

FORMULA TOUR 1600 RULES

RACE REGULATIONS

CAR REGULATIONS AND SPECIFICATIONS



Formula tour
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REGULATIONS AND SPECIFICATIONS FOR FORMULA TOUR 1600

1.0 DEFINITION

1. Formula 1600 is a single-seat, open-wheel racing Car using a standard Ford 1600 "crossflow" pushrod, and normally aspirated engine with a 2 venturi carburettor.
2. Cars shall comply with the FORMULA TOUR and Race Regulations as well as the Regulations herein.

2.00 CHASSIS

- 1 The chassis shall be of steel space frame construction.
2. Monocoque-type structures are prohibited.
3. Stabilized (honeycomb) or composite (carbon fibre or Kevlar) materials are not permitted, except as specifically authorized herein.
4. The use of titanium is prohibited.
5. The chassis shall incorporate a roll cage. Forward- facing braces protecting the Driver's legs and feet shall extend from the front roll hoop to the front bulkhead. (The front bulkhead is defined as the furthest forward transverse section of the main frame.) The minimum main roll hoop height shall be 920mm.
6. The soles of the Driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; i.e., pedals not depressed) and shall remain behind the front bulkhead.
7. The lower main frame rails shall be a minimum of 250mm (9.84in) apart (inside dimension) from the front bulkhead to the rear roll hoop.
8. Any nose box must be a crushable structure, securely attached to the front bulkhead, with a minimum cross section of 20000 sq. mm (31 sq. in.), 400mm (15.75in) forward of the clutch and brake pedals (not depressed) . Radiators may be incorporated in this structure.
9. The area between the upper and lower main chassis tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the cockpit.
 - a. Panel(s), minimum of either 1.52mm (0.060in) heat-treated aluminium (6061-T6 or equivalent) or 18 gauge steel, attached to the outside or the inside of the main frame tubes.
 - b. Reinforced bodywork, consisting as a minimum, of a double layer of 5 oz., bi-directional, laminated Kevlar material incorporated only into this area of the body.

For either method, fasteners shall be no closer than 152.40mm (6in) centres. The material used for chassis braces in this area shall be at least equivalent to the roll hoop brace material.

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10. Sheet materials attached to the chassis by welding, bonding, or by rivets or threaded fasteners which are located closer than 152.40mm (6in) centres, are defined as stress-bearing panels. Composite or stabilized materials shall not be used for stress-bearing panels.
11. The mountings for brake and clutch pedals and cylinders (front bulkhead), instruments, (front roll hoop bulkhead), and rear roll hoop bulkhead (behind the Driver) may also be stress-bearing panels. No other stress-bearing panels are permitted.
12. The firewall portion of the rear roll hoop bulkhead (panel) shall extend the full width of the cockpit and be at least equal to the top of the carburettor in vertical height.
13. Forward facing air ducts may be installed for the purpose of delivering air directly to the engine area.
14. Air duct openings may be located within the cockpit provided the firewall is extended to prevent flame and debris from reaching the Driver (Any shape may be used to form firewall extension.)
All firewall inlets shall prohibit passage of flame and debris.
15. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels may be non-ferrous, of any shape, and fastened to the frame in any manner.
16. The use of Magnesium for bulkheads is prohibited.
17. The floor/under tray, including all sprung parts, of the car shall lie on one plane with a tolerance of 5mm (0.200in)
The area of this "flat bottom" is measured from rearward of the vertical plane tangent to the rear of the complete front wheels (including mounted tires) to the fore of the vertical plane tangent to the fore of the complete rear wheels (Including mounted tires).
The tolerance of +-5mm (+/- 0,200 po) is allowed to cover any possible curvature manufacturing problem and not to permit designs against the spirit of the "flat bottom" rule.
18. A stress-bearing floor pan/under tray, minimum of .060" heat treated aluminium or eighteen (18) gauge steel, is required; at a minimum this shall extend from the front bulkhead to the rear roll hoop bulkhead. The floor pan can not exceed the tubular chassis (suburb) of more than 1 inch
19. No part having an aerodynamic influence and no part of the bodywork may be located below the geometrical plane produced by the "flat bottom" surface.
20. No transverse, longitudinal, or other flexible, retractable, pivoting, or sliding device bridging the gap between the body and the road surface is permissible.
21. Minimum wheelbase is 2000mm (78.800in).
Minimum Track is 1200mm (47.280in).
Total overall maximum width is 1850mm (72.89in).
Minimum clearance between top of driver's helmet and top of roll bar (rear and front) is 5 cm (1,97 in) when driver is seated in the normal driving position race ready to race (safety issue)

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3.00 BODYWORK

1. The bodywork opening giving access to the cockpit shall have the following minimal dimensions:
Length: 600mm (23.622in)
Width: 450mm (17.717in)
This width extends over a length of 300mm (11.811in) minimum. This minimal rectangular opening may exist anywhere forward of the bracing and required padding will not be considered in these dimensions.
2. The Driver's seat shall be capable of being entered without the manipulation or removal of any part or panel.
3. Maximum width of bodywork/coachwork behind front wheels is 1300mm (51.18in).
4. Bodywork shall not increase in width behind the centreline of the rear axle in any horizontal section.
5. There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling.
6. All bodywork shall be firmly attached to the chassis.
7. Wings and other airfoil devices which create aerodynamic down force are prohibited.
8. Any devices designed to aerodynamically augment the downtrusst on the vehicle is prohibited. These devices specifically include airfoils, venturi tunnels, skirts, nose fins and spoilers and any kind. Integration of airfoils and spoilers by design or the mismatching of bodywork and/or chassis panels and members is also prohibited.
9. The upper rear bodywork (located above the wheel centreline) is permitted to extend rearwards a maximum of 375 mm (14 ¾ in) from the line draw through the rear wheel axis. The maximum height at any part wider than 110cm (43,31 in) ahead of front wheels is not to exceed the front wheel rim height.
10. The shape of the bodywork line behind vertical line draw from the highest point of the roll-over bar must not include any reflex curves or flat surfaces which are capable of augmenting downthrust.
11. The lower rear bodywork (located below the wheel centreline) is only permitted alongside and beneath the engine and may only extend from behind the cockpit to a line drawn through the rear wheel axis. The incorporation of suspension or other fairing in this bodywork is prohibited.
12. It is not permit to construct any suspension member in the form of an aerofoil or to incorporate a spoiler in the construction of any suspension member. The use of suspension fairings separate from this bodywork is prohibited.
13. Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.
14. Fuel tank air vents shall be located at least 250mm (9.84in) behind the rear of the cockpit opening.
15. Carbon fibre is not permitted. Kevlar is permitted only where specifically stated herein.

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4.00 SUSPENSION

Suspension is defined as the system of springs, shock absorbers, control arms, links, etc., supporting the vehicle on its axles. Sway bars, sway bar links are classified as part of suspension unit.

1. All suspension components shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bearings, spring caps, abutment nuts, anti-roll bar, shock absorber caps and nuts, bell cranks, and bushings. Front and rear hub carriers shall be of steel or aluminium alloy for Cars manufactured after 1/1/83. Springs shall be steel.
2. Titanium and composite material using carbon and/or Kevlar is prohibited.
3. Control arms and all associated items which attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit.
4. 4 ways shock absorbers and above are prohibited. Aluminium casings are permitted.
5. Spoilers, fairings, or other devices which may exert downforce, shall not be attached to suspension members.
6. Suspension members shall not be constructed in the form of an airfoil cross section. Suspension members shall be symmetrical about the horizontal axis. Brake lines may be attached to the suspension members.

5.00 BRAKES

Unrestricted, except that calipers shall be cast iron, or two-piston aluminium. Aluminium calipers shall have a maximum piston diameter of 2.00in. Rotors are restricted to ferrous material.

Forward facing brake-cooling ducts may be installed, but shall serve no other function or purpose.

6.00 WHEELS

Wheels are unrestricted except that:

- a. Material shall be metal.
- b. Diameter shall be 330.20mm (13in).
- c. Rim width shall not exceed 139.70 mm (5.5in).
- d. Wheel covers, wheel fans, or any device to fair in the wheels are prohibited.

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7.00 WEIGHT

Weights as practised, qualified or raced, with Driver and required safety equipment:

- 1050 lbs. – Outboard suspension**
- 1075 lbs. – Inboard/outboard suspension combination**
- 1115 lbs. – Inboard suspension PRO**
- 1155 lbs. – Inboard suspension Master**

8.00 TIRES

To be define by series. For 2012, TOYO R888 185X60R13 FRONT & 205X60R13 REAR tires are mandatory

**9.0 ENGINE
9.01 GENERAL**

1. The engine shall be standard Ford 1600 GT pushrod "cross flow" as installed in the following Cars:
Original Version: Cortina 1600 GT (through 1970 model)
Uprated version: Cortina 1600 GT (1971)
Components shall not be interchanged between the original and uprated versions of the engine unless specifically authorized. Regulations contained herein apply to both versions of the engine unless specifically stated otherwise.
2. The engine shall not be altered, modified, or changed in any respect unless specifically authorized herein.
3. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum depth of the combustion chamber are maintained.
4. Valve guides are unrestricted provided the position of the valve is not changed. Standard replacement valves, with oversize stems, may be used as normal repair/maintenance procedures. Specifications, under "Valves" herein shall be observed. It is permitted to re-cut or replace valve seats. Valve seat angles are unrestricted.
5. Exhaust emission control, air pumps, and associated lines and nozzles shall be completely removed. When these air nozzles are removed from a cylinder head, the holes shall be completely plugged.
6. Balancing of all moving parts of the engine is permitted provided that such balancing does not remove more material than is necessary to achieve such balance. It is permitted to polish parts of the engine providing the contour of the part is not altered and can be recognized as the original part.
7. Maximum compression ratio:
10.0 to 1 -- Original engine
9.3 to 1 -- Uprated engine

The following specifications are used in determining compression ratio:

- Uprated:** *max bore size 3.200"*
Minimum cylinder volume at Top Dead Center 42.0cc
Maximum valve protrusion from head 0.040"
- Original:** *1.64cc - top ring to top of piston*
Both engines: *5.6cc - head gasket.*
Minimum unswept volume per cylinder:

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Original engine with standard pistons	44.4cc
Original engine with .030in o/s pistons	45.1cc
Upated engine with standard pistons	48.2cc

The compression ratio shall be checked using the CASC official procedure.

8. Pocketing of piston valve relief is allowed to a maximum of .050 in. to obtain the minimum combustion chamber volume.

9.02 BLOCK

1. Bore: May be enlarged for clearance between cylinder and piston.
2. Cylinder liners may be fitted.
3. The top surface of the block may be milled or surface ground to obtain the maximum compression ratio specified herein.
4. Any steel centre main bearing cap may be used. The oil pump mounting face on the block may be machined for the purpose of fitting an oil pump.
5. The 1600 Pinto block, No. DIFZ-6010-C, may be used as a replacement for the Cortina GT block; Standard Pinto tappets, No. DORY 6500A and DIFZ 6500A may also be used when this block is used as a Cortina GT replacement. Fiesta block and crankshaft are permitted. **The Ford Racing Block, part number M-6010-16K, is permitted as a replacement part for either engine.**

9.03 CYLINDER HEAD

1. Ports may be reshaped by the removal of metal as long as the port diameter at the manifold face of the head does not exceed the following dimensions:

Upated Engine:	
Inlet	1.50in
Exhaust	1.20in

Original Engine: a) inlet 1.50"

b) exhaust 1.20"

Minimum combustion chamber depth original engine 0.115"

Maximum combustion chamber length original engine 3.15"

Minimum volume per cylinder original engine combustion chamber: 7.8CC

2. **Reshaping of original engine combustion chamber is prohibited.**
3. The standard head gasket shall be used. Head gaskets may be interchanged between the original and upated versions of the engine. In addition to the standard Ford gasket,

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Ford Part # 931M6051AA
Payen Part # AH-750 or BJ200

- *Felpro Part # 8360PT-1*

may be used.

4. Ford Pinto cylinder head part No. DORY 6049B is permitted on the Cortina GT engine.
5. Aluminium cylinder head, part #99003.845, manufactured by Pierce Manifolds, may be substituted for the original cast iron head provided that all measurements and specifications remain the same.
6. **Welding is only permitted on the alloy cylinder head for repair of damaged areas. The addition of material for the purpose of reshaping inlet or exhaust ports, is strictly prohibited.**

9.04 INTAKE MANIFOLD

1. The ports may be reshaped by the removal of metal as long as the following dimensions are maintained:
Maximum Size at head face:

	Original Engine	Uprated Engine
Cyl. 1&4:	1.480in x 1.280in	1.340in
Cyl. 2&3:	1.250in	1.340in
Maximum size at carburettor flange:	3.060in x 1.389in	
Max. length:	3.800in	
Primary choke end radius:	0.709in	
Secondary choke end radius:	0.787in	

2. The carburettor face of the inlet manifold may be machined to the horizontal to compensate for fore/aft tilt of the carburettor.
3. The diameter of the ports on the uprated engine may exceed the above listed dimensions if the casting bore is untouched and in its original state at the gasket face.
4. The water passages in the inlet manifold may be plugged.
5. In addition to the stock Ford intake gasket, Payen intake gasket, part number JA613 may be used.

9.05 PISTONS

1. Only standard size pistons shall be used in the uprated engine.
Standard or 0.005 inch oversize pistons shall be used in the uprated engine.
Standard size AE pistons P/N 18649, casting P/N 18634 .standard size CP piston, part # 81-2 FF1600, or CP oversize piston (+0,005 in, part # 81-2-FF1600+5 may be used in the uprated engine.
Alternate piston identified as follows is allowed: P/N AE-M717D, casting number 711 M 6110. AE Hepolite P/N 20552, Casting # 20548A.

Note: Mahle pistons are not allowed.

2. **The following dimensions and weights shall be observed.**

	Original engine	Uprated engine
Maximum diameter:		
Standard:	3.189in	3.187in standard bore 3.192 in .005" bore piston

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0.015in o/s:	3.204in	Not permitted
0.030in o/s:	3.219in	Not permitted
Depth of bowl: (+/- .005)	0.500in	0.470 in
Minimum volume of bowl:	31.50cc	
Maximum diameter of bowl:	2.28in	2.44in AE piston, 2.50" CP piston
Centerline of wrist pin to crown:	1.737in +/-0 .002in	1.737 +/-0 .002in
Overall height:	3.30in	3.30in 2.80in CP piston
Minimum weight:		
w/rings & pin:	525 grams	515 grams
Weight of pin:	115 +/- 2 grams	

3. Piston rings are unrestricted provided that:
- One oil control and two compression rings are used.
 - No modification is made to the piston for the installation of rings.

9.06 VALVES

	Original engine	Uprated engine
Distance apart at centres:	1.540in +/-0.020in	1.540in +/-0 .020in
Max. diameter:		
Inlet:	1.502in	1.560in
Exhaust:	1.252in	1.340in
Overall Length:		
Inlet:	4.280in +/-0 .006in	4.367in +/-0 .020in
Exhaust:	4.260in +/-0 .006in	4.355in +/-0 .020in

AE intake valve #V34524 and AE exhaust valve #V34525 are permitted.

Reshaping of valves is specifically prohibited.

Steel or aluminium rocker shaft pedestals may be substituted for the original provided that they have the same hole and centreline dimensions as the original Ford pedestal.

9.07 CAMSHAFT

a) Regrinding of the camshaft lobes is permitted, providing they are ground to meet Ford and SCCA profile.

b) Camshaft lobe centers: 109 degrees +/- 2 degrees.

c) Lift at top of pushrod:

Inlet 0.231" +/- .002"

Exhaust 0.232" +/- .002"

d) Lift at spring cap (valve lift):

Inlet 0.356"

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Exhaust 0.358"
This is to be checked at zero tappet setting.

2. Recontouring of the valve stem contact pad of the rocker arm is permitted, provided the maximum lift at the spring cap is not exceeded.
3. Offset camshaft/sprocket dowels are permitted.
4. Camshaft profile and lobe centres shall be checked using the CASC official procedure.
5. The Elgin Formula Ford Blueprint camshaft manufactured by Elgin may be used.

9.08 VALVE SPRINGS

Valve springs and valve spring shims are unrestricted provided that:

1. No more than one spring shall be used per valve.
2. The standard spring cap and retainers shall be used. The standard cap diameter is 27.84mm (1.096in) maximum.
3. Springs shall be made of steel.

9.09 PUSHRODS

Original Engine

Minimum stem diameter: 0.25in
Overall length: 7.64in minimum
Minimum weight: 50 grams

9.10 CONNECTING RODS

Both engines:

Minimum weight including cap, bolts, and small end bush, but not big end bearing shells is 630 grams.

9.11 CRANKSHAFT

1. Minimum weight:
Original engine: 23 lbs. 8 oz.
Upated engine: 24 lbs. 8 oz.
2. Stroke (at piston): 3.056in +-0 .004in
3. Crankshaft pulley is unrestricted.

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4. Either crankshaft may be used in either engine.
5. The crankshaft may be shot peened.
6. An alternate crankshaft may be used providing it is cast steel and all measurements and specifications remain the same as the original crankshaft.

9.12 FLYWHEEL/CLUTCH

1. The minimum weight of the flywheel and ring gear, excluding all other components, shall be 15.5 lbs.
2. The flywheel may be machined to achieve the minimum allowed weight provided the part can be identified as the original. Flywheel locating dowels are permitted.
3. The standard Ford Pinto 1600 flywheel may be used. JAE flywheel, part number JAE 1600, may be used.
4. The flywheel clutch face may be machined to accept a racing clutch outer ring.
5. Single plate racing clutches may be substituted for the production based road clutch. Carbon fibre and carbon/carbon clutches are not permitted. Any ring gear or component inserted into the flywheel face to obtain full friction surface for the clutch disc shall not be weighed when determining the 15.5 lbs. flywheel ring/gear weight.

9.13 CARBURETTOR

Weber carburettor, with the swaged fuel inlet fitting, shall be modified by drilling and tapping the carburettor body for a threaded fitting.

Original Engine:

Weber 32 DFM or DFD or Holley 5200

Venturi Diameter:	Primary:	26mm
	Secondary:	27mm

Uprated (Kent) Engine:

Weber 32/36 DGV or Holley 5200

Venturi diameter:	Primary:	26mm
	Secondary:	27mm

The following modifications and changes are allowed:

1. The fitting of any jets (including accelerator pump discharge nozzle) which may be fitted without modification to the

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- carburettor body.
- 2. Modification or substitution of external throttle linkage.
- 3. The fitting of internal and/or external anti-surge pipes.
- 4. The removal of the air cleaner.

- 5. The fitting of a velocity stack (intake air horn).

- 6. The removal of the choke butterflies and linkage.
An alternate carburettor gasket provided it is the same thickness as the original gasket.

9.14 FUEL PUMP
Unrestricted

9.15 EXHAUST MANIFOLD
Unrestricted

9.16 LUBRICATION SYSTEM

Oil pump and sump: Unrestricted
Dry sump system is permitted.

9.17 COOLING SYSTEM

Radiator, fan and water pump are unrestricted
Pump/fan/generator drive belts are unrestricted

10.00 ELECTRICAL EQUIPMENT

10.01 DISTRIBUTOR

- 1. Distributor is free provided the original drive and location is retained.
- 2. The distributor is defined as the component that triggers the LT current and distributes the HT current.
- 3. The ignition timing may only be varied by vacuum and/or mechanical means.
- 4. It is prohibited to use any other method or component to trigger, distribute, or time the ignition.
- 5. The vacuum advance mechanism may be removed, and the distributor advance plate may be secured by soldering or welding or by suitable fasteners. The advance curve and advance springs are unrestricted.
- 6. The only means to trigger the ignition are, one set of mechanical breaker points or a magnetic or optical trigger that serves no other purpose. The trigger shall be located in the distributor and no other external trigger components may be used.
- 7. Only a standard unamplified ignition coil may be used. Electronic ignition is prohibited.

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10.02 GENERATORS/ALTERNATORS

Not required.

11.00 MISCELLANEOUS

1. The timing chain/sprocket cover may be altered or replaced.
2. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component:
 - A. Fasteners.
 - B. Gaskets, except head gasket, carburettor to inlet manifold gasket, and inlet manifold to head gasket.
 - C. Washers.
 - D. Seals.
 - E. Connecting rod, crankshaft, and camshaft bearings of the same size and type as original. Normal oversize/undersize bearings are permitted. This does not allow reducing the bearing surface area by reducing the width of standard bearings.
 - F. Spark plugs.
3. Mechanical tachometer drive is permitted.
4. The crankcase breather may be altered or removed.
5. The rocker cover may be altered to provide for crankcase ventilation, and the filler cap may be altered or replaced.
6. Valve or rocker covers may be substituted, provided that the replacement cover affords no additional function than that of the original stock cover.
7. Water pump, fan, and generator/alternator pulley(s) are unrestricted.
8. The crankshaft and main bearing caps may be treated with salt-bath nitriding cover under SAE specification AMS 2755A (tuftriding, etc.).
9. The use of any oil or lubricants is permitted.
10. Data acquisition channel input accepted:
 - Lap time beacon
 - G-Force input (longitudinal, lateral, combine)
 - Engine RPM
 - Throttle and steering position, brake
 - Road wheel speed (front and/or rear)
 - Temps (water and oil)

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- Oil pressure,
- Only 1 oxygen sensor or 1 Exhaust Gas Temperature Sensor

Wireless data transmission during official sessions (Practice, qualification and race) is prohibited.

12.00 TRANSMISSION

1. Any transmission may be used with not more than four forward gears and an operational reverse gear capable of operation by the Driver in a normal seated position.
Ratios are free.
2. The use of automatic and/or sequential gearboxes is prohibited.
3. Electronically assisted gearchange mechanisms and electronically controlled differentials are prohibited.
Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are prohibited. The sole exception are the gearbox final drive (crownwheel) shaft axis and final drive shafts (halfshafts). All change gears shall be located in the case aft of the final drive.
Rearwheel drive only is permitted.
4. The final drive ratio is free.
5. Torque biasing, limited slip, and locked differentials are prohibited.
6. The differential shall not be modified in any way to limit its normal function.
7. An aluminium differential carrier and magnesium bell housing are permitted.
8. The use of titanium is prohibited.

13.00 EXHAUST OUTLETS

Exhaust outlets shall not extend more than 600mm (23.6in) behind the centerline of the rear axle and shall be positioned between 300mm (11.8in) and 600mm (23.6in) from the ground. All exhaust outlets shall terminate outside the bodywork.

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