



2020 Sprint Regulations

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1 - Entry

1.1 – The Javelin Trackdays Sprint Series & Japanese Sprint Series are open to Hatchback, Saloon, Coupe & Sports vehicles with vehicles needed to be of Japanese origin to take part in the Japanese Sprint Series Championship. Single Seaters, Aero, Spaceframe & Specialist (i.e. Caterham/Westfields) type vehicles are accommodated within the T89 Class T Championship which spans across the JTSS & JSS calendars and has its own set of regulations.

1.2 - Drivers must have a full, valid driving licence for the class of vehicle being used. MSA/MUK race licences may be used as proof of competence but does not count as a competition licence for our events.

1.3 – An IOPD Competition Licence is required for every entrant; this can be purchased on the day (cash only) by simply filling in the application form, £10 per event or £20 for the year.

1.4 - Entries will close at Midnight on the Wednesday before each event. Entry after this time will not be permitted and cancellations/exchanges will not be possible. Any vehicle changes must be approved from the organiser prior to the event.

1.5 - Championship registration costs £10 and must be booked via the website prior to the event in order to score points, they will not be awarded retrospectively.

1.6 - Competitors are issued with a pair of competition plates for their first event which must be clearly displayed as supplied on the side of the vehicle at all times throughout the event. Replacement numbers are available at extra cost and must be ordered no later than one week prior to the event; vehicles without these numbers will not be permitted to run.

1.7 – Sponsor stickers may be given out at signing on that are relevant to series you are taking part in, these must be displayed on your vehicle throughout the event.

2 – Class Structure

Javelin Trackdays decision on assigned class is final and all vehicles will be inspected at scrutineering to make sure they are assigned correctly. Javelin Trackdays reserves the right to move entrants into a different class at will if we feel it is a better fit to the series. All power bands assume clubman saloon/hatchback levels of preparation and performance, exceptionally high spec/low weight or heavy cars may be assigned to a different class at the discretion of the organiser.

Class Overview

J01P – Pro

J01S – Road Registered Supercars 500+bhp

J02 – Over 2000cc (451 - 500bhp)

J03 – Over 2000cc (401 - 450bhp)

J04 – Over 2000cc (351 - 400bhp)

J05 – Over 2000cc (301 - 350bhp)

J06 – Over 2000cc (251 - 300bhp)

J07 – Over 2000cc (Under 250bhp)

J08 – 1801cc to 2000cc (Over 210bhp)

J09 – 1801cc to 2000cc **Spec2**

J10 – 1801cc to 2000cc **Spec1**

J11 – 1601cc to 1800cc **Spec2**

J12 – 1601cc to 1800cc **Spec1**

J13 – 1351cc to 1600cc **Spec2**

J14 – 1351cc to 1600cc **Spec1**

J15 – 1001cc to 1350cc **Spec2**

J16 – 1001cc to 1350cc **Spec1**

J17 – Under 1000cc **Spec2**

J18 – Under 1000cc **Spec1**

Z – Guest

Engine Modifiers

Forced Induction (Turbo/Supercharger) = +40% cc

Rotary Engine = +50% cc

Sports Limit = Sports vehicles i.e. Lotus or similar, included in this limit should apply the normal class structure to their entry but cannot enter any class lower than J6 unless by prior agreement with the organisers.

J01P – Pro

The top spec performance cars of the series. Vehicles that have had extensive modifications made in all areas that puts them at the head of the field i.e. non-standard vehicles fitted with dry sumps, sequential gearboxes, etc

J01S – Road registered vehicles 500+bhp

Basically any supercars that might want to come out and play i.e. McLarens, Porsches, Ferraris, etc

Over 2000cc Vehicles – J2 to J7

Substantial upgrades to the engine are likely to change the performance of a vehicle more than all other modifications combined so that will be the general basis for deciding the classes listed above. Power bands are based on average vehicle weights, excessively heavy or light vehicles and those with extensive modifications may be moved between classes to ensure the fair running of the series.

Guest - Z

Entries that allow free use of competition tyres, bodywork restrictions, etc but all safety related regs still apply as J1 unless given dispensation from the organiser. Allows for a small number of taster entries to try out our sprints for the first time at a reduced rate.

Spec 1

Standard road legal vehicles with minor modifications, allowances for removing interior to fit safety devices.

- Although they are not required to have one all vehicles in Spec 1 must be capable of passing an MOT.
- Any modifications to the vehicle must be in line with standard equipment and should not introduce any significant improvements to the vehicles handling or performance and all modification must be noted on the CVF.
- Must have both front seats fitted, Seats can be changed to allow harness fitting but competition seats are not recommended without the addition of a roll cage.
- Only interior that is integral to fitting a roll cage may be removed, all other standard interior must remain in place including carpets, etc.
- Street style body kit allowed ie: front and rear bumpers, side skirts, front lip spoilers, rear boot spoilers and rear lip spoilers. Front splitters - allowed but must not protrude forward past existing bodywork more than 75mm, and not extend more than 25mm either side of original bumper. Canards and vortex generators which are road type and do not extend past bodywork. (items should not have sharp edges and be deemed "road legal" eg: TRD front canards), no wide arch extensions or conversions etc.
- Vehicle should maintain the silhouette of the road going version allowing for after market bodywork additions in the same style.
- Carbon and FRP bonnet, boot lid and front wings are allowed. All must be securely fixed using standard catch / hinges or additional pins if deemed necessary.
- Must retain all glass as fitted by manufacturer.
- Engine or transmission conversions - may be allowed providing they are carried out to a high standard and supported by suitable brake and suspension upgrades. Vehicles will be allocated a class on a case by case basis - please contact us with full details.
- No dog or sequential shift gearboxes allowed unless fitted as standard equipment.
- Headlights and wipers must remain fitted and working.

Spec 2

Track focused vehicles.

- Body panels may be replaced with lightweight versions but must be securely fixed.
- Doors may be lightened or replaced with grp/carbon versions only if a roll cage with doorbars is present.
- Standard door cards may be removed, but the inside of the door must be covered in alloy, plastic or kevlar sheet with no sharp edges.
- If a vehicle does not have a roll cage that surrounds the driver, competition seat and full harness, then the standard vehicle interior must remain around the driver. ie: Dashboard, steering column covers, centre console, door panel and headlining. Carpet may be removed but there must be no sharp edges that could come in to contact with the driver in an accident.

3 – Event Awards

3.1 - Event awards will be presented at the end of the individual event. Trophies are only available to collect from the awards presentation; they will not be available after the event.

3.2 - Trophies will be presented to the fastest 3 drivers overall from qualifying classes.

3.3 - If a class has 2 or more entries then the class winner will receive a trophy, if a class has 4 or more entrants then the runner up will also qualify for a trophy, if a class has 6 or more entrants then the 2nd runner up will receive a trophy.

3.4 – Vehicles in the Guest class do not qualify for any event or championship trophies.

3.5 – Vehicles in the Class X qualify for event class awards only.

4 –Championships

4.1 – Drivers must have registered to score championship points prior to a round to score points.

4.2 - Competitors are only eligible to score points in the vehicle they have originally registered for the day unless approval is given from the organisers.

4.3 - Competitors may change their class but overall points will be allocated to the highest class entered and class points will remain the class entered per event.

4.4 - Championship points are gathered from the competitor's best 5 results over the year. Competitors that have scored in 6 events can drop their lowest score.

4.5 - To qualify for a championship trophy at the end of the year a competitor must have registered for the championship and scored in at least 3 rounds within it.

4.6 - Championship awards are given at the end of season presentation at the final round.

4.7 - Using overall championship standings awards will be given for the following: Fastest 4WD, Fastest 2WD Turbo, Fastest FWD NA, Fastest RWD NA.

Class Championship

4.11 - The top 3 cars in the Class Championship will qualify for trophies as well as each class winner and up to 3rd in class providing they have done enough to qualify, see 4.5.

4.12 - A tie will be decided in the favour of the driver who scored the highest number of points on a single round then the most number of times, working down until a winner has been established.

4.13 - Class Championship points are based on the number of registered vehicles competing in that class per round according to the table below.

POSITION	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH
POINTS	25	18	15	12	10	8	6	4	2	1

Overall Championship

4.8 - The top 3 cars in the Overall Championship will qualify for trophies.

4.9 - Overall Championship points will be awarded with 100 Points for 1st, 99 for 2nd, 98 for 3rd, etc.

4.10 - A tie will be decided in the favour of the driver with the most wins and then seconds, thirds, etc. In the event of a complete draw the driver who scored their highest result first will be deemed to be the winner.

Both series will feature bonus championships that run their own specific class structures and feature championship awards at the end of the year for both overall and class on the same terms as the main series. See section 12 for full list of classes.

RRG Toyota Sprint Series
Whiteline Subaru Sprint Series
MTEC Brakes Mazda Sprint Series
Honda Sprint Series
Mitsubishi Sprint Series
French Sprint Series
German Sprint Series

5 – Vehicles & Safety

5.1 - Vehicles must be safe and mechanically sound and any Spec 1 vehicle must be capable of passing an MOT although neither MOT's or Road tax are required.

5.2 - All vehicles will be subject to scrutineering and should be fit for purpose. The driver is responsible for ensuring the car fully complies with the regulations – being passed by the scrutineer is not a guarantee that it is fault free.

5.3 - It is the driver's responsibility to ensure that the vehicle is both safe, mechanically sound and not leaking any fluids both before and during the event.

5.4 - All competing vehicles will be provided with and will need a VSD (Vehicle Safety Declaration) which you will be required to present at scrutineering and have signed before competing.

5.5 - All competitors will need to complete a CVF (Class Verification Form) stating that they comply with the class they have entered onto; this must be presented at signing on for your first event using that vehicle and then subsequently any time that vehicle/specification changes. Falsifying information or failing to update details carries the penalty of exclusion from the event and/or the series in the case of deliberate cheating.

5.6 - Vehicles must have sufficient practical roll over protection where required. Factory fitted roll over protection is rarely suitable for competition use with the exception of a hardtop which would fulfil the minimum requirements. We strongly recommend fitting a roll cage for all competition use.

a) Convertible and open top vehicles in all classes must have sufficient practical roll over protection in the form of roll hoops or a roll cage or be fitted with a hard top.

b) The driver's helmet must be below the level of the roll over protection.

c) Guest class vehicles should be fitted with a full roll cage as 6.2.

d) Class J1 (JSS) vehicles must be fitted with a rollcage. Does not apply if the car is road registered but is very strongly recommended for all vehicles.

5.7 - Vehicles must have no sharp edges near the driver.

5.8 - Vehicles must be free of any loose objects.

5.9 - The use of Nitrous systems is not permitted. Vehicles fitted with a nitrous system must declare it at scrutineering, empty containers can remain in the vehicle providing the system is disconnected whereas non empty containers must be removed on safety grounds. Anyone found to be using a Nitrous system without the express permission of the organisers will face exclusion from the event/series.

5.10 - Any harnesses or seatbelts must be fitted according to the manufacturer's instructions and must be in a good, safe condition. Harnesses must be worn correctly by the driver.

5.11 - Drivers of any open top/removable roof vehicles are advised to fit a net screen so as to keep limbs contained within the vehicle in the event of an accident.

5.12 - It is recommended that all vehicles carry at least a 1.75L fire extinguisher that is accessible by the driver and properly and firmly secured whilst in motion.

a) Highly modified vehicles in J1 (JSS) and anyone running on non e marked tyres in the guest class are required to carry a fire extinguisher unless prior exception has been made by the organiser.

5.13 - Fuel lines inside the car must be metal or braided steel and no joins will be permitted within the passenger compartment.

5.14 - Fuel systems mounted in the boot area must be separated from the passenger compartment by a firewall. Where a fuel system is filled from inside the vehicle a suitable drainage system must be in place to drain spilt fuel to the outside of the vehicle.

5.15 - Fuel – must be petrol / diesel - commercially available race fuel and octane boosters allowed.

a). Spec1 - Methanol not permitted.

b). Spec2 - No Methanol as a sole main fuel but can be mixed with petrol or used as part of a water injection system.

5.16 - High spec vehicles should ideally be fitted with an FIA approved cut off switch, those without should have the earth lead/negative battery terminal clearly indicated with brightly coloured tape (ideally yellow).

5.17 - Aero additions are not allowed to protrude more than 150mm past standard bodywork. This rule does not apply to vehicles in the Guest class.

5.18 - In the case of vehicles with switchable maps the map with the highest performance will be used to determine its class.

5.19 - Vehicles must be fitted with a means of recovery i.e. towing eye, towing points. The location of any concealed towing points should be clearly highlighted on the exterior of the vehicle to aid recovery.

5.20 – Vehicle exteriors must be in presentable condition throughout the event and free of any sharp edges.

5.21 – Javelin Trackdays reserves the right to request proof of vehicle specs via a third party i.e. Rolling Road to ensure that vehicles are as declared. In such cases results must be provided within 4 weeks and match those details supplied on the CVF, see 5.5.

6 - Tyres

6.1 - Tyres must be road legal and have a minimum of 1.6mm tread depth throughout the event. Tyres marked "competition use only" or "Not for highway use" are not permitted. Only E marked radial tyres will be allowed.

6.2 – Slick & competition tyres are permitted in the Guest class providing the vehicle complies with the following

a). Fitted with a full roll cage.

b). Suspension and brake components have been sufficiently upgraded to handle the stress such tyres would put on the vehicle.

6.3 - Tyre cutting is not permitted.

6.4 - Warming of tyres prior to the start of each run is not permitted and anyone found to be doing so will forfeit that run.

7 - Noise

7.1 - Vehicles must pass and conform to the noise requirements set out below, vehicles failing these tests will be subject to exclusion from the event. Where the circuit staff carry out their own noise testing all decisions by them will be final.

a). STATIC TEST – A maximum of 105dB at $\frac{3}{4}$ maximum revs measured 0.5m from the end of the exhaust pipe at an angle of 45 degrees. If we suspect that mechanical noise is giving a false reading then we will perform a test at 2m from the vehicle at 90 degrees from the centre.

b). DRIVEBY TEST - A maximum of 92dB at 20m trackside or equivalent driveby at shorter distances.

7.2 - Any vehicle persistently back firing will be excluded.

7.3 - Anti-Lag Systems are not permitted.

7.4 - Launch Control is permitted providing it is under the noise limit.

7.5 - Any vehicle breaching the driveby noise limit will have that run disqualified and faces exclusion from the event if the problem is not rectified.

8 - Cameras

- 8.1** - Video and photographic equipment is allowed in car, but the installation must be securely mechanically mounted.
- 8.2** - Suction mounts are not permitted.
- 8.3** - No handheld equipment is permitted.
- 8.4** - Helmet cameras are not permitted.

9 – Driver Attire

- 9.1** - All participants are required to have their arms and legs covered when in the vehicle, we recommend participants avoid wearing non flame retardant synthetic fabrics where possible as most melt rather than burn in the event of a fire. Flameproof overalls are strongly recommended for all participants.
 - a).** Drivers of Class J1 (JSS) vehicles must wear flame proof overalls.
 - b).** Drivers of Class J2-J8 & Spec 2 vehicles where the vehicle interior has been removed must wear flame proof overalls unless the vehicle is road registered.
 - c).** Flame Proof overalls should be in good condition and suitable for purpose.
- 9.2** - Helmets must be suitable for the activity and in a good, safe condition. Helmets with protruding chins are not permitted.
- 9.3** - Drivers of any open top/removable roof vehicles are permitted to wear full face helmets only and must have a visor.
- 9.4** - Drivers in open vehicles must wear gloves, recommended for all other vehicles.

10 - Results, Timing & Runs

- 10.1** - Results will be available online throughout the event.
- 10.2** - Results are final 15 minutes after the final car has run, unless a protest is officially lodged with an event steward.
- 10.3** - Any competitor who deviates from the course by more than 2 wheels or breaches circuit limits when in effect will be awarded a void run and no time will be recorded.
- 10.4** - Any competitor who hits any of the course equipment i.e. cones/blocks will be awarded a void run and no time will be recorded. Persistent offenders will be warned and may forfeit further runs if they continue to disrupt the event.
- 10.5** - Competitors that have been deemed to have been held up on track due to an incident or catching another competitor will be awarded a rerun, determining whether one is needed is solely down to the discretion of the organisers based on marshals reports. A rerun can only be completed during the same run.
- 10.6** - Competitors are required to participate in their runs in class order, if a competitor does not take part in a run then that run is forfeit.
- 10.7** - Competitors will participate in 1 untimed practice run and then up to 6 timed runs (subject to any incidents on the day).
- 10.8** - If a run is not completed by all eligible competitors before the specified venue closing time due to an incident causing delay then the times for that run will not be counted for the purpose of results.
- 10.9** - Competitors are required to take part in each run in the order instructed by the event organisers in the briefing, it is the drivers responsibility to prepare for each run on time. Anyone attempting to gain an advantage by deliberately running out of sequence (i.e. drying track) will forfeit that run.
- 10.10** - Only the driver is permitted in the vehicle during a run, passengers are only permitted during the sighting laps and only in the front seats. Passengers can only be other drivers who are signed onto the event.
- 10.11** – If two drivers record the same fastest time then their second fastest time will be used to break the tie.

11 - General Notes

11.1 - Groundsheets to be used for servicing vehicles.

11.2 - It is essential to work safely, especially when refuelling. No Smoking whilst refuelling is taking place. Petrol must be stored in suitably marked containers.

11.3 - Oil spillages – must be cleaned up and we advise the use of drip trays.

11.4 - The jacking up of vehicles must be carried out proficiently and axle stands should be used at all times.

11.5 - Rubbish must be placed in bins or taken home with you at the end of the day. We aim to leave the paddock in a better condition than when we arrived.

11.6 - You must obey speed limits in pit and paddock areas, 10mph unless stated otherwise. Penalty for disobeying this is exclusion.

11.7 - No testing, wheel spinning, donuts, showing off, etc in the pit and paddock areas. Penalty for disobeying this is exclusion.

11.8 – It is not permitted to drill holes into any paddock surface to secure structures.

11.9 – Camping is permitted at some venues within specified parameters, disrupting other events by ignoring these instructions when issued may result in exclusion from the event.

11.10 – Competition plates can remain in place on vehicles outside of the events however numbers must be crossed out (tape will suffice) whenever the vehicle is driven on a public highway. When carrying our branding you are representing our series so any complaints we receive outside of events will be with dealt with accordingly.

11.9 – Javelin Trackdays reserves the right to amend or change these regulations as needed to ensure the fair running of the series.

11.9 – Javelin Trackdays reserves the right to exclude entrants from any event or series if they are found to be in breach of these regulations or conducting themselves in a manner likely to bring the series into disrepute.

12 – Additional Series Class Guide

Individual series may have their own website containing more detailed information and regs to the series but a basic overview of classes available is contained below.

French Car Series – Vehicles from French manufacturers e.g. Renault, Citroen, Peugeot

F1 - Vehicles over 261 BHP

F2 - Vehicles 201-260 BHP

F3 - Vehicles 151-200 BHP

F4 - Vehicles Under 150 BHP

German Car Series - Vehicles from German manufacturers e.g. BMW, Audi, Mercedes, Porsche

G1 - Vehicles over 400 BHP

G2 - Vehicles 301-400 BHP

G3 - Vehicles 251-300 BHP

G4 - Vehicles 201-250 BHP

G5 - Vehicles 151-200 BHP

G6 - Vehicles 100-150 BHP

RRG Toyota Sprint Series

Pro - Tuner or heavily modified car where driver or car is at a professional level

A1P - Pro Over 1600cc - forced induction – Aftermarket ECU or Piggyback ECU

A1S - Street Over 1600cc - forced induction – Aftermarket ECU or Piggyback ECU

A2P - Pro Over 1600cc - forced induction - Standard ECU

A2S - Street Over 1600cc - forced induction - Standard ECU

BP - Pro Up to 1600cc Forced Induction

BS - Street Up to 1600cc Forced Induction

CP - Pro Over 1600cc Normally Aspirated

CS - Street Over 1600cc Normally Aspirated

DP - Pro Up to 1600 cc Normally Aspirated
DS - Street Up to 1600 cc Normally Aspirated
EP - Pro Up to 1350cc Normally Aspirated
ES - Street Up to 1350cc Normally Aspirated
GP - Pro Diesel
GS - Street Diesel
JP - Up to 1000cc Normally Aspirated
JS - Up to 1000cc Normally Aspirated
F1 - GT86 - Forced Induction
N1P - GT86 - Pro Normally Aspirated - Modified
N1S - GT86 - Street Normally Aspirated - Modified
N2P - GT86 - Pro Standard Car - Michelin Primacy Tyre
N2S - GT86 - Street Standard Car - Michelin Primacy Tyre
Generally speaking a Street class car will have a full interior and a normal road tyre whereas a Pro class car is a stripped out car with a semi slick tyre.

Whiteline Subaru Sprint Series

S1 - Standard Subaru location turbos and OEM Subaru
S2 - Standard location turbos with a maximum size of GT30/71
S3 - Standard location turbos with no maximum size
S4 - No turbo restrictions

MTEC Brakes Mazda Sprint Series

A - MX5 Non Standard Engines & forced induction
B1M - MX5 2000 (Modified)
B1S - MX5 2000 (Standard)
B2M - MX5 1800 (Modified)
B2S - MX5 1800 (Standard)
B3M - MX5 1600 (Modified)
B3S - MX5 1600 (Standard)
C1M - RX8 (Modified)
C1S - RX8 (Standard)
M - Other Mazda Vehicle

Generally, Standard = Spec1 & Modified = Spec 2 in the main series

Standard / Lightly Modified - Accepted: After Market Exhaust, Road Tyres, After Market Air Filter, After Market Brake Pads and hoses, Induction Kit.

Modified - Accepted: Track Tyres, Coil Overs/ springs, Anti Roll Bars, Bucket Seat/Harness, Up Graded Brake Callipers. Head skim, After Market Exhaust manifold. (Some special version of cars will be included as Modified i.e. RS and Mazda Speed).

Mitsubishi Sprint Series

M1 - OEM turbo (up to around 430bhp)
M2 - Modified OEM turbo (up to around 550bhp)
M3 - Full frame turbo kits up to GT30 size. (Around 620bhp)
M4 - Full frame turbo kits over GT30 size

Honda Sprint Series

H1 - 276+ BHP
H2 - 211-275 BHP
H3 - 176-210 BHP
H4 - 126-175 BHP
H5 - Under 125 BHP

Javelin Trackdays Ltd & organisers of individual manufacturers series reserve the right to alter these classes at any time to ensure the fair running of the series in question.