

2014

Tiedeman Trophy Mono Championship



Sporting & Technical Regulations

PUBLISHED COPY
Version 1



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

c/o: 1 The Applegarth
Long Buckby
Northampton, NN6 7EQ

Tel/Fax: 01327 843056
email: admin@monoposto.co.uk
Web: www.monoposto.co.uk

2014 Tiedeman Trophy Mono Championship

1. SPORTING regulations - GENERAL

1.1 Title & Jurisdiction:

The 2014 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: **CH2014/R095**. Race Status: Nat B.
MSA Championship Grade: C

1.2 Officials:

1.2.1 Co-ordinator: Simon Davey

1.2.2 Licensed Eligibility Scrutineer: Alister 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 be fully paid up valid membership card holding members of the MRC and in possession of a valid MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the MRC, be Registered for the Championship and be in possession of valid Competition (Racing) National B Licence as a minimum.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

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 Registration fee is £20 inclusive of Membership of the Monoposto Racing Club for the balance of 2014. Registration is free to competitors who are already Monoposto members and Registered for the 2014 St. Cross Electronics Mono Championship.

1.4.3 Registrations will be accepted from 1st August 2014 until 21st December 2014

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

1.5 Championship Rounds:

The 2014 Tiedeman Trophy Championship will be contested over 4 Rounds as follows:

1&2	4 October	Castle Combe	CCRC
3&4	18 October	Snetterton 200	CSCC

1.6 Scoring:

- 1.6.1 Points will be awarded in each class to Competitors listed as classified finishers in the Final Results as follows:
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.
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.
- 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 overall Championship and Class positions shall be resolved using the formula in W1.3.4 in the 2014 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.

1.7 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 2015 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.
- 1.7.4 Bonuses: Per Round: Nil. Championship: Nil.
- 1.7.5 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.
- 1.7.6 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.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

- 2.1 **Rounds:** In accordance with Section C of the current MSA Yearbook and the Rules of the MRC
- 2.2 **Championship:** In accordance with Section C of the current MSA Yearbook and the Rules of the MRC

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

- 3.1.1 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.
- 3.1.2 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.
- 3.1.3 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.
- 3.1.4 The Maximum Entry Fee for each round shall be as specified in the Entry Form
- 3.1.5 For each Championship round the organisers may arrange entries by class into more than one race/grid.
- 3.1.6 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 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.

3.2 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.

3.3 Practice:

The minimum period of practice will be 15 minutes. The arrangements for Practice will be specified in the Supplementary Regulations as follows.

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 the second fastest lap will establish the grid order for the second round.

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.

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.

3.4 Qualification:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5 and 3.3 of these Championship Regulations. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.

3.5 Races:

The standard minimum scheduled duration shall be 15 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

3.6 Starts:

- 3.6.1 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.
- 3.6.2 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:-
Standing/Rolling Starts:-
1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 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.
- 3.6.5 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 Lap/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.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 For Standing Starts: a five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn. In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 3.6.8 For Rolling Starts: the start procedure will be specified in the Supplementary Regulations

3.7 Race Stops:

- 3.7.1 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 starting grid area which will automatically become a Parc Ferme area. 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.
- 3.7.2 Case A - Less than two laps completed by Race leader.
The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.3 Case B - More than two laps completed by Race Leader but less than 75%
The Race will restart from a grid set out by the finishing order of part one, (as per Q5.4.2). The result of the race will be the finishing order at the end of part 2.. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 Pits & Pitlane Safety:

- 3.9.1 Pits. Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 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 drive at minimum speeds in pitlanes.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Speed Limit Pit Lane Speed Limit will be as specified by each Organising Club

3.10 Race finishes:

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 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.

3.12 Timing Modules:

These are required as advised by Timing Solutions Ltd..

3.13 Qualification Races:

These are not applicable

3.14 Operation of Safety Car

- 3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

4. CHAMPIONSHIP RACE PENALTIES:

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).
- 4.1.3. Additional specific championship penalties: None

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:

As per current MSA Judicial Procedure 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 Description:

5.2.1 The Tiedeman Trophy Championship is for Competitors participating in Single Seater Racing cars, constructed or adapted to the Monoposto Formula, in seven classes – Mono 2000; Mono Classic 2000; Mono 1800; Mono 1600; Mono Dtec; Mono Moto; 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.

5.2.3 The Championship is devised for the enthusiast not the professional.

5.3 Safety Requirements:

Safety Regulations set out in Appendix K of the current MSA Motor Sport Yearbook will apply.

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 2000

5.5.1 (a) 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.

5.5.1 (b) 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.

5.5.1 (c) 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 (c). 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. 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.

5.5.2 **MONO CLASSIC 2000**

- 5.5.2 (a) Chassis complying with 5.5.1 (a) of aluminium alloy and / or steel construction where the manufacturers designated model year is 1998 or earlier; or 1999 or earlier in the case of chassis built to comply with the Renault Sport Manual; or 2001 or earlier when fitted with a Ford Zetec engine conforming to 5.7(d) or 5.7(f)
- 5.5.2 (b) Chassis complying with 5.5.1 (a) 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.

5.5.3 **MONO 1800; MONO 1600**

- 5.5.3 (a) Commercially built chassis structure designated by the manufacturer as the model for the 2010 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.
- 5.5.3 (b) 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 2010 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.

5.5.4 **MONO DTEC**

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.

5.5.5 **MONO MOTO**

- 5.5.5 (a) Commercially built chassis structure designated by the manufacturer as the model for the 2010 season or earlier, replacement parts must be to original specification.
- 5.5.5 (b) Post 2010 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 6.2.
- 5.5.5 (c) 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 2010 season or earlier or from the approved chassis list.

5.6 **Bodywork:**

5.6 (a) **All cars except those with chassis complying with 5.5.1 (c) and 5.5.4**

5.6.1 (a) Modifications Permitted:

- i General. Free, except as constrained by MSA regulations Section J and Q 2014.
- ii Interior. Free, except as constrained by MSA regulations Section J and Q 2014.
- iii Exterior. Free, except as constrained by MSA regulations Section J and Q 2014. 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
- iv Silhouette. Free, except as constrained by MSA regulations Section J and Q 2014.

5.6.2 (a) Modifications Prohibited: None except as specified in 5.6.1 i to iv subject to MSA regulations Section J and Q 2014.

5.6 (b) **Cars with chassis complying with 5.5.1 (c)**

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 2014 specify otherwise. Renault Sport homologation and seals are not required. 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.

5.6.1 (b) Modifications Permitted:

- i 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.
- ii 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.
- iii It is permitted to fit the HANS adaptor ref. 7711 154 981, in accordance with the manufacturers instructions. This is the only permitted adaptor.

5.6.2 (b) Modifications Prohibited:

- 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 5.6.1 (b) i-iii above

5.6 (c) **Cars with chassis complying with 5.5.4**

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

5.6 (d) **All cars.** Ground Clearance must be minimum 4cms, as MSA regulations Section J and Q 2014

5.7 Engine:

The engine must be a normally aspirated reciprocating piston engine to one of three specifications in **MONO 2000**, of three specifications in **MONO CLASSIC**, of three specifications in **MONO 1800**, of two specifications in **MONO 1600**, of one specification in **MONO DTEC**, and of two specifications in **MONO MOTO**. 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.

5.7 (a) **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 5.7.1 (a) ix. 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.

5.7.1 (a) Modifications Permitted:

- 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. Restrictor plates, with specified apertures to effectively reduce performance, may be required following notice.

- ii Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment.
 - iii Standard flywheel may be replaced. Flywheel is free.
 - iv Ignition system 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 Where fuel injection is used, ECU and wiring loom are free.
 - xi For Ford Zetec engines valve timing is free: camshaft and crankshaft valve timing pulleys must remain standard.
- 5.7.2 (a) Modifications Prohibited: Modifications other than those specified in 5.7(a). and 5.7.1.(a) i to xi above.
- 5.7 (b) **MONO 2000: ENGINES OF MANUFACTURE AND MODEL AS USED IN FIA INTERNATIONAL FORMULA 3 DURING 2004 OR EARLIER HAVING A 25 MILLIMETER MAXIMUM DIAMETER AIR RESTRICTOR THROUGH WHICH ALL AIR SERVING THE INDUCTION IS PASSED.**
- 5.7.1 (b) Modifications Permitted; Free
- 5.7.2 (b) Modifications Prohibited: None.
- 5.7 (c) **MONO 2000: 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 (c). 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.
- 5.7.1 (c) Modifications Permitted;
- 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 Electronic Control Unit (ECU) including software and ECU map must comply with the Formula Renault Nomenclature & Technical Regulations (2008 & 2006 versions). The ECU must be sealed as supplied by Renault Sport and the seals must be maintained unbroken.
 - iii 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.
 - iv 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.
 - v 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.
 - vi 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.
- 5.7.2 (c) Modifications Prohibited:
- i Modifications other than in 5.7.1 (c) i & vi above.

- 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.
- 5.7 (d) **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. Engines which comply with the specification contained in the Formula Renault Sport Manual up to and including 1999 are deemed to be eligible.
- 5.7.1 (d) Modifications Permitted:
- i Original specification fuel injection may be replaced by carburettors. Fuel injection systems to the specification for Formula Vauxhall/Opel (up to 1999), Formula Renault Sport (up to 1999), or Formula 2000, is deemed to comply.
 - ii Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment.
 - iii Standard flywheel may be replaced by a steel flywheel weighing not less than 3.6kg including ring-gear.
 - iv Ignition system 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 Where original manufacturer's fuel injection is retained, ECU and wiring loom are free.
- 5.7.2 (d) Modifications Prohibited: Modifications other than those specified in 5.7(d). and 5.7.1(d) i to x above.
- 5.7 (e) **MONO CLASSIC 2000:** ENGINES OF MANUFACTURE AND MODEL AS USED IN FIA INTERNATIONAL FORMULA 3 DURING 1992 OR EARLIER HAVING A 25 MILLIMETER MAXIMUM DIAMETER AIR RESTRICTOR THROUGH WHICH ALL AIR SERVING THE INDUCTION IS PASSED.
- 5.7.1 (e) Modifications Permitted; Free
- 5.7.2 (e) Modifications Prohibited: None.
- 5.7 (f) **MONO CLASSIC 2000:** FORD 16 VALVE ZETEC ENGINE IN 130PS FORM WITH NOMINAL CAPACITY 1800cc AND NOMINAL BORE OF 80.0MM AND STROKE OF 88.0MM
- 5.7.1 (f) Modifications Permitted
- i Original specification fuel injection may be replaced by Weber 40DCOE or Dellorto 40DHLA carburettors. Maximum choke size is 34mm.
 - ii Where Original specification fuel injection is used the 30.00mm restrictor may be removed.
 - 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 by a steel flywheel weighing not less than 3.6kg including ring-gear. Clutch is free.

- vi Ignition system is free.
- vii Big end bolts are free.
- viii 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.
- ix 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.
- x ECU and wiring loom are free.
- 5.7.2 (f) Modifications Prohibited: Modifications other than those specified in 5.7(f). and 5.7.1.(f) i to x.
- 5.7 (g) **MONO 1800: ENGINES CONFORMING TO 2012 TECHNICAL REGULATIONS FOR FORMULA FORD 1800 ZETEC PUBLISHED BY FORD MOTOR COMPANY.** Specified injection / ignition management unit must be retained and connected to and influenced by all specified sensors.
- 5.7.1 (g) Modifications Permitted; None
- 5.7.2 (g) Modifications Prohibited: Modifications other than in 5.7.1 (g) above.
- 5.7 (h) **MONO 1800: ENGINES CONFORMING TO THE 2000 FORMULA VAUXHALL REGULATIONS (FOR 16 VALVE ENGINES) PUBLISHED BY THE BARC**
- 5.7.1 (h) Modifications Permitted; None
- 5.7.2 (h) Modifications Prohibited: Modifications other than in 5.7.1 (h) above.
- 5.7 (i) **MONO 1800: ENGINES CONFORMING TO 2012 TECHNICAL REGULATIONS FOR CLASSIC FF2000 PUBLISHED BY THE BARC**
- 5.7.1 (i) Modifications Permitted: None except those specified under 5.7(i)
- 5.7.2 (i) Modifications Prohibited: Modifications other than those specified in 5.7.(i) above.
- 5.7 (j) **MONO 1600: ENGINES CONFORMING TO 2011 TECHNICAL REGULATIONS FOR FORMULA FORD 1600 KENT PUBLISHED BY FORD MOTOR COMPANY**
- 5.7.1 (j) Modifications Permitted:
 - i A re-bore allowance of +0.020" is permitted.
 - ii 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.
 - iii An alternative silencer is permitted.
and when installed in a pre 1990 or home built chassis:
- iv Clutch and flywheel assembly may be reduced in weight, to a minimum of 10kg.
- v Camshaft may be replaced by Kent Cams MK2 as specified by and available from the Club.
- vi Camshaft pulley may be replaced by vernier type.
- vii Valve springs and retainers must be of steel but otherwise free. (Dual springs permitted).
- 5.7.2 (j) Modifications Prohibited: Modifications other than those specified in 5.7.1.(j) i to vii above, when installed in a pre 1990 or home built chassis; 5.7.1.(j). i to iii when installed in a 1990 – 2008 chassis.
- 5.7 (k) **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.

- 5.7.1 (k) Modifications Permitted:
- i Dry sump lubrication system is permitted
 - ii For engines which comply with the specification contained in the Formula Renault manual 1994: ECUs are free.
- 5.7.2 (k) Modifications Prohibited: Modifications other than those specified in 5.7.1.(k) above.
- 5.7 (l) **MONO DTEC: ENGINES CONFORMING TO 2013 TECHNICAL REGULATIONS FOR FORMULA FORD 1600 DURATEC PUBLISHED BY FORD MOTOR COMPANY.** Specified injection/ignition management unit must be retained and connected to and influenced by all specified sensors.
- 5.7.1 (l) Modifications Permitted; None
- 5.7.2 (l) Modifications Prohibited: Modifications other than in 5.7.1 (l) above.
- 5.7 (m) **MONO MOTO: 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.
- 5.7.1 (m) Modifications permitted:
- i Engines may be rebored to give a maximum engine displacement of 1000cc, pistons are free.
 - ii Compression ratio is free.
 - iii Induction System is free, fuel injection or carburettors may be used.
 - iv Exhaust system free.
 - v Ignition coils, spark plugs and high tension leads are free. Wiring loom is free.
 - vi 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.
 - vii Inlet and exhaust ports may be reshaped by the removal or addition of material, they may be polished.
 - viii Counterbalance shafts where fitted may be removed.
 - ix Camshafts and valves are free.
 - x Crankshaft and connecting rods are free.
 - xi Sump pan and oil feeds may be modified.
- 5.7.2 (l) Modifications prohibited: Modifications other than those specified in 5.7.1 (m) i to xi. above.
- 5.7 (n) **MONO MOTO: 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.
- 5.7.1 (n) Modifications permitted;
- i Air filtration system is free.
 - ii Wiring loom is free.
 - iii Sump pan and oil feeds may be modified.
 - iv Fuel Pump is free
 - v Induction and ignition systems must be to manufacturers specification, 'Power Commander' and similar devices are permitted.
- 5.7.2 (n) Modifications prohibited; Modifications other than those listed in 5.7.1 (n) above.
- 5.7 (o) **ALL ENGINES EXCEPT ENGINES WHICH COMPLY WITH 5.7(c) AND 5.7 (l)**
- 5.7.1 (o) Modifications permitted
- 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 Location: Free.
 - iv Oil/Water cooling: Free
 - v Exhaust systems: Free, including exhaust manifold
 - vi Fuel Delivery Systems: Fuel pump free.
 - vii Ignition systems: Free, except as specified in 5.7(g); 5.7(h); 5.7 (m); 5.7 (n)
- 5.7.2 (o) Modifications prohibited: Forced induction prohibited.

5.8 Suspensions:

5.8 (a) MONO 2000

5.8.1 (a) Modifications Permitted: Free.

5.8.2 (a) Modifications Prohibited: Suspensions designated by the manufacturer for a model for the 2005 or later season, except with respect to chassis complying with 5.5.1c

5.8 (b) MONO 2000 5.5.1 (c)

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.

5.8.1 (b) Modifications Permitted: To replace suspension components (except shock absorbers), fasteners and joints, to original dimensions and materials, from alternative sources. Renault Sport homologation is not required.

5.8.2 (b) Modifications Prohibited: Shock absorbers must be as supplied by Renault Sport for the Formula Renault 2.0. Renault Sport homologation is not required. No modification to the damper valving is permitted. Only external adjustment of bump and rebound is permitted, but only within the range of adjustment provided.

5.8 (c) MONO CLASSIC 2000;

5.8.1 (c) Modifications Permitted: Free.

5.8.2 (c) Modifications Prohibited: Suspensions designated by the manufacturer for a model for the 2002 or later season in cars complying with 5.5.2 (a) and 1993 or later for cars complying with 5.5.2 (b)

5.8 (d) MONO 1800; MONO 1600

5.8.1 (d) Modifications Permitted: Free.

5.8.2 (d) Modifications Prohibited: Suspensions designated by the manufacturer for a model for the 2011 or later season.

5.8 (e) MONO DTEC

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

5.8 (f) MONO MOTO

5.8.1. (f) Modifications Permitted: Free.

5.8.2 (f) Modifications Prohibited: Suspensions designated by the manufacturer for a model for the 2011 or later season except with respect to the permitted post 2010 makes and models.

5.9 Transmissions:

5.9 (a) MONO 2000 5.5.1 (a); MONO 2000 5.5.1 (b)

5.9.1 (a) Modifications Permitted:

i Clutch: free.

ii Transmission & Drive Ratios: free

iii Transmissions with sequential gearchange are permitted

5.9.2 (a) Modifications Prohibited: None

5.9 (b) MONO 2000 5.5.1 (c)

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 5.9.1 (b). Renault Sport homologation and seals are not required.

5.9.1 (b) Modifications Permitted:

i Teams may maintain and repair transmission units without reference to Renault Sport but must comply with specifications on settings and preloads.

ii 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).

iii It is permissible for the clutch pressure plate to be refurbished

5.9.2 (b) Modifications Prohibited: All except as 5.9.1.(b) i-iii above.

5.9 (c) MONO CLASSIC 2000; MONO 1800; MONO 1600

5.9.1 (c) Modifications Permitted:

i Clutch: free.

ii Transmission & Drive Ratios: free.

5.9.2 (c) Modifications Prohibited: None other than transmissions with sequential gearchange are not permitted

5.9 (d) **MONO DTEC**

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

5.9 (e) **MONO MOTO**

5.9.1 (e) Modifications Permitted:

- i Clutch basket, plates and springs are free.
- ii Gears and primary drive ratio are free, the number of forward gears not to be increased beyond the standard number.
- iii Final drive ratio is free.

5.9.2 (e) Modifications Prohibited: Modifications other than those specified in 5.9.1 (e) i to iii.

5.9.3 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.

5.10 **Electrics:**

5.10 (a) **All cars except those with chassis complying with 5.5.1 (c) and 5.5.4**

5.10.1 (a) Modifications Permitted

- i Rear Warning Lamp: An LED rear fog light to ECE Regulation 7, an FIA homologated LED rear warning light, or an LED stop light to ECE Regulation 38 is mandatory and must be mounted in accordance with K5 of the current MSA Yearbook.
- ii Batteries: Free but must comply with K14 of the current MSA Yearbook.
- iii Generators: Optional.
- iv Starter Motors: Optional; push starts permitted.

5.10.1 (a) Modifications Prohibited: None

5.10 (b) **Cars with chassis complying with 5.5.1 (c)**

Electrical components, wiring and systems must comply with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions) except as in 5.10.1 (b). Renault Sport homologation and seals are not required, except the seals on the ECU must be maintained unbroken as specified in 5.7 (c)

5.10.1 (b) Modifications Permitted: Batteries are free but must comply with K14 of the current MSA Yearbook.

5.10 (c) **Cars with chassis complying with 5.5.4**

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

5.10.1 (c) Modifications Permitted

- i Rear Warning Lamp: An LED rear fog light to ECE Regulation 7, an FIA homologated LED rear warning light, or an LED stop light to ECE Regulation 38 is mandatory and must be mounted in accordance with K5 of the current MSA Yearbook.

5.11 **Brakes**

5.11(a) **All cars except those with chassis complying with 5.5.1 (c) and 5.5.4**

5.11.1 (a) Modifications Permitted: Free.

5.11.2 (a) Modifications Prohibited: None.

5.11(b) **Cars with chassis complying with 5.5.1 (c)**

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 5.11.1 (b) i to iv. Renault Sport homologation and seals are not required. Modifications Permitted:

- 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 calipers.
- lii Fitting a quick release coupling in the rear brake line.
- iv Brake pads and materials are free but must fit in unmodified standard calipers.

5.11 (c) **Cars with chassis complying with 5.5.4**

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

5.12 Wheels/Steering:

5.12(a) All cars except those with chassis complying with 5.5.1 (c) and 5.5.4

5.12.1 (a) Modifications Permitted: Free, including construction and materials

5.12.2 (a) Modifications Prohibited: None, minimum road wheel diameter 13".

5.12(b) Cars with chassis complying with 5.5.1 (c)

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.

5.12 (c) Cars with chassis complying with 5.5.4

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

5.12.3 All cars: Steering wheel is free but must comply with current MSA Yearbook Section J5.7

5.13 Tyres:

5.13.1 Specifications: Free.

5.13.2 Nominated Manufacturers: Free.

5.13.3 Unless the Supplementary Regulations for the meeting specify otherwise, for cars running in the Mono 2000 and Mono Classic 2000 classes only two front and two rear "dry" tyres per meeting (including Double and Twin Header meetings) are permitted per car. Competitors prior to qualifying must ensure that the four "dry" tyres they wish to use for the duration of the whole meeting have been identification-marked by the Championship Scrutineer. During a meeting an identification-marked tyre must not be substituted without obtaining approval from the Championship Scrutineer, who will identification-mark the replacement tyre. If approval is not obtained, the Competitor is responsible to ensure that continued use of the tyre is safe. Any identification-marked tyre which has been substituted will have the markings removed or cancelled at the time of the identification-marking of the replacement 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 2014 MSA Year Book; but Championship penalties under C3.5.1 will not be applied. The number of wet-weather tyres permitted per car per meeting is free. A wet-weather tyre is any tyre other than an identification-marked "dry" tyre. Wet-weather tyres can only be used if the track is declared "Wet" by the Clerk of the Course. The car's rear light must be illuminated at all times when it is running on wet-weather tyres.

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 2000:

i) Engine options 5.7(a) and 5.7(b): 560 kgs

ii) Engine option 5.7(c): 570 kgs

5.14.2 Mono Classic 2000: 560 kgs

5.14.3 Mono 1800: 535 Kgs

5.14.4 Mono 1600:

i) Engine option 5.7(j) (standard FF1600) 505 kgs

ii) Engine option 5.7(j) (incorporating 5.7.1 (j) iv – vii) 515 kgs

iii) Engine option 5.7(k) (FRenault and 8V Vauxhall Junior) 525 kgs

5.14.5 Mono Dtec 500 kgs

5.14.6 Mono Moto:

i) Engine option 5.7 (m) up to 1000cc engine 400 kgs

ii) Engine option 5.7 (n) 450 kgs

5.14.7 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(a) All cars except those with chassis complying with 5.5.1 (c) and 5.5.4

Fuel tank type and location is free, but must comply with K14.1.2 of the current MSA Yearbook.

5.15(b) Cars with chassis complying with 5.5.1 (c)

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.

5.15 (c) Cars with chassis complying with 5.5.4

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

5.15.2 All cars: must use pump fuel, as defined in the current MSA Yearbook

5.16 Silencing: to J5.17 of the 2014 MSA Yearbook.

5.17 Numbers & Championship Decals:

5.17.1 Positions: As directed by the Championship Co-ordinator.

5.17.2 Suppliers: As and When, by the Championship Co-ordinator.

5.17.3 Each class will be identified by a coloured decal, positioned next to the driver number, and supplied by the Championship Co-ordinator as follows:

1	Mono 2000	- 150 mm diameter green circle.
2	Mono Classic 2000	- 150 mm diameter green circle superimposed by a white "C"
3	Mono 1800	- 150 mm equal sided pink triangle.
4	Mono 1600	- 150 mm x 150 mm blue square.
5	Mono Dtec	- 150 mm diameter red circle
6	Mono Moto	- 150 mm x 120 mm yellow diamond
7	Invitation	- no decal

5.18 Race Timing: All car are required to be fitted with a transponder as advised by MST Sports Timing Ltd or other Timing Authority.

6 APPENDICES

6.1 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

6.2 List of Chassis Permitted for Mono Moto under 5.5.5 (b)

Post-2010 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-2010 models
- JKS: all post-2010 models
- Aztec: Az 1000
- OMS: all post-2010 models
- Revelation 1000: all post-2010 models
- Seward: all post-2010 models

6.3 Race Organising Clubs & Contacts:

- 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

6.4 Commercial Undertakings:

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

- 6.4.1 Championship decals which are mandatory will be supplied via the Championship Co-ordinator . These must be prominently displayed on each side of the car.
- 6.4.2 Other decals and patches as may be required from time to time must be displayed.
- 6.4.3 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.

7 REGISTRATION FORM

See separate attachment.

Co-ordinator: **Simon Davey**
 1 The Applegarth,
 Long Buckby,
 Northampton NN6 7EQ
 Tel/Fax: 01327 843056
 email: admin@monoposto.co.uk