

2016

Tiedeman Trophy Mono Championship

Sporting & Technical Regulations

Published Copy V2a



**An MSA Recognised Racing Championship Organised By:
The Monoposto Racing Club Ltd**

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Preamble

Monoposto is the largest national club racing category for single seaters in the UK. We provide cost-effective, competitive and enjoyable racing for both experienced drivers and newcomers to the sport.

1. SPORTING REGULATIONS – GENERAL

1(1) TITLE & JURISDICTION:

The 2016 Tiedeman Trophy Mono Championship is organised and administered by the Monoposto Racing Club (MRC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. CH2016/R104 Race Status: Nat B
MSA Championship Grade: C

1(2) OFFICIALS:

1(2).1 Co-ordinator: Steven Connor

1(2).2 Licensed Eligibility Scrutineer: Alistair Poulter

1(2).3 Championship Stewards: Mike Dixon, Jock Gardner, Dermot Healy, Julian Pratt.
Any three of these Championship Stewards may reach a decision

1(3) COMPETITOR ELIGIBILITY:

1(3).1 Entrants must:

- (a) be fully paid up valid membership card holding members of the MRC and
- (b) be registered for the championship
- (c) be in possession of a valid MSA Entrants Licences.

1(3).2 Drivers and Entrant/Drivers must:

- (a) be fully paid up valid membership card holding members of the MRC and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National B Licence as a minimum.
- (d) Deleted
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school 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 All necessary documentation must be presented for checking at all rounds when signing-on.

1(4) **REGISTRATIONS:**

- 1(4).1 All drivers must register as competitors for the championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.
- 1(4).2 The Registration Fee is £20 inclusive of MRC Membership made payable to Monoposto Racing Club; Registration is free to competitors who are already Monoposto members and registered for the 2016 Monoposto Championship. Registrations will be accepted from 1st January 2016 until 30th November 2016
- 1(4).3 Registration numbers will be the permanent Competition numbers for the Championship.
- 1(4).4 All Entrants / Drivers who want to enter the Invitation Class 5(2).2 must comply with the following requirements:
- (a) Have entry acceptance approval from the Monoposto Race Committee
 - (b) Have technical acceptance approval from the Monoposto Technical Committee and comply with agreed technical requirements
 - (c) Scoring will be as 1(6)
 - (d) Must comply with all Sporting Regulations

1(5) **CHAMPIONSHIP EVENTS:**

The 2016 Tiedeman Trophy Mono Championship will be contested over 10 Rounds as follows:

<u>Rounds</u>	<u>Date</u>	<u>Circuit</u>	<u>Organiser</u>	<u>Event Type *</u>
<u>1 & 2</u>	<u>19th June</u>	<u>Rockingham ISSC</u>	<u>MSVR</u>	<u>DH</u>
<u>3 & 4</u>	<u>28th August</u>	<u>Croft</u>	<u>DDMC</u>	<u>DH</u>
<u>5 & 6</u>	<u>25th September</u>	<u>Mallory Park</u>	<u>BRSCC</u>	<u>DH</u>
<u>7 & 8</u>	<u>18th October</u>	<u>Donington</u>	<u>BRSCC</u>	<u>DH</u>

** Event Type: DH = Double Header = 1 Qualification & 2 Races*

1(6) **SCORING:**

- 1(6).1 Points will be awarded in each class to Competitors listed as classified finishers in the Final Results as the following formula:
1st = 15, 2nd = 12, 3rd = 10, 4th = 9, 5th = 8, 6th = 7, 7th = 6, 8th = 5, 9th = 4, 10th = 3, 11th = 2 points. Every other place = 1 point.

Plus Fastest lap in each Class = 1 point which will be awarded whether or not the competitor is classified as a finisher, unless the competitor is excluded. Should more than one competitor get equal fastest lap 1 point will be awarded to each.

Plus 1 point for each of the number of entrants in the class as at the qualifying session for this round.

- 1(6).2 Cars in the Invitation Class will not score points and will be 'invisible' with respect to points scored by other competitors.

- 1(6).3 The points awarded from all qualifying rounds will determine final championship points and positions: both in the overall Championship and in each Class.
- 1(6).4 Ties for the overall Championship and Class positions shall be resolved using the formula in W1.3.4 in the 2016 MSA Yearbook. If ties still remain unresolved then positions shall be decided by the greatest average number of starters in each class taking into account all Championship rounds.
- 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 Competitors not registered for the Championship may be permitted on an individual round basis by the Race Committee and will:
- (a) be deemed "Invited Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1(3).1. (b) and 1(3).2. (b), as appropriate

1(7) **AWARDS:**

- 1(7).1 All awards are to be provided by the MRC or race organising club.
- 1(7).2 Per Round: As provided by race organising club or MRC.
- 1(7).3 Overall Championship: based on points scores in any Class. To the overall Championship Winner: The Frank Tiedeman Trophy, plus £250 worth of free race entries to the 2017 Monoposto Championship. A Trophy to the overall Runner-Up and overall Third.
Per Class: based on points scores in each Class: a trophy to the Class Champion, Runner-up and Third. Championship: In each Class a trophy to the Champion, Runner-up and Third.
- 1(7).4 Presentations: Awards are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Championship Trophies will be presented at the Annual Awards Function.
- 1(7).5 MRC trophies, when awarded will be 1st, 2nd, & 3rd, place trophies for overall race results. For Double and Twin Header meetings there will also be 1st, 2nd & 3rd place trophies for the 'Champion of the meeting' based on the scoring in 1.6.1 combining the points from the rounds held at this meeting.
- 1(7).6 Entertainment Tax Liability

In accordance with current government legislation, the Monoposto Racing Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK

does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the Monoposto Racing Club is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB.
Tel: 0151 472 6488 F 0151 472 6483

1(7).7 Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the MRC in good condition within 7 days.

1(7).8 Bonuses: Per Round: Nil. Championship: Nil

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2(1) ENTRIES:

- 2(1).1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be 3 days 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 Secretary of the Meeting 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 Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 2(1).4 The Maximum Entry Fee for each round shall be as specified in the Entry Form.
- 2(1).5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or Pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2(1).6 For each Championship round the organisers may arrange entries by class into more than one race/grid.

2(2) BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2(3) QUALIFICATION PRACTICE:

- 2(3).1 Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 2(3).2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).

- 2(3).3 The minimum period of practice will be 15 minutes. The arrangements for Practice will be specified in the Supplementary Regulations as follows:
- (a) For Twin Headers the entry will be arranged by class into one or more grids. There will be two practice sessions (each at least of the minimum period) for each grid: first practice session establishes the grid order for first round in the twin header, second practice session establishes the grid order for second round.
 - (b) For Double Headers the entry will be arranged by class into one or more grids. There will be one practice session (at least of the minimum period) for each grid will qualify drivers for both rounds of the double header. A driver's fastest lap during the practice session will establish the grid order for the first round of the double header, and their Race 1 result position will establish the grid order for the second round.
- 2(4) **RACES:**
Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies). The standard minimum scheduled duration shall be 15 minutes whenever practicable.
- 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. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 2(5).2 The Supplementary Regulations for the event will specify whether a Standing or Rolling Start is to be used. The minimum Countdown procedures/audible warnings sequence shall be:-
- I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
- An alternative shortened start procedure from the assembly area straight to Green Flag / Pace Lap may be used by the Organising Clubs and this will be detailed in the Supplementary Regulations for the event.
- 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 MSA Regulation Q12.13.2 and any drivers unable to maintain grid positions on the Green Flag/Pace Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag/Pace 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 For Rolling Starts: the start procedure will be specified in the Supplementary Regulations.

2(6) **SESSION RED FLAG:**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals 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.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2(7) **PITS, PADDOCK & PITLANE SAFETY:**

2(7).1 Pits & Paddock:

Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2(7).2 Pitlane:

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 Refuelling:

May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2(7).4 Speed Limit:

Pit Lane Speed Limit will be as specified by each Organising Club.

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 their 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. (MSA regulation (D)26.3.)
- 2(10) **TIMING MODULES:**
All cars are required to be fitted with a transponder as advised by Timing Solutions Ltd or other relevant Timing Authority.
- 2(11) **QUALIFICATION RACES:**
These are not applicable.
- 2(12) **OPERATION OF SAFETY CAR:**
The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.
- 2(13) **ONBOARD CAMERAS**
May be used in accordance with Section J of the MSA General Regulations.

3. **SPECIFIC CHAMPIONSHIP REGULATIONS**
None

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4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current MSA Yearbook and these regulations.

4(1) Infringements of Technical Regulations:

4(1).1 Arising from post practice Scrutineering or Judicial Action. Minimum Penalty: The provisions of MSA Regulations: C3.3.

4(1).2 Arising from post race Scrutineering or Judicial Action. Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1 (c).

4(2) ~~**Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship**~~
As per current MSA Judicial Procedure Regulations

4(3) Additional specific championship penalties

(a) Rounds

i. In accordance with Section C of the current MSA Yearbook and these regulations.

(b) Championship

i. In accordance with Section C of the current MSA Yearbook and these regulations.

5. TECHNICAL REGULATIONS

5(1) INTRODUCTION:

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

Where a Modification Permitted is shown as "Free" or a Modification Prohibited is shown as "None" this means that the only restrictions are those imposed by the current MSA. Motor Sport Year Book

5(2) GENERAL

5(2).1 The Tiedeman Trophy Mono Championship is for Competitors participating in Single Seater Racing cars, constructed or adapted to the Monoposto Formula, in seven classes – Mono F3; Mono 2000; Mono Classic 2000; Mono 1800; Mono 1600, Mono Moto 1000 and Mono Moto 1400 and an Invitation Class.

5(2).2 **Invitation Class:** For any single seater racing car fitted with a normally aspirated reciprocating piston engine up to 2.0 litre capacity that the Monoposto Racing Club have given permission to join the Championship or single events in accordance with 1(4).4

5(2).3 The Championship is devised for the enthusiast not the professional.

5(3) SAFETY REQUIREMENTS

The following Articles of MSA Appendix K Safety Criteria Regulations will apply:-
All

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

The general technical regulations are those as set out in the current MSA Motor Sport Year Book, together with the specific regulations set out as below. The Management Board of the MRC reserves the right of modification to regulations in accordance with Section W1.1.8 of the current MSA Motor Sport Yearbook; also to exclude any car considered to be constituting a deliberate violation and reserves the right to impound any car for examination.

5(5) **CHASSIS:**

5(5).1 **MONO F3**

1. Commercially built chassis structure designated by the manufacturer as the model for the 2004 season or earlier, replacement parts must be to original specification. All chassis structures from models for the 1987 season onwards must be so constructed that the soles of the feet of the driver, seated in the normal driving position and with his/her feet on the pedals in the operative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.
2. Home built "one off" main chassis structure of any age; any proprietary parts must be for a car designated by the manufacturer as the model for the 2004 season or earlier. Home built "one off" chassis structure built from 1/1/94 must be so constructed that the soles of the feet of the driver, seated in the normal driving position and with his/her feet on the pedals in the operative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.
3. Chassis as supplied for Formula Renault 2.0 complying with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions). This chassis can only be used with an engine conforming to 5(7).3. Renault Sport homologation and seals are not required. Replacement parts must be to the original specification. Repairs to the Survival Cell of the chassis must be carried out in accordance with the manufacturer's specifications. This Chassis will not be eligible for Mono F3 after 31/12/2016. The Survival Cell may not be modified in any way, other than:
 - i. As specified in these Regulations and/or the Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions)
 - ii. It is permitted to fit heat reflective material only to the rear of the Survival Cell
 - iii. It is permitted to paint the Survival Cell and apply vinyl type decals providing that either process is for decorative purposes only and is not performance enhancing
 - iv. It is permitted to bond tywrap securing blocks to the Survival Cell for the sole purpose of securing components/cables. It is not permitted to drill holes in the Survival Cell

CHASSIS..

5(5).2 **MONO 2000**

1. Chassis complying with 5(5).1 1 of aluminium alloy and / or steel construction where the manufacturers designated model year is 2001 or earlier or 1999 or earlier for Formula Renault.
2. Chassis complying with 5(5).1 1 of carbon fibre composite or aluminium alloy construction originally complying, or derived from those originally complying, with FIA Formula 3 and identified by the manufacturer as for the model year 1996 or earlier.

5(5).3 **MONO CLASSIC 2000**

1. A Chassis complying with 5(5).1 1. of aluminium alloy and / or steel construction where the manufacturers designated model year is 1993 or earlier. Formula Vauxhall Lotus are deemed to comply.
2. Chassis complying with 5(5).1 1. of carbon fibre composite or aluminium alloy construction originally complying, or derived from those originally complying, with FIA Formula 3 and identified by the manufacturer as for the model year 1992 or earlier.

CHASSIS..

5(5).4 **MONO 1800**

1. Commercially built chassis structure designated by the manufacturer as the model for the 2012 season or earlier, replacement parts must be to original specification. All chassis structures from models for the 1987 season onwards must be so constructed that the soles of the feet of the driver, seated in the normal driving position and with his/her feet on the pedals in the operative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.
2. Home built "one off" main chassis structure of any age; any proprietary parts must be for a car designated by the manufacturer as the model for the 2012 season or earlier. Home built "one off" chassis structure built from 1/1/94 must be so constructed that the soles of the feet of the driver, seated in the normal driving position and with his/her feet on the pedals in the operative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.
3. Commercially built chassis structure designated by the manufacturer as a model raced in Formula Ford 1600 Duratec from 2006 to 2012 inclusive. Chassis must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis.

CHASSIS..

5(5).5 **MONO 1600**

1. Commercially built chassis structure designated by the manufacturer as the model for the 2012 season or earlier, replacement parts must be to original specification. All chassis structures from models for the 1987 season onwards must be so constructed that the soles of the feet of the driver, seated in the normal driving position and with his/her feet on the pedals in the operative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.
2. Home built "one off" main chassis structure of any age; any proprietary parts must be for a car designated by the manufacturer as the model for the 2012 season or earlier. Home built "one off" chassis structure built from 1/1/94 must be so constructed that the soles of the feet of the driver, seated in the normal driving position and with his/her feet on the pedals in the operative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.

CHASSIS..

5(5).6 **MONO MOTO 1000**

1. Commercially built chassis structure designated by the manufacturer as a model for the 2012 season or earlier, replacement parts must be to original specification.
2. Post 2011 chassis of specified make and model may be permitted by the MRC Management Board. This is intended to permit some limited production, new chassis which are considered to meet the club's objectives. The list of permitted chassis is contained in Appendix 6.6
3. Home built "one off" main chassis structure of any age, any proprietary parts must be for a car designated by the manufacturer as the model for the 2011 season or earlier or from the approved chassis list.
4. Carbon tubs are NOT permitted.

5(5).7 **MONO MOTO 1400**

1. Commercially built chassis structure designated by the manufacturer as a model for the 2012 season or earlier, replacement parts must be to original specification.
2. Post 2011 chassis of specified make and model may be permitted by the MRC Management Board. This is intended to permit some limited production, new chassis which are considered to meet the club's objectives. The list of permitted chassis is contained in Appendix 6.6
3. Home built "one off" main chassis structure of any age, any proprietary parts must be for a car designated by the manufacturer as the model for the 2012 season or earlier or from the approved chassis list.
4. Carbon tubs are permitted

5(6) BODYWORK

5(6).1 All cars except those with chassis complying with 5(5).1 3. and 5(5).3 3

Modifications Permitted

1. General
 - i. Free, except as constrained by MSA regulations Section J and Q 2016
2. Interior
 - i. Free, except as constrained by MSA regulations Section J and Q 2016
3. Exterior
 - i. Free, except as constrained by MSA regulations Section J and Q 2016
e.g.
 - a) Maximum rear wing height above ground 90cms;
 - b) Maximum rear projection beyond rear axle centre line 100cms;
 - c) Maximum rear wing width 95cms
4. Silhouette
 - i. Free, except as constrained by MSA regulations Section J and Q 2016
5. Ground Clearance
 - i. Ground Clearance must be minimum 4cms, as MSA regulations Section J and Q 2016

5(6).2 All cars except those with chassis complying with 5(5).1 3. and 5(5).3 3

Modifications Prohibited

1. General
 - i. None except as specified in 5(6).2 1 to 5 subject to MSA regulations Section J and Q 2016
2. Interior
 - i. None except as specified in 5(6).2 1 to 5 subject to MSA regulations Section J and Q 2016
3. Exterior
 - i. None except as specified in 5(6).2 1 to 5 subject to MSA regulations Section J and Q 2016
4. Silhouette
 - i. None except as specified in 5(6).2 1 to 5 subject to MSA regulations Section J and Q 2016
5. Ground Clearance
 - i. None except as specified in 5(6).2 1 to 5 subject to MSA regulations Section J and Q 2016

BODYWORK..

5(6).3 Cars with chassis complying with 5(5).1 3 (*Mono F3 Formula Renault*)

Modifications Permitted

1. General

- i. Bodywork including all aerodynamic devices must as supplied for the Formula Renault 2.0 complying the Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions), unless these Regulations or MSA regulations Section J and Q 2016 specify otherwise. Renault Sport homologation and seals are not required.

2. Interior

- i. As 5(6).3 1
- ii. The side head restraint system must be fitted at all times. It is permissible to re-cover the side head restraint system with a different (softer) material. The covering must be fire retardant to FIA standard 8855–1999
- iii. It is permitted to fit extensions to the two locating pins on the roll hoop to provide better location of the head restraint. The locating pins must not exceed 12.5mm diameter and protrude a maximum of 18mm from the face of the roll hoop.
- iv. It is permitted to fit the HANS adaptor ref. 7711 154 981, in accordance with the manufacturers instructions. This is the only permitted adaptor.

3. Exterior

- i. As 5(6).3 1
- ii. Ground-Facing bodywork, between the furthest-rear edge of the complete front wheels and the furthest forward edge of the complete rear wheels, all suspended parts of the car visible from below must be located on one of the following two parallel planes: the reference plane or the step plane. The Reference plane is the surface between the furthest-rear edge of the complete front wheels and the furthest-forward edge of the complete rear wheels with a maximum width of 500mm symmetrical to the longitudinal axis of the car. The Step plane: all suspended parts of the car visible from below and not in the reference plane, must be positioned 50mm above the reference plane. No part of the car must be positioned more than 50cm to the rear of the rear wheel axis, or more than 100cm to the front of the front wheel axis.

4. Silhouette

- i. As 5(6).3 1

5. Ground Clearance

- i. Ground Clearance must be minimum 4cms, as MSA regulations Section J and Q 2016

BODYWORK..

5(6).4 **Cars with chassis complying with 5(5).1 3 (Mono F3 Formula Renault)**

Modifications Prohibited

1. General

- i. Bodywork sections must be fitted to the car as designed and not set apart from the chassis mounting points by the use of spacers or any other means.
- ii. It is not permitted to mix or combine bodywork complying with different regulation dates on the same car. All bodywork of the car including all aerodynamic devices must be compliant with either the 2008 Formula Renault 2.0 Nomenclature & Technical Regulations or the 2006 version.
- iii. Modifications other than in 5(6).3 1 to 5(6).3 5 above.

2. Interior

- i. Modifications other than in 5(6).3 1 to 5(6).3 5 above.

3. Exterior

- i. Modifications other than in 5(6).3 1 to 5(6).3 5 above.

4. Silhouette

- i. Modifications other than in 5(6).3 1 to 5(6).3 5 above.

5. Ground Clearance

- i. Modifications other than in 5(6).3 1 to 5(6).3 5 above.

BODYWORK..

5(6).5 **Cars with chassis complying with 5(5).4 3 (Duratec)**

Modifications Permitted

1. General
 - i. Bodywork must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis.
2. Interior
 - i. As 5(6).5 1
3. Exterior
 - i. As 5(6).5 1
4. Silhouette
 - i. As 5(6).5 1
5. Ground Clearance
 - i. Ground Clearance must be minimum 4cms, as MSA regulations Section J and Q 2016.

5(6).6 **Cars with chassis complying with 5(5).4 3 (Duratec)**

Modifications Permitted

1. General
 - i. Modifications other than those in 5(6).5 1 to 5(6).5 5 above.
2. Interior
 - i. Modifications other than those in 5(6).5 1 to 5(6).5 5 above.
3. Exterior
 - i. Modifications other than those in 5(6).5 1 to 5(6).5 5 above.
4. Silhouette
 - i. Modifications other than those in 5(6).5 1 to 5(6).5 5 above.
5. Ground Clearance
 - i. Modifications other than those in 5(6).5 1 to 5(6).5 5 above.

5(7) ENGINE

The engine must be a normally aspirated reciprocating piston engine to one of three specifications in **MONO F3**, of three specifications in **MONO 2000**, of two specifications in **MONO CLASSIC**, of four specifications in **MONO 1800**, of two specifications in **MONO 1600**, of one specification in **MONO MOTO 1000** and of one specification in **MONO MOTO 1400**. In the interests of equalising performance the Monoposto Racing Club reserves the right after every three Championship rounds during the season and giving not less than 14 days' notice, to specify, review and adjust maximum choke sizes or restrictor plate aperture size for any category or derivative of car within classes in order to equalise performance. Categories or derivatives is taken to mean engines of different manufacturer or model; chassis of different construction / materials; chassis of different original formulae; or chassis of different age range.

Only car derived engines are to be used in **MONO F3, MONO 2000, MONO CLASSIC, MONO 1800 and MONO1600**. Only motorcycle derived engines are to be used in **MONO MOTO 1000 and MONO MOTO 1400**.

ENGINE..

5(7).1 **MONO F3**

STANDARD PRODUCTION ENGINES UP TO 2000cc WITH NON VARIABLE CAMSHAFT TIMING PRODUCED TO A MINIMUM NUMBER OF 1000 UNITS IN ANY ONE YEAR FOR ANY ONE EU MEMBER STATE. Only engines for which the manufacturer's detailed specifications are available to the MRC are permitted. Registered competitor must ensure that the manufacturer's specification, to the satisfaction of the eligibility scrutineer, can be provided for the engine that is entered in the championship. Engines with variable camshaft timing as original specification are not eligible even if timing is subsequently fixed permanently. Standard specification does not mean a collection of standard components. It means an engine which matches the original specification for the make and model indicated by the manufacturer's engine number. This includes compression ratio and valve timing except as in 5(7).1 1 viii. Valve timing should be capable of being checked in the paddock by following manufacturer's specified timing procedure, including the use of any special keys or tools. Engines which comply with the specification contained in the Formula Renault Sport Manual for the F3R FRS engine are deemed to be eligible.

1. Permitted Modifications

- i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
- ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
- iii. Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment.
- iv. Standard flywheel may be replaced. Flywheel is free.
- v. Big end bolts free.
- vi. Valve guide material: free
- vii. Valve spring retaining cap material: any ferrous metal.
- viii. A re-bore allowance in accordance with manufacturers specification up to 0.5mm; together with manufacturers specification replacement pistons. No additional machining to recover original compression ratio is required or permitted as a result of this modification only.
- ix. Cylinder head gasket plane may be machined in order to recover a warped head. Original specification compression ratio must be recovered by local machining to the combustion chamber in the head. All such work must be reported to the Eligibility Scrutineer who may specify a combustion chamber volume and request to examine the head before use.
- x. For Ford Zetec engines camshaft timing is free: camshaft, crankshaft and valve timing pulleys must remain standard.

2. Prohibited Modifications

- i. Modifications other than those specified in 5(7).1 1 and 5(7).2 3 to 5(7).1 8
- ii. Forced Induction.

3. Location

- i. Free

4. Oil / Water Cooling

- i. Free

ENGINE..

5. Induction System
 - i. Fuel injection systems including ECU, to the specification for Formula Vauxhall/Opel (up to 1999), Formula Renault Sport (up to 1999), or Formula 2000, is deemed to comply. Original specification fuel injection may be replaced by carburettors. Throttle body fuel injection may be used.
 - ii. Restrictor plates, with specified apertures to effectively reduce performance, may be required following notice.
6. Exhaust System
 - i. Free, including exhaust manifold.
7. Ignition System
 - i. Where fuel injection is used, ECU and wiring loom are free.
8. Fuel Delivery System
 - i. Fuel pump free.

ENGINE..

5(7).2 **MONO F3**

ENGINES OF MANUFACTURE AND MODEL AS USED IN FIA INTERNATIONAL FORMULA 3 DURING 2004 OR EARLIER. The Piedrafita Toyota 3SGE as used in 'Spanish Formula Three' from 2001 to 2008 is deemed to comply when used without modification and used with a restrictor as specified in 5(7).2 5 ii. The original Piedrafita seals must be intact, only sealed engines will be allowed.

1. Permitted Modifications for FIA International Formula 3 (2004 or Earlier Engines)
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
 - iii. Free
2. Prohibited Modifications
 - i. FIA International Formula 3 (2004 or Earlier) Engines Modifications other than those specified in 5(7).2 1 and 5(7).2 3 to 5(7).2 8
 - ii. For Spanish Formula Three Piedrafita Toyota 3SGE engines modifications other than those specified in 5(7).2 3 to 5(7).2 8
 - iii. Forced Induction
 - iv. Removal of original Piedrafita Toyota 3SGE engine seals. These must remain intact and only sealed engines are permitted.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction System
 - i. To have a 25mm maximum diameter air restrictor through which all air serving the induction is passed
 - ii. Piedrafita Toyota 3SGE to have a 25mm maximum diameter air restrictor through which all air serving the induction is passed.
6. Exhaust System
 - i. Free
7. Ignition System
 - i. Free
8. Fuel Delivery System
 - i. Free

ENGINE..

5(7).3 **MONO F3**

ENGINES COMPLYING WITH THE FORMULA RENAULT 2.0 NOMENCLATURE & TECHNICAL REGULATIONS (2008 & 2006 VERSIONS). This engine can only be used with a chassis conforming to 5(5).1 3. The engine is the F4R FRS Formula Renault engine, a high-volume series production Renault 4 cylinder unit of nominally 2.0 litres capacity incorporating a twin overhead cam, 16 valve, aluminium cylinder head. The ignition management system is modified from production standard and the fuel and lubrication systems are altered only to enable the engine to be fitted to a racing car. In all other respects, the engine is a standard series production unit. It is mandatory to use the standard exhaust system, catalytic converter and silencer (Part No. RS15) as supplied for the Formula Renault 2.0. No modifications to the engine and ancillaries or engine management systems are permitted, unless specified in these Regulations. Renault Sport homologation and seals are not required unless specified in these Regulations. This engine will not be eligible for Mono F3 after 31/12/2016.

1. Permitted Modifications
 - i. None
2. Prohibited Modifications
 - i. M Modifications other than those specified in 5(7).3 1 and 5(7).3 3to 5(7).3 8
 - ii. Forced Induction
3. Location
 - i. No modifications allowed
4. Oil / Water Cooling
 - i. No modifications allowed
5. Induction System
 - i. It is compulsory to have the air intake restrictor fitted as detailed in the Workshop Manual/Nomenclature and Technical Regulations for the Formula Renault 2.0 Car (2008 & 2006 version). Ref: RS01. The air intake restrictor must have a maximum internal diameter of 37.00mm.
 - ii. The engine air filter may not be modified in any way and must be fitted at all times during the event. It may only be removed for the sole purpose of cleaning.
6. Exhaust Systems
 - i. It is permitted to re-pack the silencer. The materials used and the method of re-packing at all times respect the 'as supplied' specification.
 - ii. It is permitted to fit strengthening gussets to silencers that were originally supplied without strengthening gussets. Gussets may only be fitted to the 'inlet' side of the silencer. The number, dimensions and fixing of gussets must respect those fitted to later series silencers.
 - iii. The exhaust manifold, may be protected by wrapping in a suitable material provided such wrapping is for protection only and does not alter the function of the primary component in any way. Any protective wrapping shall be easily removable to allow inspection of the manifold.
 - iv. It is permitted to redress either the link pipe or the UK specific rear silencer [RS15] to allow for a good fit between these two components. The standard external fixation points must be retained and used, to allow the total length of the assembled exhaust to remain as standard.
7. Ignition Systems
 - i. No modifications allowed.

ENGINE..

5(7).4 **MONO 2000**

STANDARD PRODUCTION ENGINES UP TO 2000cc WITH NON VARIABLE CAMSHAFT TIMING PRODUCED TO A MINIMUM NUMBER OF 1000 UNITS IN ANY ONE YEAR FOR ANY ONE EU MEMBER STATE. Only engines for which the manufacturer's detailed specifications are available to the MRC are permitted. Registered competitor must ensure that the manufacturer's specification, to the satisfaction of the eligibility scrutineer, can be provided for the engine that is entered in the championship. Engines with variable camshaft timing as original specification are not eligible even if timing is subsequently fixed permanently. Standard specification does not mean a collection of standard components. It means an engine which matches the original specification for the make and model indicated by the manufacturer's engine number. This includes compression ratio and valve timing except as in 5(7).4 1 x. Valve timing should be capable of being checked in the paddock by following manufacturer's specified timing procedure, including the use of any special keys or tools. Engines which comply with the specification contained in the Formula Renault Sport Manual up to and including 1999 are deemed to be eligible.

1. Permitted Modifications

- i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
- ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
- iii. Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment
- iv. Standard flywheel may be replaced. Flywheel is free.
- v. Big end bolts free.
- vi. Valve guide material: free.
- vii. Valve spring retaining cap material: any ferrous metal.
- viii. A re-bore allowance in accordance with manufacturers specification up to 0.5mm; together with manufacturers specification replacement pistons. No additional machining to recover original compression ratio is required or permitted as a result of this modification only.
- ix. Cylinder head gasket plane may be machined in order to recover a warped head. Original specification compression ratio must be recovered by local machining to the combustion chamber in the head. All such work must be reported to the Eligibility Scrutineer who may specify a combustion chamber volume and request to examine the head before use.
- x. For Ford Zetec engines camshaft timing is free: camshaft, crankshaft valve timing pulleys must remain standard.

2. Prohibited Modifications

- i. Modifications other than those specified in 5(7).4 1 and 5(7).4 3 to 5(7).4 8
- ii. Forced Induction

3. Location

- i. Free

4. Oil / Water Cooling

- i. Free

ENGINE..

5. Induction System
 - i. Fuel injection systems including ECU, to the specification for Formula Vauxhall/Opel (up to 1999), Formula Renault Sport (up to 1999), or Formula 2000, is deemed to comply. Original specification fuel injection may be replaced by carburettors. Throttle body fuel injection may be used
 - ii. Restrictor plates, with specified apertures to effectively reduce performance, may be required following notice.
6. Exhaust Systems
 - i. Free
7. Ignition Systems
 - i. Free
8. Fuel Delivery Systems
 - i. Fuel pump free

5(7).5 **MONO 2000** ENGINES OF MANUFACTURE AND MODEL AS USED IN FIA INTERNATIONAL FORMULA 3 DURING 1996 OR EARLIER.

1. Permitted Modifications
 - i. - Free
2. Prohibited Modifications
 - i. None other than those specified in 5(7).5 1 and 5(7).5 3 to 5(7).5 8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. To have a 25mm maximum diameter air restrictor through which all air serving the induction is passed.
6. Exhaust Systems
 - i. Free
7. Ignition Systems
 - i. Free
8. Fuel Delivery Systems
 - i. Free

ENGINE..

5(7).6 **MONO 2000**

FORD 16 VALVE ZETEC ENGINE IN 130PS FORM WITH NOMINAL CAPACITY 1800cc AND NOMINAL BORE OF 80.0MM AND STROKE OF 88.0M

1. Permitted Modifications

- i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
- ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
- iii. Original specification camshafts may be replaced with Kent Cams camshafts part number KC75061234 inlet and exhaust. Camshafts must remain entirely unmodified other than the machining of a woodruff key or dowel. Vernier timing wheels are permitted. Valve timing is free.
- iv. Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment.
- v. Standard flywheel may be replaced. Flywheel is free. Clutch is free.
- vi. Big end bolts are free.
- vii. A re-bore allowance in accordance with manufacturers specification up to 0.5mm; together with manufacturers specification replacement pistons. AE pistons No: 23984 are deemed to comply.
- viii. Cylinder head gasket plane may be machined in order to recover a warped head. The maximum compression ratio will be controlled as follows: Minimum combustion volume of the cylinder head, with the race spark plug fitted, will be 42.4cc. The minimum compressed thickness of the head gasket will be 1.54mm, and the minimum diameter of cylinder aperture will be 82.00 mm. The piston will protrude a maximum of 0.65mm out of the cylinder block when the piston is at TDC.

2. Prohibited Modifications

- i. Forced induction.
- ii. Modifications other than those specified in 5(7).6 1 and 5(7).6 3 to 5(7).6 8

3. Location

- i. Free

4. Oil / Water Cooling

- i. Free

5. Induction System

- i. Where Original specification fuel injection is used the 30.00mm restrictor may be removed
- ii. Original specification fuel injection may be replaced by carburettors.

6. Exhaust Systems

- i. Free

7. Ignition System

- i. Free

8. Fuel Delivery System

- i. Fuel Pump Free

ENGINE..

5(7).7 **MONO CLASSIC 2000**

STANDARD PRODUCTION IRON BLOCK ENGINES UP TO 2000cc WITH NON VARIABLE CAMSHAFT TIMING PRODUCED TO A MINIMUM NUMBER OF 1000 UNITS IN ANY ONE YEAR FOR ANY ONE EU MEMBER STATE. Only engines for which the manufacturer's detailed specifications are available to the MRC are permitted. Registered competitors must ensure that the manufacturer's specification, to the satisfaction of the eligibility scrutineer, can be provided for the engine that is entered in the championship. Engines with variable camshaft timing as original specification are not eligible even if timing is subsequently fixed permanently. Standard specification does not mean a collection of standard components. It means an engine which matches the original specification for the make and model indicated by the manufacturer's engine number. This includes compression ratio and valve timing. Valve timing should be capable of being checked in the paddock by following manufacturers specified timing procedure, including the use of any special keys or tools

1. Permitted Modifications

- i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
- ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
- iii. Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment
- iv. Standard flywheel may be replaced by a steel flywheel weighing not less than 3.6kg including ring-gear.
- v. Big end bolts free.
- vi. Valve guide material: free
- vii. Valve spring retaining cap material: any ferrous metal
- viii. A re-bore allowance in accordance with manufacturers specification up to 0.5mm; together with manufacturers specification replacement pistons. No additional machining to recover original compression ratio is required or permitted as a result of this modification only.
- ix. Cylinder head gasket plane may be machined in order to recover a warped head. Original specification compression ratio must be recovered by local machining to the combustion chamber in the head. All such work must be reported to the Eligibility Scrutineer who may specify a combustion chamber volume and request to examine the head before use.

2. Prohibited Modifications

- i. Modifications other than those specified in 5(7).7 1 and 5(7).7 3 to 5(7).7 8
- ii. Forced induction

3. Location

- i. Free

4. Oil / Water Cooling

- i. Free

ENGINE..

5. Induction Systems
 - i. Original specification fuel injection may be replaced by carburettors. Fuel injection systems including ECU, to the specification for Formula Vauxhall/Opel (up to 1999 is deemed to comply).
 - ii. Restrictor plates, with specified apertures to effectively reduce performance, may be required following notice
6. Exhaust Systems
 - i. Free
7. Ignition Systems
 - i. Where original manufacturers fuel injection is used, ECU and wiring loom are free.
 - ii. Where carburettors are used, ECU and wiring loom are free
8. Fuel Delivery Systems
 - i. Fuel pump free

5(7).8 **MONO CLASSIC 2000**

ENGINES OF MANUFACTURE AND MODEL AS USED IN FIA INTERNATIONAL FORMULA 3 DURING 1992 OR EARLIER.

1. Permitted Modifications
 - i) Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii) All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
 - iii) Free
2. Prohibited Modifications
 - i) Forced induction.
 - ii) None other than those specified in 5(7).8 1 and 5(7).8 3 to 5(7).8 8
3. Location
 - i) Free
4. Oil / Water Cooling
 - i) Free
5. Induction Systems
 - i) To have a 25mm maximum diameter air restrictor through which all air serving the induction is passed.
6. Exhaust Systems
 - i) Free
7. Ignition Systems
 - i) Free
8. Fuel Delivery Systems
 - i) Free

ENGINE..

5(7).9 **MONO 1800**

ENGINES CONFORMING TO 2012 TECHNICAL REGULATIONS FOR FORMULA FORD 1800 ZETEC PUBLISHED BY FORD MOTOR COMPANY

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
2. Prohibited Modifications
 - i. Modifications other than those specified in 5(7).9 1 and 5(7).9 3 to 5(7).9 8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. Specified injection / ignition management unit must be retained and connected to and influenced by all specified sensors.
6. Exhaust Systems – Free, including exhaust manifold
7. Ignition Systems
 - i. Specified injection / ignition management unit must be retained and connected to and influenced by all specified sensors.
8. Fuel Delivery Systems
 - i. Fuel pump free

5(7).10 **MONO 1800**

ENGINES CONFORMING TO THE 2000 FORMULA VAUXHALL REGULATIONS (FOR VAUXHALL 1600cc 16 VALVE ENGINES) PUBLISHED BY THE BARC

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
2. Prohibited Modifications
 - i. Modifications other than those specified in 5(7).10 1 and 5(7).10 3 to 5(7).10 8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. None
6. Exhaust Systems
 - i. Free, including exhaust manifold
7. Ignition Systems
 - i. None
8. Fuel Delivery Systems
 - i. Fuel pump free

ENGINE..

5(7).11 **MONO 1800**

ENGINES CONFORMING TO 2012 TECHNICAL REGULATIONS FOR CLASSIC FF2000 PUBLISHED BY THE BARC

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
2. Prohibited Modifications
 - i. Modifications other than those specified in 5(7).11 1 and 5(7).11 3 to 5(7).11 8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. None
6. Exhaust Systems
 - i. Free, including exhaust manifold
7. Ignition Systems
 - i. Free
8. Fuel Delivery Systems
 - i. Fuel pump free

5(7).12 **MONO 1800**

ENGINES CONFORMING TO 2013 TECHNICAL REGULATIONS FOR FORMULA FORD 1600 DURATEC PUBLISHED BY FORD MOTOR COMPANY.
ONLY TO BE USED WITH CHASSIS AS 5(5).4 3

1. Permitted Modifications
 - i. None
2. Prohibited Modifications
 - i. Modifications other than those specified in 5(7).12 1 and 5(7).12 3 to 5(7).12 8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. Specified injection/ignition management unit must be retained and connected to and influenced by all specified sensors.
6. Exhaust Systems
 - i. None
7. Ignition Systems
 - i. Specified injection/ignition management unit and associated wiring must be retained and connected to and influenced by all specified sensors.
8. Fuel Delivery Systems
 - i. None

ENGINE..

5(7).13 MONO 1600

ENGINES CONFORMING TO 2011 TECHNICAL REGULATIONS FOR FORMULA FORD 1600 KENT PUBLISHED BY FORD MOTOR COMPANY

1. Permitted Modifications

- i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
- ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
- iii. A re-bore allowance of +0.020" is permitted.
- iv. The use of proprietary cast replacement 1.6 litre engine pistons is permitted provided they comply with 2011 TECHNICAL REGULATIONS FOR FORMULA FORD 1600 KENT PUBLISHED BY FORD MOTOR COMPANY in respect of dimensions, weight, compression ratio and machining.
- v. An alternative silencer is permitted.
- vi. **and when installed in a pre 1990 or home built chassis:**
 - Clutch and flywheel assembly may be reduced in weight, to a minimum of 10kg.
 - Camshaft may be replaced by Kent Cams 234 as specified by and available from the Club.
 - Camshaft pulley may be replaced by vernier type.
 - Valve springs and retainers must be of steel but otherwise free. (Dual springs permitted).

2. Prohibited Modifications

- i. Modifications other than those specified in 5(7).13 i-v and 5(7).13 3 to 5(7).13 8 when installed in pre 1990 or home built chassis.
- ii. Modifications other than those specified in 5(7).13 vi and 5(7).13 3 to 5(7).13 8 when installed in a post 1990 chassis.
- iii. Forced induction.

3. Location

- i. Free

4. Oil / Water Cooling

- i. Free

5. Induction Systems

- i. None

6. Exhaust Systems

- i. Free, including exhaust manifold

7. Ignition Systems

- i. Distributors are free providing they retain the original drive and location.
- ii. The distributor is defined as the component which triggers the LT current and distributes the HT ignition current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute or time the ignition except as detailed in 5(7).13 7 iii.
- iii. Electronic Ignition System that comply with the operational requirements of 5(7).13 7 i. and ii. are permitted. The ignition timing may only be varied by vacuum and/or mechanical means.

8. Fuel Delivery Systems

- i. Fuel pump free

ENGINE..

5(7).14 **MONO 1600**

STANDARD PRODUCTION IRON BLOCK ENGINES UP TO 1750cc WITH SINGLE CAMSHAFT, PRODUCED TO A MINIMUM NUMBER OF 1000 UNITS IN ANY ONE YEAR FOR THE UK MARKET. ONLY ENGINES FOR WHICH THE MANUFACTURER'S DETAILED SPECIFICATIONS ARE AVAILABLE TO THE MONOPOSTO RACING CLUB ARE PERMITTED. ENGINES WHICH COMPLY WITH THE SPECIFICATION CONTAINED IN THE 1994 FORMULA RENAULT TECHNICAL REGULATIONS FOR THE F2N FR ENGINE PUBLISHED BY THE FFSA AND 2000 FORMULA VAUXHALL JUNIOR REGULATIONS (FOR 8 VALVE ENGINES) PUBLISHED BY THE BARC ARE DEEMED TO BE ELIGIBLE. Engine configurations such as "boxers" in which more than one camshaft is used, are considered to be single camshaft engines provided that both inlet and exhaust valves for each cylinder are operated by only one of the camshafts. Registered competitors must ensure that the manufacturer's specification, to the satisfaction of the eligibility scrutineer, can be provided for the engine that is entered in the championship. Standard specification does not mean a collection of standard components. It means an engine which matches the original specification for the make and model indicated by the manufacturer's engine number. This includes compression ratio and valve timing. Valve timing should be capable of being checked in the paddock by following manufacturers specified timing procedure, including the use of any special keys or tools.

1. Permitted Modifications

- i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
- ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
- iii. Dry sump lubrication system is permitted

2. Prohibited Modifications

- i. Modifications other than those specified in 5(7).14 1 and 5(7).14 3 to 5(7).14 8
- ii. Forced induction.

3. Location

- i. Free

4. Oil / Water Cooling

- i. A liquid cooling system is mandatory
- ii. Radiator is free
- iii. Only the standard water pump is permitted

5. Induction Systems

- i. None

6. Exhaust Systems

- i. Free, including exhaust manifold

7. Ignition Systems

- i. For engines which comply with the specification contained in the Formula Renault manual 1994: ECUs are free.
- ii. None

8. Fuel Delivery Systems

- i. Fuel pump free

ENGINE..

5(7).15 **MONO MOTO 1000**

STANDARD PRODUCTION MOTOR CYCLE ENGINES TO ORIGINAL MANUFACTURERS SPECIFICATION WITH A CAPACITY UP TO 1000cc.

A workshop manual must be supplied on demand to verify engine specifications.

1. Permitted Modifications

- i. Engines may be re-bored to give a maximum engine displacement of 1000cc
- ii. Pistons are free.
- iii. Compression ratio is free
- iv. Counterbalance shafts where fitted may be removed.
- v. Camshafts and valves are free.
- vi. Crankshaft and connecting rods are free.
- vii. Sump pan and oil feeds may be modified.
- viii. Inlet and exhaust ports may be reshaped by the removal or addition of material, they may be polished.

2. Prohibited Modifications

- i. Modifications other than those specified in 5(7).15 1 and 5(7).15 3 to 5(7).15 8
- ii. Forced induction.

3. Location

- i. Free

4. Oil / Water Cooling

- i. Free

5. Induction Systems

- i. Free
- ii. Fuel injection or carburettors may be used

6. Exhaust Systems

- i. Free

7. Ignition Systems

- i. Ignition coils, spark plugs and high tension leads are free.
- ii. Wiring loom is free.
- iii. Ignition sensor wheels are free, CDI units must be standard, OR if fuel injection is used, then ECU is free but maximum rev limit to be that as per original road engine specification.

8. Fuel Delivery Systems

- i. Free

ENGINE..

5(7).16 **MONO MOTO 1400**

STANDARD PRODUCTION MOTOR CYCLE ENGINES TO ORIGINAL MANUFACTURERS SPECIFICATION WITH A CAPACITY UP TO 1400cc.

A workshop manual must be supplied on demand to verify engine specifications.

1. Permitted Modifications
 - i. Sump pan and oil feeds may be modified.
 - ii. Wiring loom is free.
2. Prohibited Modifications
 - i. Modifications other than those specified in 5(7).16 1 and 5(7).16 3 to 5(7).16 8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. Air filtration system is free
 - ii. Induction system must be to manufacturers specification.
6. Exhaust Systems
 - i. Free
7. Ignition Systems
 - i. Ignition system must be to manufacturers specification, 'Power Commander' and similar devices are permitted.
 - ii. ECU is free
8. Fuel Delivery Systems
 - i. Fuel pump free

5(8) SUSPENSIONS

5(8).1 MONO F3 - 5(5).1 1 & 5(5).1 2

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2005 or later season.
3. Wheelbase / Track
 - i. Free

5(8).2 MONO F3 - 5(5).1 (Mono F3 Formula Renault)

Suspension must comply with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions) except as in 5.8.1 (b). Renault Sport homologation and seals are not required.

1. Permitted Modifications
 - i. To replace suspension components (except shock absorbers), fasteners and joints, to original dimensions and materials, from alternative sources
 - ii. Renault Sport homologation is not required.
2. Prohibited Modifications
 - i. Shock absorbers must be as supplied by Renault Sport for the Formula Renault 2.0. Renault Sport homologation is not required
 - ii. No modification to the damper valving is permitted.
 - iii. Only external adjustment of bump and rebound is permitted, but only within the range of adjustment provided.
3. Wheelbase / Track
 - i. No modifications allowed

SUSPENSIONS..

5(8).3 **MONO 2000**

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2002 or later season for cars complying with 5(5).2 1 not including Formula Renault
 - ii. Suspensions designated by the manufacturer for a model for the 2000 or later season for Formula Renault cars complying with 5(5).2
 - iii. Suspensions designated by the manufacturer for a model for the 1997 or later season for cars complying with 5(5).2 2
3. Wheelbase / Track
 - i. Free

5(8).4 **MONO CLASSIC 2000**

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. For chassis complying with 5(5).3 1. Suspensions designated by the manufacturer for a model for the 1994 or later season.
 - ii. For chassis complying with 5(5).3 2. Suspensions designated by the manufacturer for a model for the 1993 or later season.
3. Wheelbase / Track
 - i. Free

5(8).5 **MONO 1800 - 5(5).4 1 and 5(5).4 2**

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2012 or later season for 5(5).3 1 and 5(5).3 2
3. Wheelbase / Track
 - i. Free

5(8).6 **MONO 1800 - 5(5).4 3**

1. Permitted Modifications
 - i. None
2. Prohibited Modifications
 - i. Suspension other than as to the requirements of the 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis.
3. Wheelbase / Track
 - i. To comply with the requirements of the 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis

SUSPENSIONS..

5(8).7 **MONO 1600**

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2012 or later season.
3. Wheelbase / Track
 - i. Free

5(8).8 **MONO MOTO 1000**

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2012 or later season except with respect to the permitted post 2012 makes and models.
3. Wheelbase / Track
 - i. Free

5(8).9 **MONO MOTO 1400**

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2012 or later season except with respect to the permitted post 2012 makes and models.
3. Wheelbase / Track
 - i. Free

5(9) TRANSMISSIONS

5(9).1 MONO F3 - 5(5).1 1 & 5(5).1 2

All vehicles in all classes must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position.

1. Permitted Modifications
 - i. Clutch free
 - ii. Transmissions with sequential gearchange are permitted
2. Prohibited Modifications
 - i. None
3. Transmission & Drive Ratios
 - i. Free

5(9).2 MONO F3 - 5(5).1 3 (Mono F3 Formula Renault)

Transmission, Gear Ratios, Final Drive and Clutch must be as supplied for the Formula Renault 2.0 complying with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions) except as in 5(9).2 Renault Sport homologation and seals are not required.

All vehicles in all classes must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position.

1. Permitted Modifications
 - i. Teams may maintain and repair transmission units without reference to Renault Sport but must comply with specifications on settings and preloads.
 - ii. It is permissible for the clutch pressure plate to be refurbished.
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5(9).2 1 and 5(9).2 3
3. Transmission & Drive Ratios
 - i. The only permitted gear ratios are defined as the medium set, and detailed in the 2011 Workshop Manual/Nomenclature for the Formula Renault 2.0 Car (2008 & 2006 versions).

TRANSMISSIONS..

5(9).3 **MONO 2000**

All vehicles in all classes must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position.

1. Permitted Modifications
 - i. Clutch free
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5(9).3 1 and 5(9).3 3
 - ii. Transmissions with sequential gearchange are not permitted
3. Transmission & Drive Ratios
 - i. Free

5(9).4 **MONO CLASSIC 2000**

All vehicles in all classes must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position.

1. Permitted Modifications
 - i. Clutch free
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5(9).4 1 and 5(9).4 3
 - ii. Transmissions with sequential gearchange are not permitted
3. Transmission & Drive Ratios
 - i. Free

5(9).5 **MONO 1800 - 5(5).4 1 and 5(5).4 2**

All vehicles in all classes must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position.

1. Permitted Modifications
 - i. Clutch free
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5(9).5 1 and 5(9).5 3
 - ii. Transmissions with sequential gearchange are not permitted
3. Transmission & Drive Ratios
 - i. Free

5(9).6 **MONO 1800 - 5(5).4 3**

All vehicles in all classes must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position.
Transmission must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis

1. Permitted Modifications
 - i. None
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5(9).6 1 and 5(9).6 3
3. Transmission & Drive Ratios
 - i. Free

TRANSMISSIONS..

5(9).7 **MONO 1600**

All vehicles in all classes must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position.

1. Permitted Modifications
 - i. Clutch free
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5(9).7 1 and 5(9).7 3
 - ii. Transmissions with sequential gearchange are not permitted
3. Transmission & Drive Ratios
 - i. Free

5(9).8 **MONO MOTO 1000**

All vehicles in all classes must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position.

1. Permitted Modifications
 - i. Clutch basket, plates and springs are free.
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5(9).8 1 and 5(9).8 3
3. Transmission & Drive Ratios
 - i. Gears and primary drive ratio are free, the number of forward gears not to be increased beyond the standard number
 - ii. Final drive ratio is free.

5(9).9 **MONO MOTO 1400**

All vehicles in all classes must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position.

1. Permitted Modifications
 - i. Clutch basket, plates and springs are free.
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5(9).8 1 and 5(9).8 3
3. Transmission & Drive Ratios
 - i. Gears and primary drive ratio are free, the number of forward gears not to be increased beyond the standard number
 - ii. Final drive ratio is free.

5(10) ELECTRICS

5(10).1 All cars except those with chassis complying with 5(5).1 3 and 5(5).4 3

1. Exterior Lighting
 - i. Not required except as required by 5(10).1 2
2. Rear Rain Light
 - i. A flashing rear LED rain light as specified in Appendix 6.7 is mandatory and must be mounted in accordance with K5 of the current MSA Yearbook.
3. Batteries
 - i. Free but must comply with K14 of the current MSA Yearbook.
4. Generators
 - i. Optional

5(10).2 Cars with chassis complying with 5(5).1 3 (*Mono F3 Formula Renault*)

Electrical components, wiring and systems must comply with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions) except as in 5(10).2. Renault Sport homologation and seals are not required, except the seals on the ECU must be maintained unbroken as specified in 5(7).3

1. Exterior Lighting
 - i. Not required except as required by 5(10).2 2
2. Rear Rain Light
 - i. A flashing rear LED rain light as specified in Appendix 6.7 is mandatory and must be mounted in accordance with K5 of the current MSA Yearbook
3. Batteries
 - i. Free but must comply with K14 of the current MSA Yearbook.
4. Generators
 - i. As 5(10).2

5(10).3 Cars with chassis complying with 5(5).4 3 (*Mono 1800 Duratec*)

Electrics must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis

1. Exterior Lighting
 - i. Not required except as required by 5(10).3 2
2. Rear Rain Light
 - i. A flashing rear LED rain light as specified in Appendix 6.7 is mandatory and must be mounted in accordance with K5 of the current MSA Yearbook
3. Batteries
 - i. Free but must comply with K14 of the current MSA Yearbook.
4. Generators
 - i. As 5(10).3

5(11) BRAKES

5(11).1 All cars except those with chassis complying with 5(5).1 3 and 5(5).4 3

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Free

5(11).2 Cars with chassis complying with 5(5).1 3 (*Mono F3 Formula Renault*)

Brakes and braking system must be as supplied for the Formula Renault 2.0 complying with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions) except as in 5(11).2 i to iv. Renault Sport homologation and seals are not required

1. Permitted Modifications
 - i. The car must be equipped with three master cylinders, one of 0.70", one of 3/4" and one of 5/8". The clutch master cylinder and brake master cylinders can be interchanged, but not otherwise modified. The cylinders may be fitted in any position, clutch, front brakes or rear brakes.
 - ii. Piston return springs can be removed from the brake callipers.
 - iii. Fitting a quick release coupling in the rear brake line.
 - iv. Brake pads and materials are free but must fit in unmodified standard callipers.
2. Prohibited Modifications
 - i. None other than permitted in 5(11).2 1

5(11).3 Cars with chassis complying with 5(5).4 3 (*Mono 1800 Duratec*)

1. Permitted Modifications
 - i. Brakes must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis.
2. Prohibited Modifications
 - i. None other than permitted in 5(11).3 1

5(12) WHEELS / STEERING

5(12).1 All cars except those with chassis complying with 5(5).1 3 and 5(5).4 3

1. Permitted Options
 - i. Free
2. Prohibited Options
 - i. Free
3. Construction & Materials
 - i. Free
4. Dimensions
 - i. Maximum road wheel diameter 13".
 - ii. Steering wheel is free but must comply with current MSA Yearbook Section J5.7

5(12).2 Cars with chassis complying with 5(5).1 3 (Mono F3 Formula Renault)

1. Permitted Options
 - i. Wheels/steering must be as supplied for the Formula Renault 2.0 complying with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions). Renault Sport homologation and seals are not required
2. Prohibited Options
 - i. Any other then permitted by 5(12).2 1
3. Construction & Materials
 - i. As 5(12).2 1
4. Dimensions
 - i. As 5(12).2 1
 - ii. Maximum road wheel diameter 13".
 - iii. Steering wheel is free but must comply with current MSA Yearbook Section J5.7

5(12).3 Cars with chassis complying with 5(5).4 3 (Mono 1800 Duratec)

1. Permitted Options
 - i. Wheels/Steering must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis
2. Prohibited Options
 - i. Any other then permitted by 5(12).3 1
3. Construction & Materials
 - i. As 5(12).3 1
4. Dimensions
 - i. As 5(12).3 1
 - ii. Maximum road wheel diameter 13".
 - iii. Steering wheel is free but must comply with current MSA Yearbook Section J5.7

5(13) TYRES

1. Specification
 - i. Free
2. Nominated Manufacturers
 - i. Free
3. The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited.
4. When detailed in Supplementary Regulations or Final Instructions, specified classes will be limited to one set of two front and two rear slick racing tyres per meeting (including Double and Twin Header meetings). Competitors must ensure that these four tyres are identification marked by the Championship Scrutineer prior to qualifying. If it is found necessary to use a substitute tyre, this must be identification marked by the Championship Scrutineer prior to use. The reason for the substitution must be to the satisfaction of the Championship Scrutineer and the identification marking of the original tyre will be removed. The number of wet weather tyres is free and these do not need identification marking. A wet weather tyre is a treaded tyre. Any competitor found during post qualifying/race scrutineering, to have qualified or raced with an unmarked or incorrectly marked tyre will be subject to judicial procedures and penalties under C3 of the 2016 MSA Year Book; but Championship penalties under C3.5.1 will not be applied.

5(14) WEIGHTS

The minimum weight, as Section J5.15.1 to J5.15.5 of the current MSA Yearbook but including driver wearing full safety clothing and equipment, to be not less than:

5(14).1 **MONO F3**

- | | |
|-------------------------------------|-------|
| 1. Engine options 5(7).1 and 5(7).2 | 560kg |
| 2. Engine option 5(7).3 | 570kg |

5(14).2 **Mono 2000** engine options 5(7).4; 5(7).5 and 5(7).6

- | | |
|---|-------|
| 1. Chassis as 5(5).2 1 using carburettors | 560kg |
| 2. Chassis as 5(5).2 1 using fuel injection | 570kg |
| 3. Chassis as 5(5).2 2 using carburettors | 560kg |
| 4. Chassis as 5(5).2 2 using fuel injection | 570kg |

5(14).3 **Mono Classic 2000** engine options 5(7).7 and 5(7).8

560kg

5(14).4 **Mono 1800**

- | | |
|---|-------|
| 1. Engine options 5(7).9: 5(7).10 and 5(7).11 | 535kg |
| 2. Engine option 5(7).12 | 500kg |

5(14).5 **Mono 1600**

- | | |
|--|-------|
| 1. Engine option 5(7).13 (standard FF1600) | 500kg |
| 2. Engine option 5(7).13 (incorporating 5(7).13 1 vi) | 510kg |
| 3. Engine option 5(7).14 (FRenault & 8V Vauxhall Junior) | 520kg |

5(14).6 **Mono Moto 1000**

- | | |
|--------------------------|-------|
| 1. Engine option 5(7).15 | 400kg |
|--------------------------|-------|

5(14).7 **Mono Moto 1400**

- | | |
|--------------------------|-------|
| 1. Engine option 5(7).16 | 450kg |
|--------------------------|-------|

5(14).8 The Championship Organisers reserve the right to review and adjust minimum weights after every three Championship rounds during the season, for any category or derivative of car within classes in order to equalise performance giving a minimum of 7 days' notice and lodging any changes with the MSA. Changes will be notified by Official Bulletin. Categories or derivatives is taken to mean engines of different manufacturer or model; chassis of different construction / materials; chassis of different original formulae; or chassis of different age range.

5(15) FUEL TANK / FUEL

5(15).1 All cars except those with chassis complying with 5(5).1 3 and 5(5).4 3

1. Types
 - i. Free but must comply with K14.1.2 of the current MSA Yearbook
2. Location
 - i. Free but must comply with K14.1.2 of the current MSA Yearbook
3. Fuel
 - i. Must use pump fuel, as defined in the current MSA Yearbook

5(15).2 Cars with chassis complying with 5(5).1 3 (*Mono F3 Formula Renault*)

1. Types
 - i. Fuel tank must be as supplied for the Formula Renault 2.0 car complying with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions). Renault Sport homologation and seals are not required.
2. Location
 - i. Fuel tank must be located as the requirements of the Formula Renault 2.0 car complying with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions).
3. Fuel
 - i. Must use pump fuel, as defined in the current MSA Yearbook

5(15).3 Cars with chassis complying with 5(5).4 3 (*Mono 1800 Duratec*)

1. Types
 - i. Fuel tanks must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis
2. Location
 - i. Fuel tanks location must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis
3. Fuel
 - i. Must use pump fuel, as defined in the current MSA Yearbook

5(16) SILENCING

1. Specification for all cars
 - i. To J5.17 of the 2016 MSA Yearbook

5(17) NUMBERS & CHAMPIONSHIP DECALS

1. Positions
 - i. As directed by the Championship Co-ordinator.
2. Suppliers and organising clubs
 - i. As and When, by the Championship Co-ordinator
3. Each class will be identified by a coloured decal, positioned next to the driver number, and supplied by the Championship Co-ordinator as follows:
 - i. Mono F3 150 mm diameter red circle.
 - ii. Mono 2000 150 mm diameter green circle
 - iii. Mono Classic 2000 150 mm diameter green circle superimposed with a white "C"
 - iv. Mono 1800 150 mm equal sided pink triangle.
 - v. Mono 1600 150 mm x 150 mm blue square.
 - vi. Mono Moto 1000 150 mm x 120 mm yellow diamond
 - vii. Mono Moto 1400 150 mm x 120 mm purple diamond
4. Championship sponsorship decals from earlier years shall be removed unless sponsorship is renewed for current year.

6. APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSD

6(1) RACE ORGANISING CLUBS & CONTACTS:

- MotorSport Vision Limited, Brands Hatch, Fawkham, Longfield, Kent DA3 8NG
Contact: David Willey Tel: 01474 875 202
- Castle Combe Racing Club, Castle Combe, Chippenham, Wiltshire, SN14 7EY Contact: Adrian Fawdington Tel: 01249 782 417
- Classic Sports Car Club, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY Contact Hugo Holder Tel: 0844 884 3260
- British Automobile Racing Club Ltd, Thruxton Circuit, Andover, Hampshire, SP11 8PN
Contact Ian Watson Tel: 01264 882 200

6(2) COMMERCIAL UNDERTAKINGS

- 6(2).1 Championship decals which are mandatory will be supplied via the Championship Co-ordinator. These must be prominently displayed on each side of the car.
- 6(2).2 Other decals and patches as may be required from time to time must be displayed.
- 6(2).3 The presentation of cars is important to the standing of the Championship and the profile of sponsors. Therefore in considering whether to permit any car to race, at any point during the season, the organisers may exclude any car the presentation or appearance of which they consider may prejudice the reputation of the Championship, or is otherwise unacceptable.

6(3) TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES

- 6(3).1 Other decals and patches as may be required from time to time must be displayed.

6(4) PROMOTIONAL ACTIVITIES

6(5) REGULATIONS REFERRED TO:

Copies of regulations referred to can be obtained from the Co-ordinator (address as below). These are:

- Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 Versions) published by Renault
- Formula Renault Sport Manual for the F3R FRS engine published by Renault
- Formula Renault Technical Regulations 1994 (and F2N FR engine Catalogue) published by the FFSA and Renault
- Formula Vauxhall & Vauxhall Junior (2000) Regulations published by the BARC
- Technical Regulations For Formula Ford 1600 Kent (2011) published by Ford Motor Company
- Technical Regulations For Formula Ford 1800 Zetec (2012) published by Ford Motor Company
- Technical Regulations For Formula Ford 1600 Duratec (2013) published by Ford Motor Company
- Technical Regulations For Classic Formula Ford 2000 (2012) published by the BARC

6(6) LIST OF CHASSIS PERMITTED FOR MONO MOTO

Post 2011 proprietary chassis permitted in Mono Moto by the MRC Board are as follows. Inclusion in this list does not imply that a chassis is compliant with relevant MSA regulations.

The onus is on the entrant to ensure that this is the case.

- Jedi: Mk 6
- Speads: all post-2011 models
- JKS: all post-2011 models
- Aztec: Az 1000
- OMS: all post-2011 models
- Revelation 1000: all post-2011 models
- Seward: all post-2011 models
- PR3 (www.pr3racing.co.uk)

6(7) APPROVED LIST OF REAR RAIN LIGHTS

Cartek CK-LR-F3

Lifeline LL421-100-005

Melectronics F3-2009

Models from the above manufacturers, from the same range and with solid and flashing operation that give the same luminous output and visibility can be used however these must be used in flashing mode only during qualification and racing. The use of a flashing mode switch with a solid light is acceptable. Rain Lights must flash red and within the 3Hz to 4Hz frequency range.

7. REGISTRATION FORM

See separate attachment or contact co-ordinator.

Co-ordinator: Steven Connor
Wakemans House
Borough Green Road
Ightham
Kent
TN15 9HU

Tel: 01732 884032 / 07956 591513

email: admin@monoposto.co.uk

Published V2a