
2021

The Hardall
F3 Cup Championship
A Monoposto® Racing Club Championship

Sporting & Technical Regulations

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Signature



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A Motorsport UK Recognised Racing Championship Organised By:
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SPORTING REGULATIONS – GENERAL**1.1. TITLE & JURISDICTION:**

The 2021 Hardall F3 Cup Championship is organised and administered by the Monoposto® Racing Club (MRC) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2020/R109
Race Status: Interclub
Motorsport UK Championship Grade: C

1.2. OFFICIALS

1.2.1. Championship Co-ordinator: Rachel Lovett

1. Assistant Co-ordinators: Sophie Foxwell / Georgia Walstow-Gale

1.2.2. Championship Clerk of the Course: Terry Scannell or his nominated deputy.

1.2.3. Championship Scrutineers:

1. Licensed Eligibility Scrutineer: Mike Mattison or his nominated deputy.

2. Assistant Eligibility Scrutineer: Neil Hodgkin or his nominated deputy.

1.2.4. Championship Stewards: Eric Cowcill, Mike Dixon, Bill Shewan, Tony Johnstone
Any three of these Championship Stewards may reach a decision.

1.3. COMPETITOR ELIGIBILITY:

1.3.1. Entrants must:

1. be members of the MRC and
2. be registered for the F3 Cup championship
3. be in possession of a valid Motorsport UK Entrants Licences.

1.3.2. Drivers and Entrant/Drivers must:

1. be members of the MRC or be a member of another invited club and
2. be Registered for the F3 Cup Championship and
3. be in possession of valid Competition (Racing) Interclub Licence as a minimum.
4. Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
5. 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 £1000. The Registration Fee for a single event (permitting a driver to score championship points) is £200 and this must be approved by the organisers in advance.
Registrations will be accepted from 1st January 2021 until 30th November 2021
- 1.4.3. Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the Championship Coordinator. The numbers 1 – 6 are reserved for the first six overall finishers in the 2020 Championship. Thereafter numbers will be allocated on a ‘first come, first served’ basis.
- 1.4.4. The Registration Fee for the Team Championship is £500.

1.5. CHAMPIONSHIP EVENTS:

- 1.5.1. The 2021 Hardall F3 Cup Championship will be contested over 16 Rounds as follows

Rounds	Date	Circuit Championship Meeting	Organiser	Event Type *
1, 2 & 3	<u>15/16 May</u>	<u>Silverstone National</u>	MSVR	3H
4 & 5	<u>12/13 June</u>	<u>Castle Combe</u>	MSVR	2H
6 & 7	<u>24 July</u>	<u>Oulton Park International</u>	MSVR	2H
8, 9 & 10	<u>21/22 August</u>	<u>Brands Hatch Indy</u>	MSVR	3H
11, 12 & 13	<u>18/19 September</u>	<u>Donington Park GP</u>	MSVR	3H
14, 15 & 16	<u>25 September</u>	<u>Snetterton 300</u>	MSVR	3H

* Event Type: 2H = Double Header = 1 Qualification & 2 Races
3H = Triple Header = 1 Qualification & 3 Races

- 1.5.2. The organisers reserve the right to make changes to the calendar in the event of unforeseen circumstances. Any such change will be notified by official Bulletin to all registered competitors.

In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds in accordance with the current Motorsport UK Yearbook D.11.2

1.6. SCORING:

- 1.6.1. Points will be awarded to Competitors listed as classified finishers regardless of Class in the Final Results as follows:-

1st 35 points, 2nd 29 points, 3rd 24 points, 4th 21 points, 5th 19 points, 6th 17 points,

7th 15 points, 8th 13 points, 9th 12 points, 10th 11 points, 11th 10 points, 12th 9 points, 13th 8 points, 14th 7 points, 15th 6 points, 16th 5 points, 17th 4 points, 18th 3 points, 19th 2 points, 20th 1 point. All other classified finishers 1 point.

- 1.6.2. The totals from all qualifying races (less NONE) will determine final championship points and positions.
- 1.6.3. 2 points will be awarded to the Competitor setting the fastest lap in each Class during qualifying (see 2.3.3). Should more than one competitor in a class get equal fastest lap 2 points will be awarded to each.
- 1.6.4. 2 points will be awarded to the Competitor setting the fastest lap in each Class during each race. Should more than one competitor in a class get equal fastest lap 2 points will be awarded to each.
- 1.6.5. Competitors not registered for the Championship may be permitted on an individual round basis by the Championship Organisers and will:
1. be deemed "Invited Competitors"
 2. not score points and for the purpose of points scoring will be ignored
 3. qualify for Event awards
 4. comply with the eligibility criteria as prescribed in Article 1.3. above, except for 1.3.1.2 and 1.3.2.2 as appropriate.
- 1.6.6. The overall winner of the Championship will be the competitor from the 'F3 Cup' or 'F3 Euro' class with the most points.
- 1.6.7. If a competitor is excluded from the results for an infringement of sporting regulations he may not drop the score from that race.
- 1.6.8. Cars in the Invitation Class will not score points and will be 'invisible' with respect to points scored by other competitors.
- 1.6.9. Should a driver change cars during the course of the season, points may be carried over to the new car provided that car runs in the same class. A new set of points may be built up for drivers changing into a different class. Only in exceptional circumstances and at the sole discretion of the Championship Organiser if a competitor changes to a car in a different class, may points be moved between classes.

1.6.10. Team Championship

1. Any Team wishing to take part in the Team Championship must register with the Monoposto Racing Club and pay the registration fee. Only Teams with a National (minimum) MOTORSPORT UK Entrant's Licence will be allowed to register for the championship.
2. Team points will be awarded for each qualifying race based on a calculated total of the points awarded to the teams NOMINATED competitors (provided they are listed as a classified finisher in the final results) as detailed in 1.6.1 from which an average mean points total will be given by dividing the total awarded point for all the Registered Team's competitors by the total number of the Registered Team's competitors who assembled on the grid for the start of the race.
3. Deleted
4. The total of the calculated average mean points as 1.6.10.2 from all qualifying races will determine the final Team championship points and positions.
5. Team points will NOT be awarded for any fastest laps in qualifying or races.
6. A competitor may only be registered as a member of one team at any single event. Teams must nominate the competitor or competitors who are their team members. The organisers reserve the right to confirm any team nomination with the competitor at any time.
7. Teams shall nominate their chosen nominated competitor/s whose points will be awarded to the Team Championship using Appendix 4.

1.6.11. Ties for the overall Championship and Class positions for Competitors and Teams shall be resolved using the formula in W1.3.4 in the 2021 Motorsport UK Yearbook.

1.6.12. Where the race distance has been reduced (2.6.) it shall still count as a full-points scoring round.

1.7. AWARDS:

1.7.1. Trophies and awards are provided by the MRC or race organising club.

1.7.2. Drivers are required to attend trophy presentations.

1.7.3. Per Race:
Trophies will be presented to competitors as follows: 1st, 2nd, 3rd in each Class

1.7.4. Deleted

1.7.5. Championship:
A trophy will be awarded to the overall Champion.
A trophy will be awarded to the first three in each Class.
A trophy will be awarded to the Team Champion.

1.7.6. 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.

1.7.7. Deleted

1.7.8. At the end of the 2021 season Stand 21 and Marchand Watch Company will award prizes to the class winners.

1.7.9. Other prizes and awards may be added from time to time by the organisers.

1.7.10. 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

1.7.11. 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.

1.7.12. 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 Entry Fee for each round shall be as specified on the Entry Form.
- 2.1.5. Deleted
- 2.1.6. 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 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 start line or Pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.7. The acceptance of Championship registration and race entries is at the discretion of the Organisers.

2.2. BRIEFINGS:

- 2.2.1. Competitors will be notified of the times and location for all briefings in the Final Instructions for the meetings, either electronically, or at the event. Competitors must attend all briefings or be subject to a penalty.

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 (Motorsport UK Regulations Q12.4).
- 2.3.3. For the first meeting of the year, cars will be released for qualifying in the order in which registrations were received by the organisers. For the second meeting, cars will be released in order of the championship standings. For the third meeting, cars will be released in reverse order of the championship standings. For the fourth meeting, cars will be released in order of the championship standings, then reversed for the fifth meeting, etc.

Deleted

- 2.3.4. The arrangements for Practice will be specified in the Supplementary Regulations as follows:
1. For Double Headers the entry will be arranged by class into one grid. There will be one practice session (at least of the minimum period) for each grid which 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. The driver's fastest lap in the first race will establish the grid order for the second round.
 2. For Triple Headers the entry will be arranged by class into one grid. There will be one practice session (at least of the minimum period) for each grid which will qualify drivers for the first round of the triple header. A driver's fastest lap during the practice session will establish the grid order for the first round of the triple header, the driver's fastest lap in the first race will establish the grid order for the second round. The third race grid position will be decided by the driver's fastest lap in the second race.
 3. Should any race be cancelled without 2 complete laps which are not run under safety car rules being recorded, then the initial lap times available for the start of the cancelled session will be used to set the grid positions for the subsequent session.

- 2.4. **RACES:**
Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.15) (1.6.4. above applies).

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.
- 2.5.2. All starts will be Standing Starts.
The minimum Countdown procedures/audible warnings sequence shall be: -
1. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 2. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
 3. A five second board will be used to indicate that the grid is complete.
 4. The red lights will be switched on five seconds after the board is withdrawn.

- 2.5.3. Any cars removed from the grid after the 1minute 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 start line 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 Motorsport UK Regulation Q12.11.2 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.
- 2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag. Any alternative starting signal will be notified to competitors in the Final Instructions.

2.6. **SESSION RED FLAG:**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the start line and RED FLAGS will be displayed at the start line 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 Motorsport UK, 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 Motorsport UK 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:

The Pit Lane Speed Limit will be 60 km/h unless otherwise specified in the Final Instructions.

2.8. RACE FINISHES:

- 2.8.1. 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. (Motorsport UK regulation (D 26.3.)

2.10. TIMING MODULES:

- 2.10.1. All competitors will be required to supply and fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The type is AMB TranX 260 either direct powered or battery transponder. These are available for purchase from TSL- Timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MOTORSPORT UK licensed Timekeepers.
- 2.10.2. Any competitor who fails to fit a transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature in the results of the race, irrespective of their finishing position.
- 2.10.3. Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11.

2.12. QUALIFICATION RACES:

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

2.13. OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run-in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations. The Clerk of the Course has the option to deploy the Safety Car during practice, qualifying practice or races.

2.14. ONBOARD CAMERAS

May be used in accordance with Section J of the Motorsport UK General Regulations.

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3. **SPECIFIC CHAMPIONSHIP REGULATIONS**

3.1. **DRIVING STANDARDS**

3.1.1. If a competitor abandons his car he must leave it with the steering wheel in place.

3.1.2. The Monoposto Racing Club operates a Driving Standards Policy DSP2017 which will be implemented to enforce Motorsport UK Blue Book Regulation C 1.1.5 as considered necessary by the directors of the Monoposto Racing Club.

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4. **SPECIFIC CHAMPIONSHIP PENALTIES**

In accordance with Section C of the current Motorsport UK 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 Motorsport UK Regulations: C3.3.

4.1.2. Arising from post-race Scrutineering or Judicial Action. Minimum Penalty: The provisions of Motorsport UK 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

1. Rounds

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

2. Championship

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

4.2. The Clerk of the Course has the option to impose Stop-Go and Drive Through penalties in accordance with MOTORSPORT UK regulation Q 12.26.

4.3. Any penalty imposed by the Clerk of the Course that results in penalty points being given, will result in the same number of Championship points being deducted even if this results in a minus score.

5. TECHNICAL REGULATIONS

5.1.1. INTRODUCTION

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

5.1.2. For each class all bodywork, under floors, rear floors, diffusers, nappies, suspension components, front and rear wing must be to the original size, shape, pattern and fitted in the same position as supplied by the chassis manufacturer, during the period of manufacture of that particular chassis/upgrade sequence. It is acceptable for a competitor to use alternative parts providing they are to the original size, shape, material, weight & pattern and fitted in the same position as supplied by the chassis manufacturer, during the period of manufacture of that particular chassis/upgrade sequence. The Championship Eligibility Scrutineer's decision as to whether any such part is eligible for the Championship will be final.

5.2. GENERAL

5.2.1. The F3 Cup championship is for drivers & teams participating in Formula 3 single-seater cars using engines with a nominal capacity of 2000cc. There are 2 Classes in which car eligibility is specified primarily by chassis date and/or type of engine. There is also an Invitation Class. The Classes and engine specifications are set out in 5.7.

F3 Cup Class: For cars and engines/ECUs built and raced between 1st January 2008 and 31st December 2016, with a maximum engine air restriction of 26.00mm diameter. *some exceptions see 5.7.1 note 3 and 5. For permitted chassis and engines see Art 5.7.1 including the Notes.

F3 Euro Class: For cars complying with the 2018 or 2019 Euroformula Open regulations.

Trophy Class: Deleted

Open Class: Deleted

Invitation Class: For any other Formula Three or other single seater car that the organisers have given permission to join the Championship or single events.

5.3. SAFETY REQUIREMENTS

The following articles of MOTORSPORT UK Section K safety criteria Regulations will apply: K1: K1.2.1 & K1.2.2: K1.4: K1.6.3: K1.6.4: K2: K2.2: K3: K4: K5: K6: K7: K8: K9: K10: K11 & K13.

Cars must comply with the relevant sections of MOTORSPORT UK Technical Regulations Section Q13.

Steering wheels must comply with MOTORSPORT UK Regulation J.5.7.

5.3.1. A suitable harness of six-point design and carrying an in-date FIA approved label must be fitted according to MOTORSPORT UK Regulation K 2.1.4

5.3.2. When seated in the car the dimension 'G' from MOTORSPORT UK Regulation Q drawing number 19.17 should be complied with.

5.4. **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

All cars must comply with the requirements of sections J and Q of the current MOTORSPORT UK yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained.

The general technical regulations are those as set out in the current Motorsport UK Motor Sport Yearbook, 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 Motorsport UK Motor Sport Yearbook and also to exclude any car considered to be constituting a deliberate violation and reserves the right to impound any car for examination.

The Monoposto Racing Club reserves the right to seal or mark any engine, any component or any part of any car during the season to be checked for eligibility at a later date or to be sealed for the duration of the championship and checked at the end of the championship season or at any time throughout the championship season.

It is the individual registered competitor / entrant's responsibility to provide on request suitable and sufficient specifications, regulations and evidence to the satisfaction of the Eligibility Scrutineer (or his nominated deputy) to enable eligibility to be checked and proven.

Any agreements with the previous organisers to depart in line with allowances in these regulations are cancelled and any allowable departure must be agreed again with the organisers using the relevant methods detailed in these regulations.

5.5. **CHASSIS:**

The chassis used must have been eligible to have competed in a recognised Formula 3 Championship during the periods defined in 5.2.1

5.6. BODYWORK

For all Classes cars, all bodywork, under floors, rear floors, diffusers, nappies, must be to the original size, shape, pattern and fitted in the same position as supplied by the chassis manufacturer, during the period of manufacture of that particular chassis/upgrade sequence. (See also 5.1.2).

Standard chassis configurations including bodywork and aerodynamic devices must be as raced in FIA F3 up to and including 2016. F3 Euro Class cars must comply with the 2018 or 2019 Euroformula Open championship regulations.

The Body/Chassis of the cars up to 31st December 1994 must incorporate a flat bottom as follows: "Between the rear edge of the complete front wheels and the front edge of the complete rear wheels, all sprung parts of the car visible from directly beneath the car must lie on one plane within a tolerance of +/- 5mm. All of these parts must produce a uniform, solid, hard, rigid (no degree of freedom in relation to the body/chassis unit), impervious surface under all circumstances. The periphery of the surface, formed by these parts, may be curved upwards with a maximum radius of 5cm."

All post 31st December 1994 cars must run to the standard factory (stepped bottom floor) specification for their year.

Any specific part of the car influencing its aerodynamic performance must comply with the rules relating to coachwork and must be rigidly secured to the entire sprung part of the car ("rigidly secured" means not having any degree of freedom).

Bodywork must remain immobile in relation to the sprung part of the car.

Any device or construction that is designed to bridge the gap between the sprung parts of the car and the ground is prohibited under all circumstances.

No part having an aerodynamic influence and no part of the coachwork may, under any circumstances, project below the geometric plane generated by the plane surface provided by or for this article.

The rear wings and the front wings where appropriate, shall agree with the overall dimensions and positions shown on the Technical Data Sheet for the relevant chassis and year of manufacture.

The 2017 Dallara upgrade kit is NOT permitted for the Dallara F312 (2012) or later cars in the F3 Cup Class.

F3 Euro Class cars must comply with the Euroformula Open 2018 or 2019 championship regulations.

5.7. ENGINE

5.7.1. **F3 Cup Class** – For any 2 litre (2000cc) FIA homologated Formula 3 engine and chassis configuration that were built and raced between the defined dates of this class (5.2.1). FIA- spec F3 engines not based on series production engines and their ECUs, which were introduced into F3 from 2012, are not permitted in any chassis. Engines fitted to 2008- onwards chassis will run a 26.00 diameter air restrictor. *some exceptions see note 3 & 5.

F3 Euro Class Euroformula Open cars must comply with the 2018 or 2019 Euroformula Open championship regulations. For the avoidance of doubt, HWA (Mercedes) and Spiess (Opel) engines must run to the **original** 2019 Euroformula Open regulations, incorporating the 'balance of performance' measures (specified airbox restrictor and engine map). These regulations are available on request.

Trophy Class Deleted

Open Class - Deleted

Invitation Class: For any other Formula Three car that the organisers have given permission to join the Championship or single events.

For the avoidance of doubt, with the exception of the Invitation Class the engine/chassis combination must have been eligible in period. For example, a 2007 engine cannot be fitted in a 2003 chassis.

Notes

Note 1: It is permissible to use the Toyota 3SGE-SXE10 engine in the specification prescribed for in the European F3 Open Championship. Any Toyota 3SGE-SXE10 engine used in the 2021 F3 Cup must be fitted with seals by Piedrafita or Hurley Race Engineering (hurleyraceengineering@gmail.com). (F3 Cup Class only)

Note 2: It is permissible to use the Spiess OPC engine in the specification prescribed for in the ATS Formula 3 Cup. Any Spiess OPC engine used in the 2021 F3 Cup must be sealed by Spiess or their authorised agent. (F3 Cup Class only)

Note 3: The Toyota 3SGE-SXE10 and Spiess OPC engine air restriction may vary in size from the maximum air restrictor for the class. This must be in accordance with the Championship/series which the engines ran in. (F3 Cup Class only)

Note 4: It is permissible to use the Neil Brown Engineering British National Class Engine in the specification as prescribed for the British Formula 3 National Championship during the period that it was permitted. This is to be used with a 26.35mm air restrictor. In the event of any dispute regarding the eligibility of NBE engines in F3 Cup, the engine will be inspected by Neil Brown Engineering and the costs of such inspection will be borne by the competitor.

The Championship Eligibility Scrutineer may at any time, make a request for an engine to be stripped and checked for eligibility at the expense of the competitor.

In all classes the organisers may define any engine which must be sealed prior to use or must retain any engine builder's seals in an undamaged condition.

The decision of the Championship Eligibility Scrutineer will be final.
See also Art 5.2 and Art 5.7.6.3 of these regulation.

5.7.2. **LOCATION**

Engine location in the car, must be as per the original location.

5.7.3. **OIL/WATER COOLING**

Free

5.7.4. **INDUCTION SYSTEMS**

As per 5.7.1 and 5.7.2. The material for the air box is free providing that it is not porous. The total air box system must be capable of sustaining a vacuum of '3 inches' of mercury when using a pump drawing a maximum of 0.9 cubic feet per minute of free air. In the event of a failure of the vacuum pump test the following secondary test will be offered to the competitor concerned. With the engine at tick over, when putting a plug on the air restrictor of the intake system, the engine shall be stopped in less than 2 seconds.

Declining the secondary test will be considered as a failure to comply.

Any device or construction that is designed to adjust or alter the size, shape or length of the inlet tract/trumpets, or improve airflow, operated by any manner (electrical, mechanical, hydraulic or pneumatic) whilst the car and engine are in use, is prohibited under all circumstances.

The engine shall have no mechanism which is capable of adjusting the valve timing following a mechanical, hydraulic pneumatic or electrical input whilst the engine is in operation.

5.7.5. **EXHAUST SYSTEMS**

Exhausts and silencers are free. See also 5.16.

5.7.6. IGNITION SYSTEMS

1. Ignition Management Systems Manufactures are free provided they were commercially available during the years of manufacture of the chassis (see 5.2.1). No system may provide any additional control which was not available at the time of the vehicle original manufacture.
2. The Championship Eligibility Scrutineer retains the right to substitute ECUs at his discretion.
3. Any departure from the ECU or Ignition Management System specification as set out in 5.2.1 and 5.7.1 must be agreed in writing with the organisers using the form in Appendix THREE.

5.8. SUSPENSIONS

All suspension components must be to the original size, shape, pattern and fitted in the same position as supplied by the chassis manufacturer, during the period of manufacture of that particular chassis/upgrade sequence.

Camber/castor/tow in/out angles and push rod lengths and general suspension settings and ride heights are free. [Pre-1996 cars are free to use any available suspension parts for their chassis).

- 5.8.1. Dampers and springs are free.

5.9. TRANSMISSIONS

- 5.9.1. The gearbox, consisting of not more than five (six for cars built from 01/01/02 to 31/12/16) forward gear and a mandatory reverse gear, must be of a type originally fitted to a Formula 3 chassis in the same chassis design period.

The method of gear selection/ operation must be identical to that used during the year of manufacture of the chassis. So-called paddle shift or "flappy-paddle" gear change mechanisms are only permitted if used in the car's original specification.

- 5.9.2. Limited slip differentials are permitted, but fluid and electric differentials are not permitted.

5.10. ELECTRICS

- 5.10.1. Cars must be fitted with driver operable electric starters. A push start may be permitted, but only with the Eligibility Scrutineer's prior approval (or on specific instruction from an official of the meeting).

- 5.10.2. Data logging systems are permitted.

- 5.10.3. Battery location and type are free.

- 5.10.4. No car or driver is permitted to use radio links or “car to pits” telemetry for data logging purposes, other than approved lap time data logging beacons.
- 5.10.5. An approved rearward facing warning light must be fitted of a type RED LED’s that flash continuously. Only Cartek CK-LR-F3, Melectronics F3_2009 or Lifeline LL421-100-005 can be used. See also 5.13.1.3

5.11. BRAKES

- 5.11.1. Pad materials are free.

5.12. WHEELS & STEERING

- 5.12.1. For safety reasons the front and rear wheels need not be of original manufacture but must conform either to period or current FIA Formula 3 regulations.
- 5.12.2. All Wheel retention nuts must be fitted with Spring clips painted in a bright (Day Glow) colour and in place for all practice sessions, races and scrutineering. Self-locking nuts are prohibited. Newer chassis with the retaining feature built into the stub axel do not require spring clips.

5.13. TYRES

- 5.13.1. Slick tyres are free.

Wet tyres are free. Wet tyres shall have a visible tread pattern to the satisfaction on the Championship Scrutineer or nominated deputy.

1. The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited.
2. A maximum of 6 (six) sets of slick tyres are allowed for the whole championship for each car. These sets can be used at any event during the championship. Each slick tyre must be recorded on the “Tyre Record Form” prior to use in any qualification or race session. The “Tyre Record Form” must be submitted by the Competitor to the Championship Scrutineer prior to qualifying for their available ‘slick’ tyres they wish to use for the duration of the whole meeting.

Should a wheel/tyre which has been nominated be damaged, then a replacement wheel/tyre may be fitted. This wheel/tyre can be from existing allocation already recorded on the “Tyre Record Form” or once approval from the Championship Scrutineer has been obtained. A record of “Approved Changes” must be made to the ‘Tyre Record Form’ to record the replaced and new tyre/tyres identification number/numbers. (Note: - Any wheel/tyre which has been replaced must be presented in conjunction with the relevant car at post

qualifying/race scrutineering). Awareness of any “on track” incident that caused damage to a tyre may be taken into account when allowing any replacement tyre.

The “Tyre Record Form” is a cumulative list. Any tyre previously recorded for an earlier event will remain on the list as an available tyre for the car. The “Tyre Record Form” is in Appendix Two.

If the number of championship events is amended for any reason the total number of sets of tyres will be adjusted accordingly.

Due to the complete season allocation being available from the first event each Competitor shall make due allocation for any replacement tyres that may be needed at any event to replace a damaged tyre. Any replacement tyre shall be recorded on the “Tyre Record Form” before use. It is the Competitors responsibility to ensure that their tyre usage is appropriate to allow for all events.

The number of wet tyres per meeting is free.

3. Wet tyres can only be used if the track is declared ‘Wet’ by the Clerk of the Course.
4. The car's rear light must be illuminated at all times when it is running on wet-weather tyres.

5.13.2. Deleted

5.13.3. Nominated Manufacturers: Free

5.14. **WEIGHT**

Cars will be weighed “as finished” qualifying and/or race inclusive of all liquids, with the driver on-board.

Competitors are not permitted to top-up liquids or add any additional weight to the car between the end of qualifying and/or races prior to scrutineering.

F3 Euro Class – The total minimum weight (including driver) shall be: 570 kgs for cars with Piedrafita engines, or 580 kg for cars with HWA/Speiss engines

Cup Class – The total minimum weight (including driver) shall be: 550 kgs

Trophy Class – DELETED

Open Class - DELETED

Invitation Class - The total minimum weight (including driver) for all chassis shall be per class year or as otherwise required by the organisers.

To ensure the reasonable equality of chassis performance the organisers reserve the right to vary these minimum weights on no more than three occasions during the season.

5.15. **FUEL TANK / FUEL**

5.15.1. Deleted

5.15.2. For F3 Euro and F3 Cup Class only Sunoco FR unleaded FIA racing fuel is permitted to be used as supplied by the official Series fuel supplier Anglo American Oil Company.

Competitors must use the specification of fuel as supplied. It is not permitted to mix the fuel or adjust the specification supplied in any way. The onus will be on the Competitor to ensure that there are no residual traces of non-approved fuels remaining in tanks/fuel systems at an event. The use of this control fuel is mandatory during practice, qualifying and races. The supplier will hold an identifying sample of the fuel and the Organisers reserve the right to take fuel samples from competitors' race cars at any time before, during or after practice, qualifying or racing, to be analysed for conformity with this identifying sample. As the control fuel tests will be carried out at the race meeting on the day of the sampling, the procedures as outlined in the MOTORSPORT UK regulations D34.3 apply. Should tests prove that the fuel sampled is not that specified for the Championship, then the competitor will be deemed to be in breach of the Championship Technical Regulations and be penalised accordingly.

The acceptance level for the F3 Cup Championship is set to 99.95% for comparison testing procedure according to Motorsport UK yearbook C4.2, D34.1.4 and 34.3.

5.15.3. Cars in the Invitation Class do not need to use the control fuel as 5.12.2 but must only use Pump Fuel as defined in Motorsport UK Regulations Section B Pump Fuel (a) (Motor Gasoline as Appendix 1) or Sunoco FR unleaded fuel as 5.15.2 and with the same sampling procedure applying.

5.16. **SILENCING**

5.16.1. The silencer is free, but it must conform to the MOTORSPORT UK Regulations (see Exhaust Systems 5.7.5). Unless stated otherwise in the Final Instructions all vehicles must at all times conform to MOTORSPORT UK Regulations (108 dBA at $\frac{3}{4}$ rpm at 0.5m) as set out in the current Competitors' and Officials' Yearbook; J 5.18. The method used for rear engine cars may be to the requirements of the MOTORSPORT UK Regulations.

5.17. NUMBERS and CHAMPIONSHIP DECALS

5.17.1. Front numbers are to be positioned on the nose as per MOTORSPORT UK Regulations. Side numbers are to be positioned as per MOTORSPORT UK regulations on each of the rear wing side plates. Competitors are responsible for supplying and fitting regulation numbers and backgrounds. The minimum height for numbers is 15cm. Any numbers that are not satisfactory must be changed on instruction from the Championship Eligibility Scrutineer.

5.17.2. Permanent numbers will be issued to all registered competitors by the coordinator and must be displayed on the foremost part of the nose and on each rear wing end plate.

5.17.3. Championship decals which are mandatory will be supplied via the F3 Cup Coordinator. These must be positioned on the car in accordance with Appendix ONE.

5.17.4. Monoposto decals must be displayed on each side of the car in the position shown in Appendix 1.

5.17.5. Deleted

5.17.6. Hardall decals must be displayed on each side of the car in the position shown in Appendix 1.

Stand 21 decals must be displayed on each side of the car in the position shown on Appendix 1.

Marchand Watch Company decals must be displayed on each side of the car in the position shown on Appendix 1.

Sunoco decals must be displayed on each side of the car in the position shown in Appendix 1.

5.17.7. Other decals and patches as may be required from time to time must be displayed.

5.17.8. In the event that decals and patches are not displayed, championship points will not be awarded and the competitor will not be eligible for awards, trophies or prizes.

5.18. Equalisation of Performance

5.18.1. The Championship organisers reserve the right to equalise performance by whatever means including but not limited to adjusting the minimum weight of the car.

5.19. Miscellaneous

5.19.1. Any component which was fitted to any car for less than one year and was then prohibited by the original organisers may not be used in this championship.

- 5.19.2. The entrant will at all times be responsible for providing proof that the components in use were of the same type and method of use as those used in the original car.
- 5.19.3. Any departure from these technical regulations must be approved in writing by the Championship organisers using the form in Appendix THREE.

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6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MOTORSPORT UK/MSC.

6.1. Organising Club & Commercial Rights Holder

Monoposto Racing Club Ltd
55 Yew Tree Lane
Wergs
Wolverhampton
WV6 8BQ
Tel: 07767 684164
E: admin@monoposto.co.uk

Championship Administrator/Coordinator

Rachel Lovett
RJ Events
Whimpton House
Whimpton Moor
NG22 0TA
Tel: 07894 010132
E: rachel@monoposto.co.uk

Nominated Fuel Supplier

Sunoco Race Fuels
Mel Fairless
Anglo American Oil Company Ltd
Sandford
Wareham BH20 7QE
01929 555974
mel@aaoil.co.uk

Nominated Tyre Supplier

N/A

Race Organising Clubs

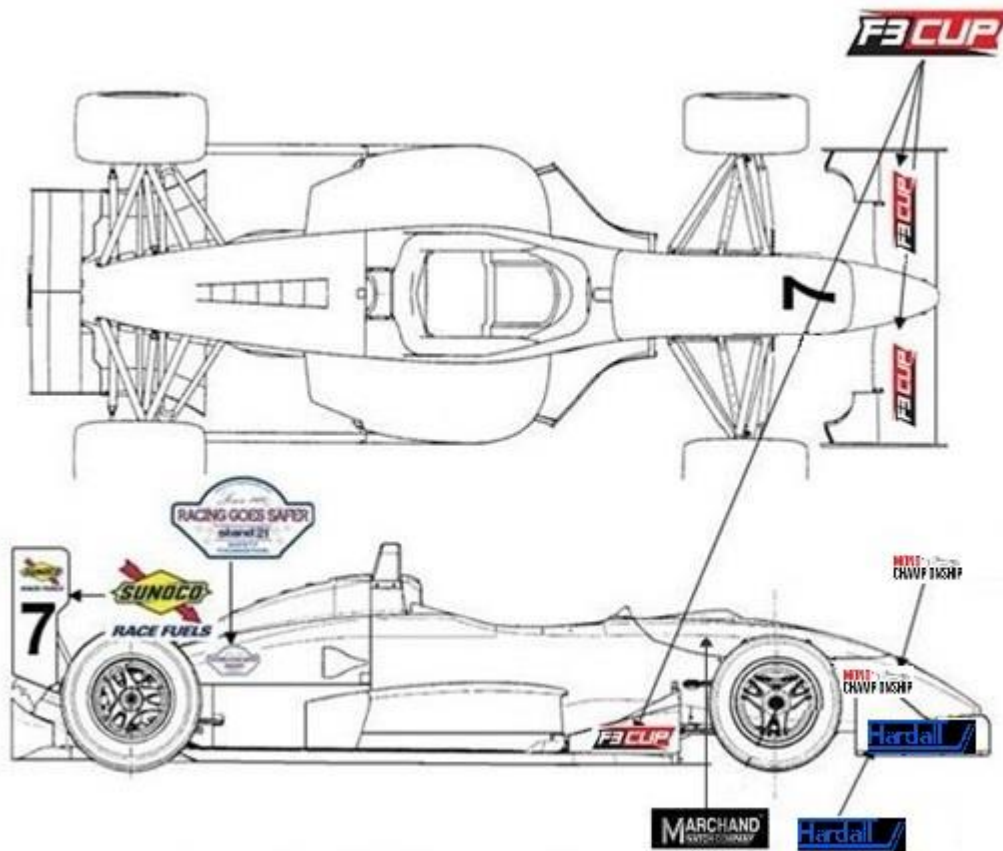
Motorsport Vision Racing (MSVR)
Brands Hatch Circuit, Fawkham, Longfield, Kent DA3 8NG

6.2. **COMMERCIAL UNDERTAKINGS**

- 6.2.1. The presentation of the car is fundamental to the profile of the championship, its sponsors and its audience. Therefore, in considering whether to permit any car to the race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation they may exclude any car which they consider may prejudice the reputation of the series or is otherwise unacceptable. Good presentation extends to team personnel, transporter and allocated paddock location.

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Appendix One



Please ensure that all sponsor stickers are clearly displayed

F3 CUP – one on each barge board or equivalent location and front wing

Monoposto – one on each side of the nose

Hardall – one on each front wing end plate

Sunoco – one on each side of rear wing outer surface

Stand 21 Safety Foundation – one on each side of engine cover

Marchand Watches – one on each side above and in line with the forward part of the wishbone

Appendix 1 – February 2021

Driver:	Team:	Car No.	Holder: <i>(tick as appropriate)</i> Team Copy <input type="checkbox"/> Coordinator / Scrutineer Copy <input type="checkbox"/>
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		Tyre ID No.	Tyre Manufacturer	Tyre Size	Driver Name	Driver Signature	Date	Scrutineer or Coordinator Name	Scrutineer or Coordinator Signature
SET 1	Front								
	Front								
	Rear								
	Rear								
SET 2	Front								
	Front								
	Rear								
	Rear								
SET 3	Front								
	Front								
	Rear								
	Rear								
SET 4	Front								
	Front								
	Rear								
	Rear								
SET 5	Front								
	Front								
	Rear								
	Rear								
SET 6	Front								
	Front								
	Rear								
	Rear								

Driver:	Team:	Car No.	Holder: <i>(tick as appropriate)</i> Team Copy <input type="checkbox"/> Coordinator / Scrutineer Copy <input type="checkbox"/>
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		Tyre ID No.	Tyre Manufacturer	Tyre Size	Driver Name	Driver Signature	Date	Scrutineer or Coordinator Name	Scrutineer or Coordinator Signature
Replacements	Front								
	Front								
	Rear								
	Rear								
Replacements	Front								
	Front								
	Rear								
	Rear								

This is a cumulative list. Once listed a tyre remains available for use for all Championship events for qualifying and race use.

Duplicate Lists – one to be held by Team / Driver and one to be held by Coordinator / Scrutineer



Technical Query Form			
Car No.:	<input type="text"/>	Date:	<input type="text"/>
Class:	<input type="text"/>	Chassis:	<input type="text"/>
Driver / Entrant (Print)		Driver / Entrant (Signature)	
<input type="text"/>		<input type="text"/>	
Request			
<i>Please leave the area below for the response to your query.</i>			
Reply		Date:	
Name:		Position:	

Competitors will receive a response to this Technical Query form and the response will be available to all competitors on the F3 Cup website or other means.

Team Championship Driver Nomination Form

Teams shall submit this form to the Championship Coordinator prior to the start of the first qualifying session of each event to nominate their driver who will score point for the team for the Team Championship.

A single form may be submitted to nominate drivers for each event or for all events in the championship.

Amendments to change, delete or add additional drivers at subsequent events must be made before the start of the qualifying session for each event. Once the qualifying session has started no changes to the nominated driver/s may be made at that event.

Team Name: Date:

Team Representative

Name: Signature:

Select events drivers being nominated for team points

<u>Rounds</u>	<u>Date</u>	<u>Championship Event</u>	<u>Select Event</u>
<u>1, 2 & 3</u>	<u>15/16 May</u>	<u>Silverstone National</u>	
<u>4 & 5</u>	<u>12/13 June</u>	<u>Castle Combe</u>	
<u>6 & 7</u>	<u>24 July</u>	<u>Oulton Park International</u>	
<u>8, 9 & 10</u>	<u>21/22 August</u>	<u>Brands Hatch Indy</u>	
<u>11, 12 & 13</u>	<u>18/19 September</u>	<u>Donington Park GP</u>	
<u>14, 15 & 16</u>	<u>25 September</u>	<u>Snetterton 300</u>	

Nominated Team Drivers

<u>Car No:</u>	<u>Driver Name:</u>	<u>Driver Signature:</u>