 0.9 or greater.
- 3.19.1.E The tubes and brace(s) must have a diameter of at least 1.38 inches (3.5 cm) and at least 0.090-inch (2 mm) wall thickness and should comply with Appendix Z SCCA GCR.
- 3.19.1.F Only tubes with a circular section are authorized.
- 3.19.1.G The tubes and brace(s) must have a diameter of at least 1.38 inches (3.5cm) and at least 0.090 inch, (2 mm), or 14 SWG wall thickness.
- 3.19.1.H The material should be molybdenum chromium SAE 4130 or DOM structural seamless tube (or equivalent in DIN, NF, etc.) or cold drawn low carbon seamless steel tube.
- 3.19.1.I There must be at least one brace from the top of the bar rearwards at an angle not exceeding 60° to the horizontal or two facing forward. The upper insertions of which must not be further than 6 inches below the top.
- 3.19.1.J Braces must be attached to the main hoop not more than one six inches from its summit. Such braces must not impede the exit of the driver from the car.
- 3.19.1.K The diameter and material of the brace must be the same as those of the roll bar itself. In the case of the use of two braces, the diameter of each of them may be reduced to 26mm external O.D. and 20 mm I.D. or 1" x .090" - [3mm wall thickness (10 SWG)].
- 3.19.1.L Removable connections between the main hoop and the brace must comply with Appendix K drawings K-39 to K-49.
- 3.19.1.M Forward fitted braces are allowed, but they must not obstruct the entry or exit of the driver.

- 3.19.1.N Welding must be carried out along the whole perimeter of the tube.
- 3.19.1.O Any bolts used should be of a sufficient minimum diameter, according to the number used. They must be a minimum of Grade 8.8.
- 3.19.1.P Aluminum alloy rollover hoops are prohibited.
- 3.19.1.Q Extensions added above the main structure to increase the height are forbidden.
- 3.19.1.R Tubes must not carry fluid or any other item.

3.20 HEADRESTS

- 3.20.1.A A headrest/head restraint must be fitted and located such that the drivers head/helmet is restrained and cannot move past it under rearward forces, or be trapped between the roll over bar and the head restraint. It is recommended that it be within 5cm of the driver's helmet when they are normally seated.

3.21 HEAD AND NECK RESTRAINT SYSTEM

- 3.21.1.A The use of a head and neck restraint system is advisable.

3.22 ARM RESTRAINT SYSTEM

- 3.22.1.A. The use of an arm restraint system is advisable.

3.23 SAFETY BELTS

- 3.23.1.A Use of a five-point seat belt is a minimum. All seat belts used must be in date and currently homologated by the F.I.A.

3.24 TOWING-EYES

- 3.24.1.A Cars should have clearly visible towing points marked and identified, preferably in yellow. This towing point can be the top of the roll bar.

3.25 STEERING, REMOVABLE WHEEL

- 3.25.1.A While it is preferable to retain the original period steering wheel; an alternative steering wheel of different diameter and/or style may be fitted.
- 3.25.1.B. Although not a period item, in the interests of safety “quick release” steering wheel hubs are permitted.
- 3.25.1.C. Steering columns consisting of a single piece may be replaced by columns having universal joints or telescopic devices for safety reasons providing that all original functions remain.

3.26 RED REAR LIGHTS

- 3.26.1. All cars must be equipped with a working, red warning “rain light” facing rearwards. This warning light must be fitted with a bulb of a minimum of 21 watts, with a surface area minimum 20cm² and must be located within 10 cm of the center line of the car. An alternative light unit of equal or enhance constant luminosity or LED lights that are either homologated by the F.I.A. Where LED lights are used, at least 90% of the elements must be operational.

3.27 FRONT AND REAR SUSPENSION

- 3.27.1 Shock absorbers with independent adjustment for bump and rebound (DOUBLE ADJUSTABLE) are not permitted
- 3.27.2 Gas filled or gas pressurized shock absorbers are not permitted.
- 3.27.3 Aluminum bodied shock absorbers are not permitted

4.0 CLASSES

For the years 2013 through 2015, the following classes will be utilized for the points **system**.

- 4.1 FJ1 FJ cars that have a front engine. Racing Members obtaining points in FJ1 cars are eligible to compete for the “Walt Hansgen Star” and will have the right to display on the bodywork of their car a decal attesting to said accomplishment.
- 4.2 FJ2 FJ cars that are rear engined and possess drum brakes. Racing Members obtaining points in FJ2 cars are eligible to compete for the “Pedro Rodriguez Star” and will have the right to display on the bodywork of their car a decal attesting to said accomplishment.
- 4.3 FJ3 FJ cars that are rear engined and possess disc brakes. Racing Members obtaining points in FJ3 cars are eligible to compete for the “Pete Lovely Cross” and will have the right to display on the bodywork of their car a decal attesting to said accomplishment.
- 4.4 FJNC Non Conforming FJ race cars. Cars not in compliance with regulations for that calendar year. This class is not eligible for any awards and will cease to exist in 2015.

5.0 COMPLIANCE

- 5.1 All FJ cars must comply with the technical regulations set forth in section 1.3 of this document in order to be in compliance
- 5.2. It is prohibited to place disc brakes on a FJ car that was not supplied with the car in the year of manufacture. FJ cars found with this configuration will be relegated to the Non Conforming class.
- 5.3. It is prohibited to race with an engine of greater capacity than 1100cc.
- 5.4. It is prohibited for a car weighing less than 400 kg to race with an engine capacity of greater than 1100cc. FJ cars found with this configuration will be relegated to the Non Conforming class and will not be able to participate in the point system.

6.0 SCRUTINEER

- 6.1.A In order for a race to qualify for points, if possible the FJ EC will appoint a FJHNA approved scrutineer to act as the final arbiter of compliance and classification of cars in their respective groups. A log book or HTP will suffice in proving compliance.

6.2 It will be the scrutineer's duty to oversee, either if requested by another racer or if the scrutineer deems it appropriate, that weight, brake configuration and engine capacity are within compliance.

6.3 If the scrutineer requests the racer to verify compliance to FJ rules, it is the responsibility of the racer to comply with the request of the scrutineer. Failure to do so will result in forfeiture of all points received prior to that date. Should removal of the cylinder head be required, this will be done after all racing has been completed for the event.

6.4 If the scrutineer ascertains any violations, points attained by that driver for that race will be forfeited.

6.5 It is not the scrutineer's responsibility to deem a car safe to race. It is the responsibility of the scrutineer representing the sanctioning body of the race to ascertain the race worthiness of a FJ race car. It is the responsibility of the FJ racer to see that he/she complies with the race worthiness and safety standards of the sanctioning body of the race.

7.0 Point Participation Rules

7.1 Participants must be a Racing Member of FJHNA in good standing in order to participate in the points awards.

7.2 Racers must hold a current racing license in good standing. from a racing club recognized by the VMC

7.3 It is up to the club sanctioning the race to verify if racers are under suspension by the VMC. Any racers under suspension that submit participation forms in order to qualify for points will be eliminated from the points standing.

7.4. In order to qualify for competition in the national event(s), each driver must participate in at least one local FJ event. Racers may compete in as many local races as they desire.

7.4.1 A local FJ event is one with a grid of at least 10 FJ cars competing.

7.4.2 Cars in the FJNC group will not be eligible to participate in the points system and will not be eligible to receive an award.

7.5 Points are awarded in each FJ category. All local races have the following point value:

1st: 25 points

2nd: 18 points

3rd : 15 points

4th : 12 points

5th : 10 points

6th : 8 points

7th : 6 points

8th : 4 points

9th : 2 points

for taking part in a local race : 1 point

7.5.1 The point values for the national race(s) will be worth 2 times the point value of local races.

7.6 A transponder is mandatory on a car in order to receive points for a race.

7.7 The Regional VP will submit a signed track transponder sheet listing the finishing race positions of all participants.

7.8 If less than 75 per cent of the race distance has been completed, half points are awarded (rounded to the next highest whole number) and if less than two laps have been completed, no points are awarded .

7.8 In computation of championship points, there will be an award for first place in each class (except non-conforming). In the event of a tie, the award will be shared by both competitors.

7.9 A competitor may attempt to achieve awards in more than one class in a calendar year

8.0 Race Schedule

8.1 Races are divided into local and one or more North American race(s)
The regions for local races are:

8.1.1 Northeastern - Includes all the New England states, New York, Pennsylvania and New Jersey.

8.1.2 Southeastern - Includes Delaware, Maryland, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Florida,

Georgia, South Carolina, North Carolina , Virginia and the District of Colombia.

- 8.1.2 Southwestern – Includes the states of Louisiana, Arkansas, Missouri, Oklahoma, Kansas, Colorado, New Mexico and Texas.
- 8.1.3 Northwestern - Includes the states of Ohio, Indiana, Michigan, Illinois, Wisconsin, Iowa, Minnesota, Nebraska, South Dakota and North Dakota.
- 8.1.4 Far West – Include the states of Montana, Wyoming, Utah, Arizona, Nevada, Idaho, Washington, Oregon, and California.
- 8.1.5 Canada - All of Canada
- 8.1.6 Mexico - All of Mexico
- 8.1.7 Championship Race (Annual) – There will be an annual championship race that all will be eligible to enter. In order to qualify for the point system, participants must have earned at least one participatory point in a regional race.

END