

2026

Reprise IT Tiedeman Trophy Championship

A Monoposto[®] Championship

Sporting & Technical Regulations

Published Copy

Signature



Date

25.02.2026

MONO 
CHAMPIONSHIP



A Motorsport UK Recognised Racing Championship Organised By:
The Monoposto Racing Club Ltd

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Wolverhampton WV6 8UQ
Tel: 07767 684164
email: admin@monoposto.co.uk
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Preamble

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

The Monoposto Racing Club is run on a non-commercial not for profit basis to promote participation in all aspects of single seater motorsport. The championship is devised for the amateur, not the professional.

1. SPORTING REGULATIONS – GENERAL

1.1. TITLE & JURISDICTION:

The 2026 Reprise IT Tiedeman Trophy Championship is organised and administered by the Monoposto® Racing Club (MRC) in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2026/R096 (C)

Race Status: Interclub

Motorsport UK Championship Grade: C

1.2. OFFICIALS

1.2.1. Championship Coordinator: Rachel Sergison rachel@monoposto.co.uk

1. Assistant Championship Coordinator: Sara Catanzaro

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

1.2.3. Championship Scrutineers:

1. Championship Eligibility Scrutineer: Darryl Drinkwater or his nominated deputy.

2. Club Eligibility Coordinator: Emma Cliffe or her nominated deputy

1.2.4. Championship Stewards: Jock Gardner, Dermot Healy, Julian Pratt, Jim Blockley
Any three of these Championship Stewards may reach a decision. Championship Stewards can adjudicate as NCR 4.1.1.2

NCR 4.1.1.2. The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Coordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided.

1.2.5. MRC Technical Representative – MRC Technical Director or nominated deputy from the MRC Technical Committee.

1.3. COMPETITOR ELIGIBILITY:

1.3.1. Entrants must:

1. be fully paid-up valid membership card holding members of the MRC and
2. be registered for the championship
3. be in possession of a valid Motorsport UK Entrants Licence.

1.3.2. Drivers and Entrant/Drivers must:

1. be fully paid-up valid membership card holding members of the MRC and
2. be Registered for the Championship and
3. be in possession of valid Competition (Racing) Race Club Licence as a minimum.
4. Or be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification. together with their ASN's written consent (NCR 6.3.1.6 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.
6. Any driver competing in a single seat racing car 0.5bhp/kg or greater (excluding driver weight) must be the holder of a Race National Licence as a minimum as NCR 12.4.6

1.3.3. All competitors must sign-on at Events they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the officials.

1.4. REGISTRATIONS:

1.4.1. All drivers must register as competitors for the championship by returning the Registration Form or submitting the online 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 £110 inclusive of MRC Membership made payable to Monoposto Racing Club; Registration is free to competitors who are already Monoposto members and registered for the 2026 Monoposto Championship. Registrations will be open from 1st December 2025 until 30th November 2026

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

1.4.4. All Entrants / Drivers who want to enter the Invitation Class must comply with the following requirements:

1. Have entry acceptance approval from the Monoposto Race Committee
2. Have technical acceptance approval from the Monoposto Technical Committee and comply with agreed technical requirements
3. Scoring will be as 1.6.2
4. Must comply with all Sporting Regulations

1.5. **CHAMPIONSHIP EVENTS: PROVISIONAL**

The 2026 Reprise IT Tiedeman Trophy Championship will be contested over 6 Rounds as follows:

Rounds	Date	Circuit Championship <u>Event</u>	Organiser	Event Type *
1 & 2	<u>19-20 September</u>	Brands Hatch GP**	MSVR	DH
3 & 4	<u>3 October</u>	Castle Combe**	CCRC	DH
5 & 6	<u>7 November</u>	Brands Hatch Indy**	MSVR	DH

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

** *subject to valid track licence*

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.

Plus 1 point for each of the number of entrants in the class who qualify to start the round, whether through setting a qualification time or otherwise qualified. Any entrant that is given a grid position without setting a qualification time but does not start the round will not be counted as an entrant for points purposes.

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, subject to below, will determine final championship points and positions both in the overall Championship and in each class.

1. When an event runs separate grids, a competitor that enters in separate classes on separate grids shall be awarded points in each class. The driver shall nominate an independent A Entry and an independent B Entry and these entries will be awarded championship points separately.
2. When all classes complete the same number of rounds the overall championship positions will be determined from the points awarded from all qualifying rounds.

3. When classes are separated on different grids and one grid race does not provide final results and the awarding of points (race cancellation) the overall championship scoring will be decided using the total points awarded to each independent entrant from all eligible qualifying rounds run divided by the number of qualifying rounds in which they were eligible to be awarded points.

*Total points awarded to entrant (all qualifying rounds run)
Total number of eligible qualifying rounds*

4. If 1.6.3.3 is used decimal points shall not be rounded.
5. When both alternate grids do not provide results, at the same event or at different events, then 1.6.3.3 shall be disregarded.

Note – above is to equalise scoring across rounds actually run so as not to disadvantage due to unequal rounds run.

- 1.6.4. Ties for the overall Championship and Class positions shall be resolved using the formula in NCR 4.3.4 in the current version of the National Competition Rules. If ties still remain unresolved then positions shall be decided by the greatest average number of starters in each class taking into account all Championship rounds.

- 1.6.5. Where the race distance has been reduced (2.6.) it shall still count as a full-points scoring round except as 1.6.5.1

1. Should fewer than two full competitive laps be completed by the race leader (i.e. laps not run under Safety Car or Full Course Yellow conditions), championship points will not be awarded.

- 1.6.6. 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

1.7. **AWARDS:**

- 1.7.1. Trophies and awards are provided for the purpose of encouraging participation in single seater motorsport and are 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 scored in any Class. To the overall Championship Winner: The Frank Tiedeman Trophy, plus £250 worth of free race entries to the 2026 Monoposto Championship. A Trophy to the overall Runner-Up and overall Third.
- 1.7.4. Presentations: Awards are to be provided for presentation at the end of each race or at an end of the event presentation ceremony. Championship Trophies will be presented at the Annual Awards Function.
- 1.7.5. MRC trophies, when awarded will be 1st, 2nd, & 3rd, place trophies for overall race results. For Double and Twin Header events there will also be 1st, 2nd & 3rd place trophies for the 'Champion of the Event' based on the scoring in 1.6.1 combining the points from the rounds held at this event.
- 1.7.6. Entertainment Tax Liability

Prize money and Bonuses shall not be awarded.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the [****] is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

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

1.7.8. Not Used

1.7.9. Bonuses: Per Round: Nil. Championship: Nil.

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2. CHAMPIONSHIP EVENT & 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 Event 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 Championship Organisers 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 Event BEFORE Signing-On.
- 2.1.4. The Maximum Entry Fee for each round shall be as specified on the Entry Form.
- 2.1.5. Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane in Reserve Order number and subject to a place becoming vacant on the grid be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or Pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.6. For each Championship round the organisers may arrange entries by class into more than one race/grid.
- Specific parts compulsory nominated on the Entry Form by a competitor (such as engine type) may be changed only for an identical part. If changed for another eligible but different part, written notification must be given to the Championship Coordinator before the use of the part in any qualifying or race. For eligibility scrutineering purposes each car will be checked against the requirements for the vehicle entered. A class eligible part which has been used but is not the nominated part stated on the Entry Form or advised to the Championship Coordinator as above will be deemed ineligible for eligibility of the vehicle. This requirement only applies to compulsory nominated parts as required to be notified on the entry form and may not be a requirement for every class.

2.2. BRIEFINGS:

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the events. Competitors must attend all briefings. Any written briefing is an official document.

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 (NCR 12.6.3.2).

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

1. 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.
2. 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 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.
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 (NCR 12.6.9.1) (1.6.4. above applies). The standard minimum scheduled duration shall be 15 minutes whenever practicable.

2.5. STARTS:

2.5.1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

2.5.2. The Supplementary Regulations for the event will specify whether a Standing or Rolling Start is to be used. The minimum Countdown procedures/audible warnings sequence for standing starts shall be: -

1. 1 minute to start of Green Signal/Pace Lap - Start Engines/Clear Grid.
2. 30 Seconds - Visible and audible warning for start of Green Signal/Pace Lap.
3. After completion of the Green Signal Lap vehicles will resume their Grid position for a standing start.
4. A five second board will be used to indicate that the grid is complete.
5. The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.

An alternative shortened start procedure from the assembly area straight to Green Flag / Pace Lap may be used by the Organising Clubs and this will be detailed in the Supplementary Regulations for the event.

2.5.3. Any cars removed from the grid after the 1minute stage or driven into pits on Green Signal/Pace Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.

2.5.4. Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCR 12.6.6.11 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.

2.5.6. For Rolling Starts: the start procedure will be specified in the Supplementary Regulations or Official Bulletin. Where SR's or Final Instructions specify any penalty for cars falling back from the car in front, consideration will be given by Officials to all circumstances including class performance differences and consistency of decisions and penalties applied.

1. For Rolling Starts, vehicles will approach the start line with the pole driver setting the pace. Racing commences as soon as the red lights are extinguished, or other start signal is given. Overtaking is permitted before the startline. Timing commences when crossing the startline.

2.5.7. Standing start grid formation shall be 1x1. Rolling start grid formation will be 2x2. The Clerk of the Course may make a force majeure decision to change this.

2.5.8. A Green Flag lap will be given for standing and rolling starts.

2.6. SESSION RED FLAG:

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and Red Light Panels/Flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Marshals should revert to displaying yellow flags to indicate to the Drivers the particular location of any incident hence supplementing the Light Panels.

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 National Competition Rules, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.

2.7.4. Speed Limit: Pit Lane Speed Limit will be as NCR 12,11,3,6a (60kph)

2.7.5. Competitors and their teams shall cooperate with the organisers to ensure fair use of the paddock space allocated to the championship at each event. Individual single competition car setups that requires more than 52.5m² shall inform the Championship Coordinator at least 1 week prior to the event. Teams that house second or third competition cars will be allocated an additional 22.5m² for each. Large setups may be required to locate outside of the allocated paddock area or to share empty awning space with other competitors. Sensible double stack parking may be required and private non-tow vehicles may be required to move out of the allocated paddock area. Please note overall paddock space is allocated to us and we are restricted to that allocation.

2.8. RACE FINISHES:

2.8.1. Last Lap Board – the last lap board will be shown to the race leader and all subsequent competitors at the finish line one lap before the end of the race.

2.8.2. 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

2.8.3. NCR 12.9.1.11 shall not apply and a driver who finishes the race by crossing the finish line in the pit lane whose car is travelling under its own power will be classified as a finisher.

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. NCR 3.6.1.4

2.10. TIMING MODULES:

All cars are required to be fitted with a transponder as advised by Timing Solutions Ltd or other relevant Timing Authority.

2.11. QUALIFICATION RACES:

These are not applicable.

2.12. OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with NCR 12.8.2

Code 60 will not be used.

2.13. ONBOARD CAMERAS

May be used in accordance with current National Competition Rules Chapter 7 and Chapter 12. Please ensure data cards are regularly cleared to assist Clerks with identification and review of relative recordings.

3. **SPECIFIC CHAMPIONSHIP REGULATIONS**

3.1. **RESPECT**

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

Competitor and their associates commit to respect all including their fellow competitors, official, the organisers the club and these Championship Regulations.

Competitors / Entrants are reminded that they are responsible for their associates' behaviour and conduct.

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2. **DRIVING STANDARDS**

3.2.1. The Monoposto Racing Club operates a Driving Standards Policy DSP2021V3 which will be implemented to enforce NCR 2.1.1.13 as considered necessary by the directors of the Monoposto Racing Club.

3.3. **SCRUTINEERING**

3.4. Pre-event scrutineering will be carried out in situ at the discretion of the Chief Scrutineer. For in situ scrutineering entrants/competitors shall ensure their cars and race kit are all ready and available at the correct time in the Monoposto paddock.

3.5. The Championship Organisers (MRC) Championship Coordinator, Scrutineering Coordinator and Technical Representatives will be granted access to Parc Ferme.

3.6. Eligibility pre-checks may be carried out by the MRC Scrutineering Coordinator or authorised technical representative at any time. These checks are informative only. They are NOT carried out under Parc Ferme conditions.

4. **SPECIFIC CHAMPIONSHIP PENALTIES**

In accordance with NCR Chapter 2 and these regulations.

4.1. **Infringements of Technical Regulations:**

4.1.1. Arising from post practice Scrutineering:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.1.21.

4.1.2. Arising from post race Scrutineering:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.2 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2 App.8 Art.2.2 (c).

4.2. Additional specific championship penalties

1. Rounds
 - i. In accordance with NCR Chapter 2 and these regulations.
2. Championship
 - i. In accordance with NCR Chapter 2 and these regulations.

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5. TECHNICAL REGULATIONS

5.1. 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.

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 Motorsport UK National Competition Rules (NCR).

5.2. GENERAL

The Monoposto Championship is for Competitors participating in Single Seater Racing cars, constructed or adapted to the Monoposto Formula, in eight classes – Mono F3A; Mono F3B, Mono 2000; Mono Classic 2000; Mono 1800; Mono 1600, Mono Moto 1000 and Mono Moto 1400.

The Championship is devised for the enthusiast not the professional.

5.3. SAFETY REQUIREMENTS

The following Articles of National Competition Rules Chapter 7 & 12 apply: - All unless stated otherwise in these regulations.

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

The general technical regulations are those as set out in the current National Competition Rules, 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 NCR 3.10.4.1.d and also to exclude any car considered to be constituting a deliberate violation and reserves the right to impound any car for examination.

The Organisers (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.

Where sealed ECU's are specified, the Organisers reserve the right to swap a fitted ECU with a replacement standard programmed ECU.

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.

5.5. CHASSIS

5.5.1. MONO F3B

1. Commercially built chassis structure designated by the manufacturer as the model for the 2004 season or earlier, replacement parts must be to original manufacturer specification.
2. Home built "one off" main chassis structure of any age; any proprietary parts must be for a car designated by the manufacturer as the model for the 2004 season or earlier.
3. Chassis as supplied for Formula Renault 2.0 complying with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions). This chassis can only be used with an engine conforming to 5.7.3. Renault Sport homologation and seals are not required. Replacement parts must be to the original manufacturer 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
 - v. Parts eligibility may be checked by comparing parts with genuine marked Formula Renault parts.
4. [Moved to 5.5.2.4](#)
5. Commercially built chassis structure designated by the manufacturer as the model for the 2011 season or earlier, replacement parts must be to original manufacturer specification. This Chassis shall only be used with engines complying with 5.7.1
6. Commercially built chassis structure designated by the manufacturer as the model for the 2007 season or earlier only when used with a Piedrafita Toyota 3GSE engine complying with 5.7.2. Replacement parts must be to original manufacturer specification.

CHASSIS..**5.5.2. MONO 2000**

1. Commercially built chassis structure of aluminium alloy and / or steel construction where the manufacturers designated model year is 2001 or earlier or 1999 or earlier for Formula Renault.
2. Commercially built chassis structure of carbon fibre composite or aluminium alloy construction originally complying, or derived from those originally complying, with FIA Formula 3 and identified by the manufacturer as for the model year 1996 or earlier.
3. Home built "one off" main chassis structure of any age; any proprietary parts must be for a car designated by the manufacturer as the model for the 2002 season or earlier.

4. Chassis compliant with FIA F4 Gen 1 Technical Regulations Article 274. This includes:

- i. Mygale EcoBoost M16-F4 chassis 2014-2021 chassis as supplied for 2014-2021 British F4 Championship complying with British F4 Championship Regulations, Parts List and User Manual as listed in 6.5.1. This chassis only to be used with an engine conforming to 5.7.18. Cars, including bodywork, engines and all components shall remain in compliance with the original championship regulations as 6.5.1 except as allowed otherwise in these championship technical regulations.

- ii. Tatuus T014 F4 Chassis as supplied for FIA F4 and complying with 2014-21 F4 championship regulations *Monoposto Technical Specification Tatuus F4 2025* and Parts List and User Manual as listed in 6.5.2. This chassis only to be used with an engine conforming to 5.7.19. Cars, including bodywork, engines and all components shall remain in compliance with the original championship regulations as 6.5.2 except as allowed otherwise in these championship technical regulations.

Parts eligibility (for any part of the car) may be checked by comparing parts with genuine Mygale, Tatuus, Ford & Abarth parts. Chassis, engine, ECU, gearbox and engine seal serial numbers shall be recorded and submitted on the appropriate form on request to the Championship Coordinator and shall be updated as required. Mygale M12-SJ and M13-SJ and Tatuus FA010 are also deemed to comply.

5.5.3. MONO CLASSIC 2000

1. Commercially built chassis structure of aluminium alloy and / or steel construction where the manufacturers designated model year is 1993 or earlier. Formula Vauxhall Lotus are deemed to comply.
2. Commercially built chassis structure 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.
3. Home built "one off" main chassis structure of any age; any proprietary parts must be for a car designated by the manufacturer as the model for the 1992 season or earlier.

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CHASSIS..**5.5.4. MONO 1800**

1. Commercially built chassis structure designated by the manufacturer as the model for the 2022 season or earlier, replacement parts must be to original manufacturer specification.
2. Home built “one off” main chassis structure of any age; any proprietary parts must be for a car designated by the manufacturer as the model for the 2019 season or earlier.
3. Commercially built chassis structure designated by the manufacturer as a model raced in Formula Ford 1600 Duratec from 2006 to 2012 inclusive. Chassis must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis.

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CHASSIS..**5.5.5. MONO 1600**

1. Commercially built chassis structure designated by the manufacturer as the model for the 2022 season or earlier, replacement parts must be to original manufacturer specification.
2. Home built "one off" main chassis structure of any age; any proprietary parts must be for a car designated by the manufacturer as the model for the 2022 season or earlier.
3. Scarab Mk.V as used in Formula Vee / European Formula Vee using Volkswagen (VW) Type 1 front axle and VW single joint pendulum rear axle.

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CHASSIS..**5.5.6. MONO MOTO 1000**

1. Commercially built chassis structure designated by the manufacturer as a model for the 2022 season or earlier, replacement parts must be to original specification.
2. Post 2022 chassis of specified make and model may be permitted by the Championship Organisers. This is intended to permit some limited production, new chassis which are considered to meet the club's objectives. The list of permitted chassis is contained in Appendix 6.6
3. Home built "one off" main chassis structure of any age, any proprietary parts must be for a car designated by the manufacturer as the model for the 2022 season or earlier or from the approved chassis list.
4. Carbon tubs or chassis with structural carbon elements are NOT permitted.

5.5.7. MONO MOTO 1400

1. Commercially built chassis structure designated by the manufacturer as a model for the 2022 season or earlier, replacement parts must be to original specification.
2. Post 2022 chassis of specified make and model may be permitted by the Championship Organisers. This is intended to permit some limited production, new chassis which are considered to meet the club's objectives. The list of permitted chassis is contained in Appendix 6.6
3. Home built "one off" main chassis structure of any age, any proprietary parts must be for a car designated by the manufacturer as the model for the 2022 season or earlier or from the approved chassis list.
4. Carbon tubs or chassis with structural carbon elements are permitted.

CHASSIS..**5.5.8. MONO F3A**

1. Commercially built chassis structure designated by the manufacturer as the model for the 2011 season or earlier, replacement parts must be to original manufacturer specification.
2. Commercially built chassis structure designated by the manufacturer as the model for the 2007 season or earlier, replacement parts must be to original manufacturer specification.
3. Home built "one off" main chassis structure of any age; any proprietary parts must be for a car designated by the manufacturer as the model for the 2011 season or earlier.
4. Chassis as supplied for Formula Renault 2.0 complying with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions). This chassis can only be used with an engine conforming to 5.7.3. Renault Sport homologation and seals are not required. Replacement parts must be to the original manufacturer 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
 - v. Parts eligibility may be checked by comparing parts with genuine marked Formula Renault parts.

5.6. **BODYWORK**

5.6.1. **All cars except those with chassis complying with 5.5.1.3, 5.5.2.4, 5.5.4.3, 5.5.5.3, 5.5.8.4 and 5.5.8.1**

Modifications Permitted

1. General
 - i. Free, except as constrained by current National Competition Rules Chapter 7 and Chapter 12.
2. Interior
 - i. Free, except as constrained by current National Competition Rules Chapter 7 and Chapter 12.
3. Exterior
 - i. Free, except as constrained by current National Competition Rules Chapter 7 and Chapter 12. e.g.
 - 5.6.1.3.i. Maximum rear wing height above ground 90cms;
 - 5.6.1.3.i. Maximum rear projection beyond rear axle centre line 100cms;
 - 5.6.1.3.i. Maximum rear wing width 95cms
4. Silhouette
 - i. Free, except as constrained by current National Competition Rules Chapter 7 and Chapter 12.
5. Ground Clearance
 - i. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

5.6.2. **All cars except those with chassis complying with 5.5.1.3, 5.5.2.4, 5.5.4.3, 5.5.5.3, 5.5.8.4 and 5.5.8.1**

Modifications Prohibited

1. General
 - i. None except as specified in 5.6.1.1 to 5.6.1.5 subject to current National Competition Rules Chapter 7 and Chapter 12.
2. Interior
 - i. None except as specified in 5.6.1.1 to 5.6.1.5 subject to current National Competition Rules Chapter 7 and Chapter 12.
3. Exterior
 - i. None except as specified in 5.6.1.1 to 5.6.1.5 subject to current National Competition Rules Chapter 7 and Chapter 12.
4. Silhouette
 - i. None except as specified in 5.6.1.1 to 5.6.1.5 subject to current National Competition Rules Chapter 7 and Chapter 12.
5. Ground Clearance
 - i. None except as specified in 5.6.1.1 to 5.6.1.5 Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

BODYWORK..**5.6.3. Cars with chassis complying with 5.5.1.3 & 5.5.8.4 (Mono F3A & Mono F3B Formula Renault)****Modifications Permitted**

1. General
 - i. Bodywork including all aerodynamic devices must as supplied for the Formula Renault 2.0 complying the Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions), unless these Regulations or current National Competition Rules Chapter 7 and Chapter 12. specify otherwise. Renault Sport homologation and seals are not required.
2. Interior
 - i. As 5.6.3.1
 - ii. The side head restraint system must be fitted at all times. It is permissible to re-cover the side head restraint system with a different (softer) material. The covering must be fire retardant to FIA standard 8855–1999
 - iii. It is permitted to fit extensions to the two locating pins on the roll hoop to provide better location of the head restraint. The locating pins must not exceed 12.5mm diameter and protrude a maximum of 18mm from the face of the roll hoop.
 - iv. It is permitted to fit the HANS adaptor ref. 7711 154 981, in accordance with the manufacturer's instructions. This is the only permitted adaptor.
3. Exterior
 - i. As 5.6.3.1
 - ii. Ground-Facing bodywork, between the furthest-rear edge of the complete front wheels and the furthest forward edge of the complete rear wheels, all suspended parts of the car visible from below must be located on one of the following two parallel planes: the reference plane or the step plane. The Reference plane is the surface between the furthest-rear edge of the complete front wheels and the furthest-forward edge of the complete rear wheels with a maximum width of 500mm symmetrical to the longitudinal axis of the car. The Step plane: all suspended parts of the car visible from below and not in the reference plane, must be positioned 50mm above the reference plane. No part of the car must be positioned more than 50cm to the rear of the rear wheel axis, or more than 100cm to the front of the front wheel axis.
 - iii. Maximum rear wing height to be 90cm above ground as current National Competition Rules Chapter 7 and Chapter 12.. It is permitted to modify rear wing stay fixing holes to meet this requirement only.
4. Silhouette
 - i. As 5.6.3.1
5. Ground Clearance
 - i. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

BODYWORK..

5.6.4. Cars with chassis complying with 5.5.1.3 & 5.5.8.4 (Mono F3A & Mono F3B Formula Renault)

Modifications Prohibited

1. General
 - i. Bodywork sections must be fitted to the car as designed and not set apart from the chassis mounting points by the use of spacers or any other means.
 - ii. It is not permitted to mix or combine bodywork complying with different regulation dates on the same car. All bodywork of the car including all aerodynamic devices must be compliant with either the 2008 Formula Renault 2.0 Nomenclature & Technical Regulations or the 2006 version.
 - iii. Modifications other than in 5.6.3.1 to 5.6.3.5 above.
2. Interior
 - i. Modifications other than in 5.6.3.1 to 5.6.3.5 above.
3. Exterior
 - i. Modifications other than in 5.6.3.1 to 5.6.3.5 above.
4. Silhouette
 - i. Modifications other than in 5.6.3.1 to 5.6.3.5 above.
5. Ground Clearance
 - i. Modifications other than in 5.6.3.1 to 5.6.3.5 above. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

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BODYWORK..

5.6.5. Cars with chassis complying with 5.5.4.3 (Duratec)

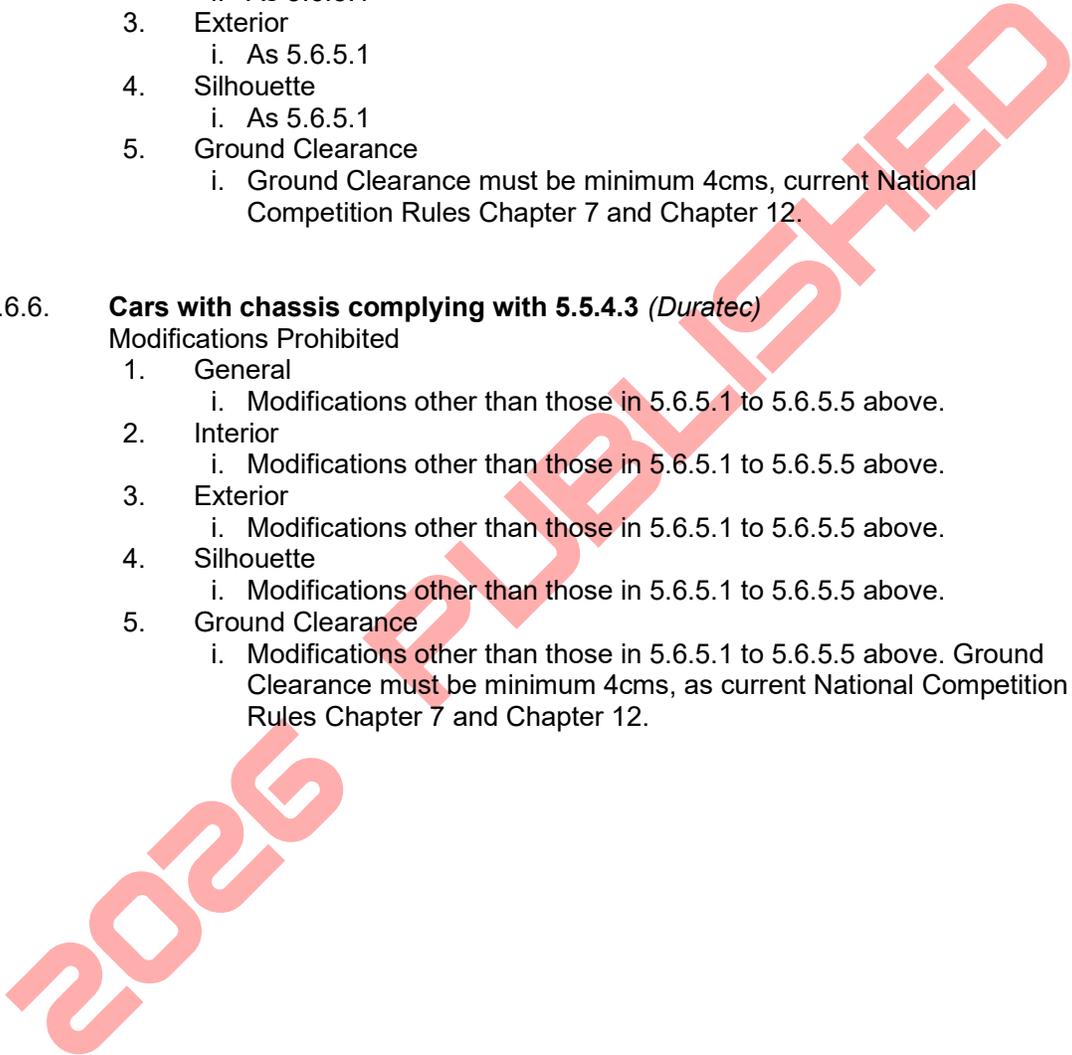
Modifications Permitted

1. General
 - i. Bodywork must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis.
2. Interior
 - i. As 5.6.5.1
3. Exterior
 - i. As 5.6.5.1
4. Silhouette
 - i. As 5.6.5.1
5. Ground Clearance
 - i. Ground Clearance must be minimum 4cms, current National Competition Rules Chapter 7 and Chapter 12.

5.6.6. Cars with chassis complying with 5.5.4.3 (Duratec)

Modifications Prohibited

1. General
 - i. Modifications other than those in 5.6.5.1 to 5.6.5.5 above.
2. Interior
 - i. Modifications other than those in 5.6.5.1 to 5.6.5.5 above.
3. Exterior
 - i. Modifications other than those in 5.6.5.1 to 5.6.5.5 above.
4. Silhouette
 - i. Modifications other than those in 5.6.5.1 to 5.6.5.5 above.
5. Ground Clearance
 - i. Modifications other than those in 5.6.5.1 to 5.6.5.5 above. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.



BODYWORK..

5.6.7. Cars with chassis complying with 5.5.5.3 (Formula Vee)

Modifications Permitted

1. General
 - i. As 5.6.1.1
2. Interior
 - i. As 5.6.1.2
3. Exterior
 - i. As 5.6.1.3
 - ii. Rear wing shall be no wider than 1110mm
4. Silhouette
 - i. As 5.6.1.4
5. Ground Clearance
 - i. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

5.6.8. Cars with chassis complying with 5.5.5.3 (Formula Vee)

Modifications Prohibited

1. General
 - i. Modifications other than those in 5.6.7.1 to 5.6.7.5 above.
2. Interior
 - i. Modifications other than those in 5.6.7.1 to 5.6.7.5 above.
3. Exterior
 - i. Modifications other than those in 5.6.7.1 to 5.6.7.5 above.
4. Silhouette
 - i. Modifications other than those in 5.6.7.1 to 5.6.7.5 above.
5. Ground Clearance
 - i. Modifications other than those in 5.6.7.1 to 5.6.7.5 above. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

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BODYWORK..

5.6.9. **Cars with chassis complying with 5.5.2.4 (FIA F4, Mygale, Tatuus)**

Modifications Permitted

1. General
 - i. None – must comply with bodywork regulations for 6.5.1 Mygale 2021 F4 British Championship Technical Regulations, Parts List and User Manual or
 - ii. None – must comply with bodywork regulations for 6.5.2 FIA F4 Championship Technical Regulations, *Monoposto Technical Specification Tatuus F4 2025*, Part Lists and User Manuals
2. Interior
 - i. None – As 5.6.9.1
3. Exterior
 - i. None – As 5.6.9.1
 - ii. Maximum rear wing height to be 90cm above ground as current National Competition Rules Chapter 7 and Chapter 12. It is permitted to modify rear wing stay bracket fixing holes to meet this requirement only.
4. Silhouette
 - i. None
5. Ground Clearance
 - i. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

5.6.10. **Cars with chassis complying with 5.5.2.4 (FIA F4, Mygale, Tatuus)**

Modifications Prohibited

1. General
 - i. Modifications other than those in 5.6.9.1 to 5.6.9.5 above.
2. Interior
 - i. Modifications other than those in 5.6.9.1 to 5.6.9.5 above.
3. Exterior
 - i. Modifications other than those in 5.6.9.1 to 5.6.9.5 above.
4. Silhouette
 - i. Modifications other than those in 5.6.9.1 to 5.6.9.5 above.
5. Ground Clearance
 - i. Modifications other than those in 5.6.9.1 to 5.6.9.5 above. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

BODYWORK..

5.6.11. Cars with chassis complying with 5.5.8.1 (Mono F3A 2008-11)

Modifications Permitted

1. General
 - i. None
2. Interior
 - i. None
3. Exterior
 - i. Aerodynamic and/or wing configuration settings shall be to manufactures stated configuration settings. It is permitted to allow adjustment to take account of the effect of 5.6.11.5 so wing end plates do not require modification.
 - ii. The Championship Organisers reserve the right to specify LDF, MDF HDF or UHDF or other aerodynamic configurations which shall be used for a particular event in order to equalise performance.
4. Silhouette
 - i. None
5. Ground Clearance
 - i. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

5.6.12. Cars with chassis complying with 5.5.8.1 (Mono F3A 2008-11)

Modifications Prohibited

1. General
 - i. Modifications other than those in 5.6.11.1 to 5.6.11.5 above.
2. Interior
 - i. Modifications other than those in 5.6.11.1 to 5.6.11.5 above.
3. Exterior
 - i. Modifications other than those in 5.6.11.1 to 5.6.11.5 above.
4. Silhouette
 - i. Modifications other than those in 5.6.11.1 to 5.6.11.5 above
5. Ground Clearance
 - i. Modifications other than those in 5.6.11.1 to 5.6.11.5 above. Ground Clearance must be minimum 4cms, as current National Competition Rules Chapter 7 and Chapter 12.

5.7. ENGINE

The engine must be a normally aspirated reciprocating piston engine to one of two specifications in **MONO F3A**, of **three** specifications in **MONO F3B**, of **five** specifications in **MONO 2000**, of two specifications in **MONO CLASSIC**, of four specifications in **MONO 1800**, of three specifications in **MONO 1600**, of one specification in **MONO MOTO 1000** and of one specification in **MONO MOTO 1400**. In the interests of equalising performance, the Monoposto Racing Club reserves the right prior to the first event and after every Championship **event** (being 2 or 3 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. Changes will be notified by The Championship Coordinator and by an Official Bulletin. The 14 day notice period will commence on the date of notification issued by The Championship Coordinator. Categories or derivatives is taken to mean engines of different manufacturer or model; chassis of different construction / materials; chassis of different original formulae; chassis of different age range, engines of different age range or different induction system types.

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

When specified air restrictors must be used, all air serving the induction must pass through the choke or aperture plate and airboxes must be non-porous. Airbox fixings must be tight and secure and fully sealed to ensure no air ingress.

Apart from the necessary fixings needed to hold the airbox in place, airboxes shall not have any removable blanking sealing plates, bungs, bolts or similar devices which can be removed or loosened to allow air to pass, fitted without recorded permission from the Championship Coordinator. Permission must be sought and photographic evidence provided for all such devices.

For any airbox that recorded permission is granted for these devices (sealing plates/bungs) they must be securely fitted during all times of all championship events and shall be provided with a suitable method to allow for eligibility wire sealing for all fixings for all these devices fitted and also include for eligibility sealing of all airbox fixings to the induction system / car. Holes for eligibility wire sealing through fixings for this purpose shall be 2mm clear diameter. These sealing wires holes shall not introduce any air path in to the airbox.

Eligibility checks may include, but not be limited too, blocking the aperture and the engine must stop within 2 seconds.

ENGINE..**5.7.1. MONO F3B**

MANUFACTURER STANDARD PRODUCTION ENGINES UP TO 2000cc WITH NON-VARIABLE CAMSHAFT TIMING PRODUCED TO A MINIMUM NUMBER OF 1000 UNITS IN ANY ONE YEAR FOR UK OR ANY ONE EU MEMBER STATE. Only engines for which the manufacturer's detailed specifications are available to the MRC are permitted. Registered competitor must ensure that the manufacturer's specification, to the satisfaction of the eligibility scrutineer, can be provided for the engine that is entered in the championship. Engines with variable camshaft timing as original specification are not eligible even if timing is subsequently fixed permanently. Standard specification does not mean a collection of standard components. It means an engine which matches the original specification for the make and model indicated by the manufacturer's engine number. This includes compression ratio and valve timing except as in 5.7.1.1 viii and x. Valve timing should be capable of being checked in the paddock by following manufacturer's specified timing procedure, including the use of any special keys or tools.

All Mono F3 engines shall have provision for scrutineer's wire seals. 2mm diameter holes pre-drilled in readily accessible locations on installed engines must be available: -

- i.) Sump - two holes through the cylinder block/ sump joint flange, one either side of the engine, or at least two retaining screw or bolt heads must be cross drilled.
 - ii.) Cam Cover - at least two retaining screw or bolt heads must be cross drilled.
1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
 - iii. Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment.
 - iv. Standard flywheel may be replaced. Flywheel is free.
 - v. Big end bolts free.
 - vi. Valve guide material: free
 - vii. Valve spring retaining cap material: any ferrous metal.
 - viii. A re-bore allowance in accordance with manufacturers specification up to 0.5mm; together with manufacturers specification replacement pistons. No additional machining to recover original compression ratio is required or permitted as a result of this modification only.
 - ix. Deleted
 - x. For Ford Zetec engines camshaft timing is free: camshaft, crankshaft and valve timing pulleys must remain standard.
 - xi. It is permitted to modify camshaft covers only as necessary to allow secure fitment of engine to chassis.
 - xii. For Vauxhall C20XE engines original manufacturer connecting rods may be replaced with alternative original manufacturer connecting rods part number 9117765.
 - xiii. For Vauxhall C20XE engines cam belt idler pulley is free and must remain in original position. A cam belt idler pulley reinforcement bracket may be fitted.

ENGINE..

5.7.1 MONO F3B Cont/...

- xiv. Volkswagen 2.0L ABF engines may use original manufacturers pistons or pistons as specified and detailed in the Monoposto specification 2021.ABF.PISTON.
- 2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.1.1 and 5.7.2.3 to 5.7.1.8
 - ii. Forced Induction.
- 3. Location
 - i. Free
- 4. Oil / Water Cooling
 - i. Free
- 5. Induction System
 - i. Carburettors may be used.
 - ii. Fuel injection, including throttle body fuel injection, may be used.
 - iii. Restrictor plates, with specified apertures to effectively reduce performance, may be required following notice.
- 6. Exhaust System
 - i. Free, including exhaust manifold.
- 7. Ignition System
 - i. Free
- 8. Fuel Delivery System
 - i. Fuel pump free.

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ENGINE..

5.7.2. MONO F3B

ENGINES OF MANUFACTURE AND MODEL AS USED IN FIA INTERNATIONAL FORMULA 3 DURING 2004 OR EARLIER. The Piedrafita Toyota 3SGE as used in 'Spanish Formula Three' from 2001 to 2008 is deemed to comply when used without modification and used with a restrictor as specified in 5.7.2.5 iii-iv. The original Piedrafita seals or Monoposto / Motorsport UK seals as detailed in 5.7.2.1.iv must be intact, only sealed engines will be allowed. With the exception of Piedrafita Toyota 3SGE engines fitted with seals as already detailed earlier in the regulation, All Mono F3 engines shall have provision for scrutineer's wire seals. 2mm diameter holes pre-drilled in readily accessible locations on installed engines must be available: -

- i.) Sump - two holes through the cylinder block/ sump joint flange, one either side of the engine, or at least two retaining screw or bolt heads must be cross drilled.
 - ii.) Cam Cover - at least two retaining screw or bolt heads must be cross drilled.
1. Permitted Modifications for FIA International Formula 3 (2004 or Earlier Engines)
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
 - iii. Free
 - iv. Piedrafita Toyota 3SGE engines may be serviced and rebuilt in strict accordance to Monoposto specification 2022.Piedrafita.3GSE.Rebuild.
 2. Prohibited Modification
 - i. FIA International Formula 3 (2004 or Earlier) Engines modifications other than those specified in 5.7.2.1 and 5.7.2.3 to 5.7.2.8
 - ii. For Spanish Formula Three Piedrafita Toyota 3SGE engines modifications other than those specified in 5.7.2.1.iv and 5.7.2.3 to 5.7.2.8
 - iii. Forced Induction
 - iv. Removal of original Piedrafita Toyota 3SGE engine seals. These must remain intact unless replaced with Monoposto / Motorsport UK seal only as allowed under regulation 5.7.2.1.iv and only sealed engines are permitted.
 3. Location
 - i. Free
 4. Oil / Water Cooling
 - i. Free
 5. Induction System
 - i. Engines used in 2004 season or earlier to have a 25mm maximum diameter air restrictor through which all air serving the induction is passed.
 - ii. Deleted

ENGINE..

5.7.2 MONO F3B Cont/...

- iii. Piedrafita Toyota 3SGE with original factory seals to have a 28.5mm maximum diameter air restrictor through which all air serving the induction is passed.
- iv. Piedrafita Toyota 3GSE rebuilt in accordance with 5.7.2.1.iv to have a 28.5mm maximum diameter air restrictor through which all air serving the induction is passed.
- v. Piedrafita Toyota 3GSE to retain and use original specification inlet and airbox except as 5.7.2.5 iii and 5.7.2.5.iv
- 6. Exhaust System
 - i. Free
- 7. Ignition System
 - i. Free, except as stated in 5.7.2.7 ii
 - ii. Piedrafita Toyota 3SGE must use original specification Magneti Marelli ECU or a specified alternative ECU (notified by an Official Championship Bulletin). No additional sensors of any type are allowed to be connected to or influence the operation of any ECU on Piedrafita engines.
- 8. Fuel Delivery System
 - i. Free, except as stated in 5.7.2.8 ii
 - ii. Piedrafita Toyota 3GSE to use original specification fuel delivery system.

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ENGINE..**5.7.3. MONO F3B**

ENGINES COMPLYING WITH THE FORMULA RENAULT 2.0 NOMENCLATURE & TECHNICAL REGULATIONS (2008 & 2006 VERSIONS). This engine can only be used in this configuration with a chassis conforming to 5.5.1.3 The engine is the F4R FRS Formula Renault engine, a high-volume series production Renault 4 cylinder unit of nominally 2.0 litres capacity incorporating a twin overhead cam, 16 valve, aluminium cylinder head. The ignition management system is modified from production standard and the fuel and lubrication systems are altered only to enable the engine to be fitted to a racing car. In all other respects, the engine is a standard series production unit. It is mandatory to use the standard exhaust system, catalytic converter and silencer (Part No. RS15) as supplied for the Formula Renault 2.0. No modifications to the engine and ancillaries or engine management systems are permitted, unless specified in these Regulations. Renault Sport homologation and seals are not required unless specified in these Regulations.

1. Permitted Modifications
 - i. None
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.3.1 and 5.7.3.3 to 5.7.3.8
 - ii. Forced Induction
3. Location
 - i. No modifications allowed
4. Oil / Water Cooling
 - i. No modifications allowed
5. Induction System
 - i. It is compulsory to have the air intake restrictor fitted as detailed in the Workshop Manual/Nomenclature and Technical Regulations for the Formula Renault 2.0 Car (2008 & 2006 version). Ref: RS01. The air intake restrictor must have a maximum internal diameter of 40.00mm.
 - ii. The engine air filter may not be modified in any way and must be fitted at all times during the event. It may only be removed for the sole purpose of cleaning.
6. Exhaust Systems
 - i. It is permitted to re-pack the silencer. The materials used and the method of re-packing at all times respect the 'as supplied' specification.
 - ii. It is permitted to fit strengthening gussets to silencers that were originally supplied without strengthening gussets. Gussets may only be fitted to the 'inlet' side of the silencer. The number, dimensions and fixing of gussets must respect those fitted to later series silencers.
 - iii. The exhaust manifold may be protected by wrapping in a suitable material provided such wrapping is for protection only and does not alter the function of the primary component in any way. Any protective wrapping shall be easily removable to allow inspection of the manifold.
 - iv. It is permitted to redress either the link pipe or the UK specific rear silencer [RS15] to allow for a good fit between these two components. The standard external fixation points must be retained and used, to allow the total length of the assembled exhaust to remain as standard.
7. Ignition Systems
 - i. No modifications allowed.
8. Fuel Delivery System
 - i. No modifications allowed.

ENGINE..

5.7.4. MONO 2000

STANDARD PRODUCTION ENGINES UP TO 2000cc WITH NON-VARIABLE CAMSHAFT TIMING PRODUCED TO A MINIMUM NUMBER OF 1000 UNITS IN ANY ONE YEAR FOR UK OR ANY ONE EU MEMBER STATE. Only engines for which the manufacturer's detailed specifications are available to the MRC are permitted. Registered competitor must ensure that the manufacturer's specification, to the satisfaction of the eligibility scrutineer, can be provided for the engine that is entered in the championship. Engines with variable camshaft timing as original specification are not eligible even if timing is subsequently fixed permanently. Standard specification does not mean a collection of standard components. It means an engine which matches the original specification for the make and model indicated by the manufacturer's engine number. This includes compression ratio and valve timing except as in 5.7.4.1viii and x. Valve timing should be capable of being checked in the paddock by following manufacturer's specified timing procedure, including the use of any special keys or tools. Engines which comply with the specification contained in the Formula Renault Sport Manual up to and including 1999 are deemed to be eligible.

1. Permitted Modifications

- i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
- ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
- iii. Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment
- iv. Standard flywheel may be replaced. Flywheel is free.
- v. Big end bolts free.
- vi. Valve guide material: free.
- vii. Valve spring retaining cap material: any ferrous metal.
- viii. A re-bore allowance in accordance with manufacturers specification up to 0.5mm; together with manufacturers specification replacement pistons. No additional machining to recover original compression ratio is required or permitted as a result of this modification only.
- ix. Deleted
- x. For Ford Zetec engines camshaft timing is free: camshaft, crankshaft and valve timing pulleys must remain standard.
- xi. It is permitted to modify camshaft covers only as necessary to allow secure fitment of engine to chassis.
- xii. For Vauxhall C20XE engines original manufacturer connecting rods may be replaced with alternative original manufacturer connecting rods part number 9117765.
- xiii. For Vauxhall C20XE engines original manufacturer cam belt idler pulley is free and must remain in original position. A cam belt idler pulley reinforcement bracket may be fitted.
- xiv. Volkswagen 2.0L ABF engines may use original manufacturers pistons or piston as specified and detailed in the Monoposto specification 2021.ABF.PISTON.
- xv. For Formula Renault Sport engines up to an including year 1999, camshaft timing is free: camshaft, crankshaft and valve timing pulleys must remain standard.

ENGINE..

5.7.4 MONO 2000 Cont/...

2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.4.1 and 5.7.4.3 to 5.7.4.8
 - ii. Forced Induction
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction System
 - i. Carburettors may be used.
 - ii. Fuel injection, including throttle body fuel injection, may be used.
 - iii. Restrictor plates, with specified apertures to effectively reduce performance, may be required following notice.
6. Exhaust Systems
 - i. Free
7. Ignition Systems
 - i. Free
8. Fuel Delivery Systems
 - i. Fuel pump free

5.7.5. MONO 2000

ENGINES OF MANUFACTURE AND MODEL AS USED IN FIA INTERNATIONAL FORMULA 3 DURING 1996 OR EARLIER.

1. Permitted Modifications
 - i. - Free
2. Prohibited Modifications
 - i. None other than those specified in 5.7.5.1 and 5.7.5.3 to 5.7.5.8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. Mechanical fuel injection systems to have a 25mm maximum diameter air restrictor through which all air serving the induction is passed.
 - ii. Electronic fuel injection systems to have a 25mm maximum diameter air restrictor through which all air serving the induction is passed.
6. Exhaust Systems
 - i. Free
7. Ignition Systems
 - i. Free
8. Fuel Delivery Systems
 - i. Free

ENGINE..

5.7.6. MONO 2000

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

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
 - iii. Original specification camshafts may be replaced with Kent Cams camshaft part number KC75061234 inlet and exhaust. Camshafts must remain entirely unmodified other than the machining of a woodruff key or dowel. Vernier timing wheels are permitted. Valve timing is free.
 - iv. Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment.
 - v. Standard flywheel may be replaced. Flywheel is free. Clutch is free.
 - vi. Big end bolts are free.
 - vii. A re-bore allowance in accordance with manufacturers specification up to 0.5mm; together with manufacturers specification replacement pistons. AE pistons No: 23984 are deemed to comply.
 - viii. Cylinder head gasket plane may be machined in order to recover a warped head. The maximum compression ratio will be controlled as follows: Minimum combustion volume of the cylinder head, with the race spark plug fitted, will be 42.4cc. The minimum compressed thickness of the head gasket will be 1.54mm, and the minimum diameter of cylinder aperture will be 82.00 mm. The piston will protrude a maximum of 0.65mm out of the cylinder block when the piston is at TDC.
2. Prohibited Modifications
 - i. Forced induction.
 - ii. Modifications other than those specified in 5.7.6.1 and 5.7.6.3 to 5.7.6.8
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction System
 - i. Where Original specification fuel injection is used the 30.00mm restrictor may be removed
 - ii. Original specification fuel injection may be replaced by carburettors.
 - iii. Throttle body fuel injection may be used.
 - iv. Restrictor plates, with specified apertures to effectively reduce performance, may be required following notice.
6. Exhaust Systems
 - i. Free
7. Ignition System
 - i. Free
8. Fuel Delivery System
 - i. Fuel Pump Free

Mono 2000 Engines continue @ 5.7.18

ENGINE..

5.7.7. MONO CLASSIC 2000

STANDARD PRODUCTION IRON BLOCK ENGINES UP TO 2000cc WITH NON-VARIABLE CAMSHAFT TIMING PRODUCED TO A MINIMUM NUMBER OF 1000 UNITS IN ANY ONE YEAR FOR UK OR 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 except as in 5.7.7.1 viii. Valve timing should be capable of being checked in the paddock by following manufacturers specified timing procedure, including the use of any special keys or tools

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
 - iii. Dry sump lubrication system permitted, together with modifications to engine castings necessarily required to enable fitment
 - iv. Standard flywheel may be replaced by a steel flywheel weighing not less than 3.6kg including ring-gear.
 - v. Big end bolts free.
 - vi. Valve guide material: free
 - vii. Valve spring retaining cap material: any ferrous metal
 - viii. A re-bore allowance in accordance with manufacturers specification up to 0.5mm; together with manufacturers specification replacement pistons. No additional machining to recover original compression ratio is required or permitted as a result of this modification only.
 - ix. Deleted
 - x. It is permitted to modify camshaft covers only as necessary to allow secure fitment of engine to chassis.
 - xi. For Vauxhall C20XE engines original manufacturer connecting rods may be replaced with alternative original manufacturer connecting rods part number 9117765.
 - xii. For Vauxhall C20XE engines original manufacturer cam belt idler pulley is free and must remain in original position. A cam belt idler pulley reinforcement bracket may be fitted.
 - xiii. Volkswagen 2.0L ABF engines may use original manufacturers pistons or piston as specified and detailed in the Monoposto specification 2021.ABF.PISTON.
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.7.1 and 5.7.7.3 to 5.7.7.8
 - ii. Forced induction
3. Location
 - i. Free

ENGINE..

5.7.7 MONO CLASSIC 2000 Cont/...

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

5.7.8. MONO CLASSIC 2000

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

1. Permitted Modifications
 - i) Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii) All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
 - iii) Free
2. Prohibited Modifications
 - i) Forced induction.
 - ii) None other than those specified in 5.7.8.1 and 5.7.8.3 to 5.7.8.8
3. Location
 - i) Free
4. Oil / Water Cooling
 - i) Free
5. Induction Systems
 - i) Mechanical fuel injection systems to have a 25mm maximum diameter air restrictor through which all air serving the induction is passed.
 - ii) Electronic fuel injection systems to have a 24mm maximum diameter air restrictor through which all air serving the induction is passed.
6. Exhaust Systems
 - i) Free
7. Ignition Systems
 - i) Free
8. Fuel Delivery Systems
 - i) Free

ENGINE..

5.7.9. **MONO 1800**

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

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.9.1 and 5.7.9.3 to 5.7.9.8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. Specified injection / ignition management unit must be retained and connected to and influenced by all specified sensors.
 - ii. To have a 30mm maximum diameter air restrictor through which all air serving the induction is passed
6. Exhaust Systems – Free, including exhaust manifold
7. Ignition Systems
 - i. Specified injection / ignition management unit must be retained and connected to and influenced by all specified sensors.
8. Fuel Delivery Systems
 - i. Fuel pump free

ENGINE..

5.7.10. **MONO 1800**

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

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.10.1 and 5.7.10. 3 to 5.7.10.8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. No modifications permitted, except as 5.7.10.1
6. Exhaust Systems
 - i. Free, including exhaust manifold
7. Ignition Systems
 - i. No modifications permitted, except as 5.7.10.1
8. Fuel Delivery Systems
 - i. Fuel pump free

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ENGINE..

5.7.11. **MONO 1800**
ENGINES CONFORMING TO 2012 TECHNICAL REGULATIONS FOR CLASSIC
FF2000 PUBLISHED BY THE BARC

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.11.1 and 5.7.11.3 to 5.7.11.8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. No modifications permitted, except as 5.7.11.1
6. Exhaust Systems
 - i. Free, including exhaust manifold
7. Ignition Systems
 - i. Free
8. Fuel Delivery Systems
 - i. Fuel pump free

5.7.12. **MONO 1800**
ENGINES CONFORMING TO 2013 TECHNICAL REGULATIONS FOR
FORMULA FORD 1600 DURATEC PUBLISHED BY FORD MOTOR COMPANY.
ONLY TO BE USED WITH CHASSIS AS 5(5).4 3

1. Permitted Modifications
 - i. None
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.12.1 and 5.7.12.3 to 5.7.12.8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. Specified injection/ignition management unit must be retained and connected to and influenced by all specified sensors.
6. Exhaust Systems
 - i. No modifications permitted
7. Ignition Systems
 - i. Specified injection/ignition management unit and associated wiring must be retained and connected to and influenced by all specified sensors.
8. Fuel Delivery Systems
 - i. No modifications permitted

ENGINE..

5.7.13. MONO 1600

ENGINES CONFORMING TO 2016 TECHNICAL REGULATIONS FOR FORMULA FORD 1600 KENT PUBLISHED BY FORD MOTOR COMPANY

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
 - iii. A re-bore allowance of +0.020" is permitted.
 - iv. The use of proprietary cast replacement 1.6 litre engine pistons is permitted provided they comply with 2011 TECHNICAL REGULATIONS FOR FORMULA FORD 1600 KENT PUBLISHED BY FORD MOTOR COMPANY in respect of dimensions, weight, compression ratio and machining.
 - v. An alternative silencer is permitted.
 - vi. Deleted
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.13.1 i-vi and 5.7.13.3 to 5.7.13.8 when installed in pre-1990 or home built chassis.
 - ii. Modifications other than those specified in 5.7.13.1 i-v and 5.7.13.3 to 5.7.13.8 when installed in a post 01/01/1990 chassis.
 - iii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. No modifications permitted, except as 5.7.13.1
6. Exhaust Systems
 - i. Free, including exhaust manifold
7. Ignition Systems
 - i. Distributors are free providing they retain the original drive and location.
 - ii. The distributor is defined as the component which triggers the LT current and distributes the HT ignition current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute or time the ignition except as detailed in 5.7.13.7 iii.
 - iii. Electronic Ignition System that comply with the operational requirements of 5.7.13.7 i. and ii. are permitted. The ignition timing may only be varied by vacuum and/or mechanical means.
8. Fuel Delivery System
 - i. Fuel pump free

ENGINE..**5.7.14. MONO 1600**

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

1. Permitted Modifications
 - i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
 - ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
 - iii. Dry sump lubrication system is permitted
 - iv. Valve guide material: free
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.14.1 and 5.7.14. 3 to 5.7.14.8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. A liquid cooling system is mandatory
 - ii. Radiator is free
 - iii. Only the standard water pump is permitted
5. Induction Systems
 - i. No modifications permitted, except as 5.7.14.1
6. Exhaust Systems
 - i. Free, including exhaust manifold
7. Ignition Systems
 - i. For engines which comply with the specification contained in the Formula Renault manual 1994: ECUs are free.
 - ii. No modifications permitted, except as 5.7.14.1 and 5.7.14.7.i
8. Fuel Delivery Systems
 - i. Fuel pump free

ENGINE..

5.7.15. MONO 1600

STANDARD VOLKSWAGEN-AUDI PRODUCTION LINE BOXER FOUR VALVE 1300cc WATER COOLED ENGINES USED IN THE EUROPEAN FORMULA VEE (Group E) 1300 CHAMPIONSHIP SOURCED FROM STANDARD FACTORY PRODUCTION VEHICLES (Polo, Golf, Jetta, Passat etc.) PRODUCED TO A MINIMUM NUMBER OF 1000 UNITS IN ANY ONE YEAR FOR UK OR ANY ONE EU MARKET STATE. ONLY ENGINES FOR WHICH THE MANUFACTURER'S DETAILED SPECIFICATIONS ARE AVAILABLE TO THE MONOPOSTO RACING CLUB ARE PERMITTED. 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. THIS ENGINE MAY ONLY BE USED IN CHASSIS TO 5.5.5.3 (Scarab Mk.5).

1. Permitted Modifications

- i. Replacement Components: Components of alternative manufacturers may be used to reduce rebuild costs provided original specification for dimensions, weight and materials are complied with.
- ii. All steel fasteners (nuts, bolts, washers, studs) may be replaced by any steel fastener. (In the interests of economy and safety).
- iii. Dry sump lubrication system is permitted.
- iv. The crankshaft may be fine balanced with series weight maintained at a maximum of 100 grams.
- v. The pistons may only be processed on the top side.
- vi. On the piston skirt a groove of a maximum of 10x10mm may be omitted for lubrication only purposes.
- vii. The cylinder head can be freely edited by removing material but not to increase density of the combustion chamber.
- viii. The inlet and outlet channels can be extended and polished.
- ix. The parts of the valve guides protruding into the inlet and outlet.
- x. The engine block may be planned to increase compression. 75mm standard cylinder bore may be used to level III (refer VW-Audi Workshop Manual) 76.1mm ground.
- xi. Cylinder head gasket is free.
- xii. Connection rod and crankshaft bearings are free but must conform to original VW dimensions.
- xiii. Pistons, piston rings and pins are free but must conform to original VW dimensions.
- xiv. Camshaft free. An adjustable camshaft sprocket must be used.
- xv. Valve springs and spring plates type and quantity are free. Valve may only be actuated by rocker arms.

ENGINE..

5.7.15 MONO 1600 Cont/...

2. Prohibited Modifications
 - i. Modifications other than those specified channels may be removed.
 - ii. Connecting rod bolts are free.
 - iii. in 5.7.15.1 and 5.7.15. 3 to 5.7.15.8
 - iv. Forced induction.
 - v. Any addition of material, even through bonding to cylinder head and valves, except to recover damage.
 - vi. Processing of the bottom of the piston or piston skirt except as 5.7.15.1.vi
 - vii. Any modification to MUL3 connecting rod.
 - viii. Standard stroke of 72.0mm must not be exceeded.
 - ix. Changes to the inlet and outlet maximum head are prohibited. Inlet head maximum 34.0mm and outlet valve maximum 28.1mm
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. A liquid cooling system is mandatory
 - ii. Radiator is free
5. Induction Systems
 - i. A maximum of two number twin carburettors may be used.
 - ii. Maximum restrictor plates/chokes of 40mm to be used.
 - iii. Fuel injection is not permitted.
6. Exhaust Systems
 - i. Free, including exhaust manifold
7. Ignition Systems
 - i. Free
8. Fuel Delivery Systems
 - i. Fuel pump free

ENGINE..

5.7.16. **MONO MOTO 1000**

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

GSXS/GSXR K8 hybrid engines, that remain in accordance with below requirements are deemed acceptable.

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

1. Permitted Modifications
 - i. Engines may be re-bored to give a maximum engine displacement of 1000cc
 - ii. Pistons are free.
 - iii. Compression ratio is free
 - iv. Counterbalance shafts where fitted may be removed.
 - v. Camshafts and valves are free.
 - vi. Crankshaft and connecting rods are free.
 - vii. Sump pan and oil feeds may be modified.
 - viii. Inlet and exhaust ports may be reshaped by the removal or addition of material, they may be polished.
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.16.1 and 5.7.16.3 to 5.7.16.8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. Free
 - ii. Fuel injection or carburettors may be used
6. Exhaust Systems
 - i. Free
7. Ignition Systems
 - i. Ignition coils, spark plugs and high-tension leads are free.
 - ii. Wiring loom is free.
 - iii. Ignition sensor wheels are free, CDI units must be standard, OR if fuel injection is used, then ECU is free but maximum rev limit to be that as per original road engine specification.
8. Fuel Delivery Systems
 - i. Free

ENGINE..

5.7.17. MONO MOTO 1400

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

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

1. Permitted Modifications
 - i. Sump pan and oil feeds may be modified.
 - ii. Wiring loom is free.
 - iii. In the interests of economy for a Suzuki GSX1300R engine it is permitted to use interchangeable earlier generation engine parts in a later generation engine when the parts are of the same material, dimension and weight.
 - iv. Double valve springs for a GSX1300R Gen 1 engine may be used in a Gen 2 engine.
 - v. Cam chain tensions for a GSX1300R Gen 1 engine may be used in a Gen 2 engine.
 - vi. GSC1300R alternator may be replaced with a high performance / reliability type
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.17.1 and 5.7.17.3 to 5.7.17.8
 - ii. Forced induction.
3. Location
 - i. Free
4. Oil / Water Cooling
 - i. Free
5. Induction Systems
 - i. Air filtration system is free
 - ii. Induction system must be to manufacturers specification.
6. Exhaust Systems
 - i. Free
7. Ignition Systems
 - i. Ignition system must be to manufacturers specification, 'Power Commander' and similar devices are permitted.
 - ii. ECU is free
8. Fuel Delivery Systems
 - i. Fuel pump free

ENGINE..

5.7.18. **MONO 2000** (*Mygale F4*)

Engines as 2021 F4 British Championship Technical Regulations and Mygale M14-F4 Ford 1.6T Parts Catalogue and Mygale M14-F4 Ford User manual as 6.5.1.

The engine is a Ford 1600cc, 16 Valve EcoBoost engine.

This engine can only be used with a chassis conforming to [5.5.2.4.i](#)

Engines are the sole responsibility of the entrant. Any repairs to the engine shall only be carried out by Neil Brown Engineering Ltd, with the prior approval of the Championship Coordinator. Seals must remain unbroken. Engine equalisation and compliance inspections and equalisation performance modifications may be required by the Eligibility Scrutineer at any time. The entrant will be responsible for all cost associated with these works. The Eligibility Scrutineer and/or Organisers shall be permitted access during any inspections, checks or works carried out. It is permitted for the Eligibility Scrutineer and/or Organisers to require replacement of the specified fitted ECU for another specified ECU at any time.

1. Permitted Modifications
 - i. None
 - ii. Compliance with the following regulations of the 2021 F4 British Championship Technical Regulations is not required
 - iii. 5.1.1 Reference documents listed in 6.5.1 – website reference not applicable
 - iv. 5.2.2 (c) not applicable
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.18.1 and 5.7.18.3 to 5.7.18.8
 - ii. Deleted
3. Location
 - i. Original location
4. Oil / Water Cooling
 - i. Oils & lubricants are free
5. Induction Systems
 - i. No modifications permitted, except as 5.7.18.1
6. Exhaust Systems
 - i. No modifications permitted, except as 5.7.18.1
7. Ignition Systems
 - i. No modifications permitted, except as 5.7.18.1
8. Fuel Delivery Systems
 - i. No modifications permitted, except as 5.7.18.1

ENGINE..

5.7.19. **MONO 2000** (FIA F4, Tatuus)

Abarth 1.4 engines as FIA F4 Gen 1 Technical Regulations Article 274, FIA F4 Gen 1 Homologation Regulations, *Monoposto Technical Specification Tatuus F4 2025*, Parts Catalogue, User Manual as 6.5.2.

The engine is a Abarth 1400cc 414-F4

This engine can only be used with a chassis conforming to [5.5.2.4.ii](#)

Engines are the sole responsibility of the entrant. Any repairs to the engine shall only be carried out by manufacturer or authorised agent, with the prior approval of the Championship Coordinator. Seals must remain unbroken. Engine equalisation and compliance inspections and equalisation performance modifications may be required by the Eligibility Scrutineer at any time. The entrant will be responsible for all cost associated with these works. The Eligibility Scrutineer and/or Organisers shall be permitted access during any inspections, checks or works carried out. It is permitted for the Eligibility Scrutineer and/or Organisers to require replacement of the specified fitted ECU for another specified ECU at any time.

1. Permitted Modifications
 - i. None
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.19.1 and 5.7.19.3 to 5.7.19.8
 - ii. Deleted
3. Location
 - i. Original location
4. Oil / Water Cooling
 - i. Oils & lubricants are free
5. Induction Systems
 - i. No modifications permitted, except as 5.7.19.1
6. Exhaust Systems
 - i. No modifications permitted, except as 5.7.19.1
7. Ignition Systems
 - i. No modifications permitted, except as 5.7.19.1
8. Fuel Delivery Systems
 - i. No modifications permitted, except as 5.7.19.1

ENGINE...

5.7.20. **MONO F3A (5.5.8.1, 5.5.8.2 & 5.5.8.3 (F3A Chassis)**

ENGINES OF MANUFACTURE AND MODEL AS USED IN FIA INTERNATIONAL FORMULA 3 DURING 2011 OR EARLIER.

The Piedrafita Toyota 3SGE as used in 'Spanish Formula Three' from 2001 to 2008 is deemed to comply when used without modification and used with a restrictor as specified in 5.7.20.5.iii. The original Piedrafita seals or Monoposto / Motorsport UK seals as detailed in 5.7.2.1.iv must be intact, only sealed engines will be allowed. With the exception of Piedrafita Toyota 3SGE engines fitted with seals as already detailed earlier in the regulation, all Mono F3A engines shall have provision for scrutineer's wire seals. 2mm diameter holes pre-drilled in readily accessible locations on installed engines must be available: -

- iii.) Sump - two holes through the cylinder block/ sump joint flange, one either side of the engine, or at least two retaining screw or bolt heads must be cross drilled.
- iv.) Cam Cover - at least two retaining screw or bolt heads must be cross drilled.
1. Permitted Modifications for FIA International Formula 3 (2011 or Earlier Engines)
 - i. Piedrafita Toyota 3SGE engines may be serviced and rebuilt in strict accordance to Monoposto specification 2022.Piedrafita.3GSE.Rebuild.
 - ii. No modifications permitted, except as 5.7.20.1.i
2. Prohibited Modification
 - i. FIA International Formula 3 (2011 or earlier) engine modifications other than those specified in 5.7.20.1
 - ii. Forced Induction
 - iii. Engine Manufacturer ECU seals must not be removed.
 - iv. Removal of original Piedrafita Toyota 3SGE engine seals. These must remain intact unless replaced with Monoposto / Motorsport UK seal only as allowed under regulation 5.7.20.1.i and only sealed engines are permitted.
3. Location
 - i. No modifications permitted, except as 5.7.20.1
4. Oil / Water Cooling
 - i. No modifications permitted, except as 5.7.20.1
5. Induction System
 - i. Engines used in 2011 season or earlier fitted to a chassis as 5.5.8.1 to have a 25mm maximum diameter air restrictor through which all air serving the induction is passed.
 - ii. Engines used in 2011 season or earlier fitted to a chassis as 5.5.8.2 or 5.5.8.3 to have a 25mm maximum diameter air restrictor through which all air serving the induction is passed.
 - iii. Piedrafita Toyota 3SGE engines fitted to a chassis as 5.5.8.1, 5.5.8.2 or 5.5.8.3 to have a 31mm maximum diameter air restrictor through which all air serving the induction is passed.
6. Exhaust System
 - i. No modifications permitted, except as 5.7.20.1

ENGINE...

7. Ignition System
 - i. No modifications permitted, except as 5.7.20.1
 - ii. Piedrafita Toyota 3SGE must use original specification Magneti Marelli ECU or a specified alternative ECU (notified by an Official Championship Bulletin). No additional sensors of any type are allowed to be connected to or influence the operation of any ECU on Piedrafita engines.
8. Fuel Delivery System
 - i. No modifications permitted, except as 5.7.20.1
 - ii. Piedrafita Toyota 3GSE to use original specification fuel delivery system.

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ENGINE...

5.7.21. **MONO F3A (5.5.8.4 Formula Renault)**

ENGINES COMPLYING WITH THE FORMULA RENAULT 2.0 NOMENCLATURE & TECHNICAL REGULATIONS (2008 & 2006 VERSIONS). This engine can only be used in this configuration with a chassis conforming to 5.5.8.4. 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.

1. Permitted Modifications
 - i. None other than those detailed in 5.7.21.3 to 5.7.21.8 below
2. Prohibited Modifications
 - i. Modifications other than those specified in 5.7.21.1 and 5.7.21.3 to 5.7.21.8
 - ii. Forced Induction
 - iii. Engine Manufacturer ECU seals must not be removed
3. Location
 - i. No modifications permitted, except as 5.7.21.1
4. Oil / Water Cooling
 - i. No modifications permitted, except as 5.7.21.1
5. Induction System
 - i. Intake air restrictor may be removed.
6. Exhaust Systems
 - i. It is permitted to re-pack the silencer. The materials used and the method of re-packing at all times respect the 'as supplied' specification.
 - ii. It is permitted to fit strengthening gussets to silencers that were originally supplied without strengthening gussets. Gussets may only be fitted to the 'inlet' side of the silencer. The number, dimensions and fixing of gussets must respect those fitted to later series silencers.
 - iii. The exhaust manifold may be protected by wrapping in a suitable material provided such wrapping is for protection only and does not alter the function of the primary component in any way. Any protective wrapping shall be easily removable to allow inspection of the manifold.
 - iv. It is permitted to redress either the link pipe or the UK specific rear silencer [RS15] to allow for a good fit between these two components. The standard external fixation points must be retained and used, to allow the total length of the assembled exhaust to remain as standard.
7. Ignition Systems
 - i. No modifications allowed.
8. Fuel Delivery System
 - i. No modifications allowed.

5.8. SUSPENSIONS

5.8.1. MONO F3B cars with chassis complying with 5.5.1.1 or 5.5.1.2

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2008 or later season.
3. Wheelbase / Track
 - i. Free

5.8.2. MONO F3B cars with chassis complying with 5.5.1.3 (Formula Renault)

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

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

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SUSPENSIONS..

5.8.3. MONO 2000

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2002 or later season for cars complying with 5.5.2.1 not including Formula Renault
 - ii. Suspensions designated by the manufacturer for a model for the 2000 or later season for Formula Renault cars complying with 5.5.2.1
 - iii. Suspensions designated by the manufacturer for a model for the 1997 or later season for cars complying with 5.5.2.2
3. Wheelbase / Track
 - i. Free

5.8.4. MONO CLASSIC 2000

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. For chassis complying with 5.5.3.1. Suspensions designated by the manufacturer for a model for the 1994 or later season.
 - ii. For chassis complying with 5.5.3.2. Suspensions designated by the manufacturer for a model for the 1993 or later season.
3. Wheelbase / Track
 - i. Free

5.8.5. MONO 1800 – 5.5.4.1 and 5.5.4. 2

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2022 or later season for 5.5.4.1 and 5.5.4.2
3. Wheelbase / Track
 - i. Free

5.8.6. MONO 1800 – 5.5.4.3 (Duratec)

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

SUSPENSIONS..

5.8.7. MONO 1600

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2022 or later season.
3. Wheelbase / Track
 - i. Free

5.8.8. MONO MOTO 1000

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2022 or later season except with respect to the permitted post 2022 makes and models.
3. Wheelbase / Track
 - i. Free

5.8.9. MONO MOTO 1400

1. Permitted Modifications
 - i. Free
2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2022 or later season except with respect to the permitted post 2022 makes and models.
3. Wheelbase / Track
 - i. Free

5.8.10. MONO 2000 cars complying with 5.5.2.4 (Mygale & Tatuss F4)

Suspension must comply with 2021 F4 British Championship Technical Regulations and Mygale M14-F4 Ford 1.6T Parts Catalogue and Mygale M14-F4 Ford User manual as 6.5.1. or Tatuss T014-F4 as FIA F4 Gen 1 Regulations. *Monoposto Technical Specification Tatuss F4 2025* as 6.5.2

1. Permitted Modifications
 - i. As allowed in Article 5.8 of 2021 F4 British Championship Technical Regulations
 - ii. Reference documents listed in 6.5.1 – website reference not applicable
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.8.10.1 and 5.8.10.3
3. Wheelbase / Track
 - i. No modifications allowed

SUSPENSIONS..

- 5.8.11. **MONO F3A cars complying 5.5.8.1 (F308-11)**
1. Permitted Modifications
 - i. None
 2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2012 or later season.
 3. Wheelbase / Track
 - i. To comply with the requirements of the designated Chassis Manufacturers Manual.
- 5.8.12. **MONO F3A cars with chassis complying with 5.5.8.2 or 5.5.8.3 (F305-07 & Home Build)**
1. Permitted Modifications
 - i. Free
 2. Prohibited Modifications
 - i. Suspensions designated by the manufacturer for a model for the 2012 or later season.
 3. Wheelbase / Track
 - i. Free
- 5.8.13. Reserved
- 5.8.14. **MONO F3A cars with chassis complying with 5.5.8.4 (Formula Renault)**
Suspension must comply with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions) Renault Sport homologation and seals are not required.
1. Permitted Modifications
 - i. To replace suspension components (except shock absorbers), fasteners and joints, to original dimensions and materials, from alternative sources.
 - ii. Renault Sport homologation is not required.
 - iii. Longer turnbuckles can be fitted to enable adjustment to meet the required minimum ride height.
 2. Prohibited Modifications
 - i. Shock absorbers must be as supplied by Renault Sport for the Formula Renault 2.0. Renault Sport homologation is not required
 - ii. No modification to the damper valving is permitted.
 - iii. Only external adjustment of bump and rebound is permitted, but only within the range of adjustment provided.
 3. Wheelbase / Track
 - i. No modifications allowed

5.9. TRANSMISSIONS

5.9.1. **MONO F3B cars with chassis complying with 5.5.1.1 or 5.5.1.2**

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

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

5.9.2. **MONO F3B cars with chassis complying with 5.5.1.3 (Formula Renault)**

Transmission, Gear Ratios, Final Drive and Clutch must be as supplied for the Formula Renault 2.0 complying with Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 versions) except as in 5.9.2 Renault Sport homologation and seals are not required.

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

1. Permitted Modifications
 - i. Competitors may maintain and repair transmission units without reference to Renault Sport but must comply with specifications on settings and preloads.
 - ii. It is permissible for the clutch pressure plate to be refurbished.
 - iii. Sequential gear-change is permitted
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.9.2.1 and 5.9.2.3
3. Transmission & Drive Ratios
 - i. Gear ratios are free.

TRANSMISSIONS..

5.9.3. **MONO 2000**

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

1. Permitted Modifications
 - i. Clutch free
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.9.3.1 and 5.9.3.3
 - ii. Transmissions with sequential gear-change are not permitted
3. Transmission & Drive Ratios
 - i. Free

5.9.4. **MONO CLASSIC 2000**

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

1. Permitted Modifications
 - i. Clutch free
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.9.4.1 and 5.9.4.3
 - ii. Transmissions with sequential gear-change are not permitted
3. Transmission & Drive Ratios
 - i. Free

5.9.5. **MONO 1800 – 5.5.4.1 and 5.5.4.2**

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

1. Permitted Modifications
 - i. Clutch free
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.9.5.1 and 5.9.5.3
 - ii. Transmissions with sequential gear-change are not permitted
3. Transmission & Drive Ratios
 - i. Free

5.9.6. **MONO 1800 – 5.5.4.3**

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

1. Permitted Modifications
 - i. None
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.9.6.1 and 5.9.6.3
3. Transmission & Drive Ratios
 - i. Free

TRANSMISSIONS..

5.9.7. MONO 1600

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

1. Permitted Modifications
 - i. Clutch free except 5.9.7.ii
 - ii. Chassis as 5.5.5.3 (Scarab Type.V) maximum diameter of drive plate is 190mm.
 - iii. Chassis as 5.5.5.3 (Scarab Type.V) may only use VW Vollsynchrongetriebe Type 1 or Hewland Mk.9 transmission.
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.9.7.1 and 5.9.7.3
 - ii. Transmissions with sequential gear-change are not permitted
 - iii. For 5.9.7.1.iii (Scarab Type.V) any expansion of the synchronization device is prohibited.
 - iv. For 5.9.7.1.iii (Scarab Type.V) limited slip differential is prohibited.
3. Transmission & Drive Ratios
 - i. Free except as 5.9.7.3.ii
 - ii. Chassis as 5.5.5.3 (Scarab Type.V) must use one of the cone / gear combinations shown in Table 5.9.7.3.ii

Table 5.9.7.3.ii

Hewland	Variant 1		Variant 2		Variant 3		Variant 4		Original Formula V	
Cone / face gear	8/35	4.375	9.31	3,889	9/35	3,444	10/31	3,100	8/35	4.375
1st gear	14:31	9.6875	13:37	10.00	14:36	9.8034	12:38	9.8167	16:36	9.8438
2nd gear	16:24	6.5625	18:34	6.5497	19:32	6.5062	17:34	6.20	20:30	6.5625
3rd gear	24:27	4,922	21:30	4.9494	22:28	4.9206	20:32	4.96	24:27	4,922
4th gear	26:25	4,207	24:28	4.0444	25:26	4.0185	22:30	4,227	54:58	4.0688

TRANSMISSIONS..

5.9.8. MONO MOTO 1000

If fitted as original manufacturers specification for the gearbox used, a means of reversing shall be operational by the driver seated in the normal driving position. External reversing mechanisms are not required.

1. Permitted Modifications
 - i. Clutch basket, plates and springs are free.
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.9.8.1 and 5.9.8.3
3. Transmission & Drive Ratios
 - i. Gears and primary drive ratio are free, the number of forward gears not to be increased beyond the standard number
 - ii. Final drive ratio is free.

5.9.9. MONO MOTO 1400

If fitted as original manufacturers specification for the gearbox used, a means of reversing shall be operational by the driver seated in the normal driving position. External reversing mechanisms are not required. Permitted Modifications

1. Prohibited Modifications
 - i. Clutch basket, plates and springs are free.
 - ii. Clutch cast billet on piece centre may be replaced with one that is machined from solid.
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.9.9.1 and 5.9.9.3
3. Transmission & Drive Ratios
 - i. Gears and primary drive ratio are free, the number of forward gears not to be increased beyond the standard number
 - ii. Final drive ratio is free.

5.9.10. MONO 2000 cars complying with 5.5.2.4 (Mygale & Tatus F4)

All vehicles in this class must be fitted with an operational means of reversing under its own power with the driver seated in the normal driving position. Transmissions must comply with 2021 F4 British Championship Technical Regulations and Mygale M14-F4 Ford 1.6T Parts Catalogue and Mygale M14-F4 Ford User manual as 6.5.1. or Tatus T014-F4 as FIA F4 Gen 1 Regulations. *Monoposto Technical Specification Tatus F4 2025 as 6.5.2*

1. Permitted Modifications
 - i. As allowed in Article 5.9 of 2021 F4 British Championship Technical Regulations
 - ii. Reference documents listed in 6.5.1 – website reference not applicable
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.9.10.1 and 5.7.10.3
3. Transmission & Drive Ratios
 - i. As allowed in 5.9.2 of 2021 F4 British Championship Technical Regulations

TRANSMISSIONS..

5.9.11. MONO F3A cars, chassis complying with 5.5.8.1, 5.5.8.2, 5.5.8.3 and 5.5.8.4

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

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

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5.10. **ELECTRICS**5.10.1. **All cars except those with chassis complying with 5.5.1.3 or 5.5.4.3**

1. Exterior Lighting
 - i. Not required except as required by 5.10.1.2
2. Rear Rain Light
 - i. A flashing RED rear LED rain light as specified in Appendix 6.7 is mandatory and must be mounted in accordance with current National Competition Rules Chapter 7 and Chapter 12. This can only be used in flashing mode and must flash Red at a frequency between 3Hz and 4Hz at all times when on circuit.
3. Batteries
 - i. Free but must comply with current National Competition Rules Chapter 7 and Chapter 12.
4. Generators
 - i. Optional
5. Starter Motor (self-starter)
 - i. Free

5.10.2. **Cars with chassis complying with 5.5.1.3 (Mono F3B Formula Renault)**

Electrical components, wiring and systems are free except as in 5.10.2. Renault Sport homologation and seals are not required, except the seals on the ECU must be maintained unbroken as specified in 5.7.3

1. Exterior Lighting
 - i. Not required except as required by 5.10.2.2
2. Rear Rain Light
 - i. A flashing RED rear LED rain light as specified in Appendix 6.7 is mandatory and must be mounted in accordance with current National Competition Rules Chapter 7 and Chapter 12.. This can only be used in flashing mode and must flash at a frequency between 3Hz and 4Hz
 - ii. The original Formula Renault rain light shall be removed and replaced as 5.10.2.2.i.
3. Batteries
 - i. Free but must comply with current National Competition Rules Chapter 7 and Chapter 12.
4. Generators
 - i. As 5.10.2
5. Starter Motor (self-starter)
 - i. As 5.10.2

ELECTRICS...

- 5.10.3. **Cars with chassis complying with 5.5.4 3 (Mono 1800 Duratec)**
Electrics must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis
1. Exterior Lighting
 - i. Not required except as required by 5.10.3 2
 2. Rear Rain Light
 - i. A flashing RED rear LED rain light as specified in Appendix 6.7 is mandatory and must be mounted in accordance with current National Competition Rules Chapter 7 and Chapter 12. This can only be used in flashing mode and must flash at a frequency between 3Hz and 4Hz
 3. Batteries
 - i. Free but must comply with current National Competition Rules Chapter 7 and Chapter 12.
 4. Generators
 - i. As 5.10.3
 5. Starter Motor (self-starter)
 - i. As 5.10.3
- 5.10.4. **MONO 2000 cars complying with 5.5.2.4 (Mygale & Tatuus F4)**
Electrics must comply with 2021 F4 British Championship Technical Regulations and Mygale M14-F4 Ford 1.6T Parts Catalogue and Mygale M14-F4 Ford User manual as 6.5.1. or Tatuus T014-F4 as FIA F4 Gen 1 Regulations. *Monoposto Technical Specification Tatuus F4 2025 as 6.5.2*
As Article 5.10 of 2021 F4 British Championship Technical Regulations
Reference documents listed in 6.5.1 – website reference not applicable
1. Exterior Lighting
 - i. Not required except as required by 5.10.4.2
 2. Rear Rain Light
 - i. A flashing RED rear LED rain light as specified in Appendix 6.7 is mandatory and must be mounted in accordance with current National Competition Rules Chapter 7 and Chapter 12. This can only be used in flashing mode and must flash at a frequency between 3Hz and 4Hz
 3. Batteries
 - i. Free but must comply with current National Competition Rules Chapter 7 and Chapter 12.
 4. Generators
 - i. As 5.10.4
 5. Starter Motor (self-starter)
 - i. As 5.10.4

5.11. **BRAKES**

5.11.1. **All cars except those with chassis complying with 5.5.4.3 or 5.5.2.4**

1. Permitted Modifications
 - i. Free except as 5.11.1.ii
 - ii. Chassis as 5.5.5.3 (Mono 1600 Scarab Type.V) must use VW Type 1 brake callipers or brake drums (drum or disc brakes allowed). Mounting brackets, master cylinders, brake lines, pads, linings and pedals are all free.
2. Prohibited Modifications
 - i. Free except as 5.11.1.ii

5.11.2. **Not Used**

5.11.3. **Cars with chassis complying with 5.5.4.3 (Mono 1800 Duratec)**

1. Permitted Modifications
 - i. Brakes must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis.
2. Prohibited Modifications
 - i. None other than permitted in 5.11.3.1

5.11.4. **MONO 2000 cars complying with 5.5.2.4 (Mygale Tatuus F4)**

1. Brakes must comply with 2021 F4 British Championship Technical Regulations and Mygale M14-F4 Ford 1.6T Parts Catalogue and Mygale M14-F4 Ford User manual as 6.5.1. or Tatuss T014-F4 as FIA F4 Gen 1 Regulations. *Monoposto Technical Specification Tatuss F4 2025* as 6.5.2 Permitted Modifications
 - i. As allowed in Article 5.11 of 2021 F4 British Championship Technical Regulations
 - ii. Reference documents listed in 6.5.1 – website reference not applicable
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.11.4.1

5.12. WHEELS / STEERING

5.12.1. All cars except those with chassis complying with 5.5.4.3 & 5.5.2.4

1. Permitted Options
 - i. Free
2. Prohibited Options
 - i. Free
3. Construction & Materials
 - i. Free
4. Dimensions
 - i. Maximum road wheel diameter 13".
 - ii. Steering wheel is free but must comply with current National Competition Rules Chapter 7 and Chapter 12.

5.12.2. Not Used

5.12.3. Cars with chassis complying with 5.5.4.3 (*Mono 1800 Duratec*)

1. Permitted Options
 - i. Wheels/Steering must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis
2. Prohibited Options
 - i. Any other than permitted by 5.12.3.1
3. Construction & Materials
 - i. As 5.12.3.1
4. Dimensions
 - i. As 5.12.3.1
 - ii. Maximum road wheel diameter 13".
 - iii. Steering wheel is free but must comply with current National Competition Rules Chapter 7 and Chapter 12.

5.12.4. Cars complying with 5.5.2.4 (*Mygale & Tatuus F4*)

Wheels must comply with 2021 F4 British Championship Technical Regulations and Mygale M14-F4 Ford 1.6T Parts Catalogue and Mygale M14-F4 Ford User manual as 6.5.1. or Tatuus T014-F4 as FIA F4 Gen 1 Regulations. *Monoposto Technical Specification Tatuus F4 2025* as 6.5.2

1. Permitted Modifications
 - i. As allowed in Article 5.12 of 2021 F4 British Championship Technical Regulations
 - ii. Reference documents listed in 6.5.1 – website reference not applicable
2. Prohibited Modifications
 - i. Modifications other than those detailed in 5.12.4.1

5.13. TYRES

5.13.1. All cars except with chassis complying with 5.5.1, 5.5.8 or 5.5.4.3

1. Specification
 - i. Free
2. Nominated Manufacturers
 - i. Free
3. The use of tyre heating or heat retention devices, tyre treatments or compounds is prohibited.

5.13.2. Cars with chassis complying with ~~F3B~~ 5.5.8 (Mono F3A)

1. Specification
 - i. Free
2. Nominated Manufacturers
 - i. Free
3. The use of tyre heating or heat retention devices, tyre treatments or compounds is prohibited.
4. Mono F3A and F3B will be allowed a total of 6 (six) sets of slick tyres for the entire championship. Each set of tyres will comprise of 2 front tyres and 2 rear tyres. It is the competitor's responsibility to ensure each tyre is identified by a unique permanent identification number to the satisfaction of the Championship Scrutineer. The identification number of each tyre shall be notified to the Championship Coordinator prior to first use in any championship qualification session or championship race. The identification number will be recorded on a tyre record sheet held by the Championship Coordinator. The tyre will then be eligible for use for the remainder of the championship season. The number of treaded wet tyres is free and these do not need to be number identified or registered. Wet tyres shall be as defined in 5.13.2.6 or 5.13.2.7. Any competitor found during post qualifying/race scrutineering, to have qualified or raced with an unmarked tyre, of a type that must be marked, or an incorrectly marked tyre will be subject to judicial procedures and penalties under current National Competition Rules; Event penalties will be applied under NCR 2.2.3 and 2.2.4 but Championship penalties under 2.2.5 will not be applied.
5. Wet tyres for Mono F3A and F3B as required by 5.13.2.4 shall be identifiable as a manufacturer's treaded tyre model or as 5.13.2.6
6. A cut slick tyre used as a wet tyre for Mono ~~F3A~~ as 5.13.2.5 shall have an identifiable visible tread pattern with circumferential / diagonal / cross cut grooves intended to displace water. Cut slick tyres shall be to the satisfaction of the Championship Scrutineer as identifiable as a wet tyre.
7. With approval from the Championship Scrutineer, Mono ~~F3A~~ wet tyres with identification numbers may optionally be recorded on the competitor's tyre record sheet as acceptable for use for the remainder of the championship season. Photographic evidence of the tyre tread pattern may be required to append to the tyre record sheet.
8. In the event of the championship scrutineer being unavailable the Chief Scrutineer of the Event, or his/her duly appointed representative will be the appointed person acting in the role of the Championship Scrutineer with regard to decisions on 5.13.2.5, 5.13.2.6, 5.13.2.7 & 5.13.2.8.

TYRES..

5.13.3. Cars with chassis complying with 5.5.4.3 (Duratec)

1. Specification
 - i. As 5.13.3.2
2. Nominated Manufacturers
 - i. Slick Tyres
 - 5.13.3.2.i..1. Dunlop
Front 160-535 13 Spec. S09 392
Rear 170-575 13 Spec. S09 392
 - 5.13.3.2.i..2. Cooper Avon
Front 6.0/21.0-13 Spec. 8810
Rear 7.0/22.0-13 Spec. 8811
 - ii. Wet Tyres
 - 5.13.3.2.ii..1. Free
3. The use of tyre heating or heat retention devices, tyre treatments or compounds is prohibited.

5.13.4. Cars with chassis complying with 5.5.2.4 (FIA F4, Mygale, Tatuus)

1. Specification
 - i. Material Free
 - ii. Slick Tyres
 - 5.13.4.1.ii..1. Maximum Size Front 200/550R13
 - 5.13.4.1.ii..2. Maximum Size Rear 250/575R13
 - iii. Wet Tyres
 - 5.13.4.1.iii..1. Front & Rear Free
2. Nominated Manufacturers
 - i. Free
3. The use of tyre heating or heat retention devices, tyre treatments or compounds is prohibited.
4. Tyre allowance and recording as Championship Regulations 5.13.2.4 to 5.13.2.8 inclusive apply.

5.14. WEIGHTS

The minimum weight, as NCR 7.2.19 including driver wearing full safety clothing and equipment, to be not less than:

5.14.1. Mono F3B

- | | | |
|----|--|-------|
| 1. | Chassis as 5.5.1.5, 5.5.1.2, 5.5.1.3 & 5.5.1.5 | 560kg |
| 2. | Deleted | |

5.14.2. Mono 2000

- | | | |
|----|------------------------------|--------------|
| 1. | Chassis as 5.5.2.1 & 5.5.2.3 | 545kg |
| 2. | Chassis as 5.5.2.2 | 560kg |
| 3. | <u>Chassis as 5.5.2.4</u> | <u>570kg</u> |

5.14.3. Mono Classic 2000

560kg

5.14.4. Mono 1800

- | | | |
|----|---|-------|
| 1. | Engine options 5.7.9: 5.7.10 and 5.7.11 | 535kg |
| 2. | Engine option 5.7.12 | 500kg |

5.14.5. Mono 1600

- | | | |
|----|--|-------|
| 1. | Engine option 5.7.13 (Post 01/01/1990) | 500kg |
| 2. | Engine option 5.7.13.1.vi (Pre 1990) | 510kg |
| 3. | Engine option 5.7.14 (FRenault & 8V Vauxhall Junior) | 520kg |
| 4. | Engine option 5.7.15 used in chassis as 5.5.5.3 | 480kg |

5.14.6. Mono Moto 1000

420kg

5.14.7. Mono Moto 1400

450kg

5.14.8. Mono F3A

- | | | |
|----|--------------------|-------|
| 1. | Chassis as 5.5.8.1 | 560kg |
| 2. | Chassis as 5.5.8.2 | 560kg |
| 3. | Chassis as 5.5.8.3 | 560kg |
| 4. | Chassis as 5.5.8.4 | 560kg |

5.14.9. The Championship Organisers reserve the right to review and adjust minimum weights after every Championship event (2 / 3 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 Motorsport UK. Changes will be notified by The Championship Coordinator and by an Official Bulletin. The 7 day notice period will commence from the date of notification issued by The Championship Coordinator. Categories or derivatives is taken to mean engines of different manufacturer or model; chassis of different construction / materials; chassis of different original formulae; chassis of different age range or derivatives of induction system.

5.15. **FUEL TANK / FUEL**

5.15.1. **All cars except those with chassis complying with 5.5.4.3**

1. Types
 - i. Free but must comply with NCR 7.4.1.1
2. Location
 - i. Free but must comply with NCR 7.4.1.1
3. Fuel
 - i. Must use **Permitted Fuel**, as NCR 8.1.1.1 as definition NCR 8.1.1.7a, c or d.
 - ii. Fuel as definition NCR 8.1.1.7 b is NOT permitted for use unless compliant with 5.15.1.3.i or as permitted under 5.15.4

5.15.2. **Deleted**

5.15.3. **Cars with chassis complying with 5.5.4 3 (Mono 1800 Duratec)**

1. Types
 - i. Fuel tanks must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis
2. Location
 - i. Fuel tanks location must comply with the requirements of 2013 Technical Regulations for Formula Ford 1600 Duratec appropriate to the model year for the chassis
3. Fuel
 - i. Must use **Permitted Fuel** as NCR 8.1.1.1 as definition NCR 8.1.1.7a, c or d.
 - ii. Fuel as definition NCR 8.1.1.7b is NOT permitted for use unless compliant with 5.15.3.3.i

5.15.4. **Cars with engines complying with 5.7.2 AND using Induction System Air Restrictor as 5.7.2.5.i or Induction System Air Restrictor as 5.7.2.5.ii**

1. Must use pump fuel, as NCR 8.1.1.1 as definition NCR 8.1.1.7a, b, c or d.

5.15.5. Cars with engines complying with 5.7.18

1. Must use pump fuel, as NCR 8.1.1.1 as definition NCR 8.1.1.7a, b, c, or d.

5.15.6. **Cars with engines complying with 5.7.20 AND using Induction System Air Restrictor as 5.7.20.5.i or Induction System Air Restrictor as 5.7.20.5.ii**

1. Must use pump fuel, as NCR 8.1.1.1 as definition NCR 8.1.1.7a, b, c or d.

5.15.7. The use of sustainable and/or synthetic fuels is encouraged and consideration will be given by the Organisers on a case by case basis to allowing such fuels to be used subject to Motorsport UK approval and notification by Official Bulletin.

5.15.8. Fuel as definition NCR 8.1.1.7e, f, g or h is not permitted unless specifically approved in accordance with 5.15.7

5.15.9. Cars with engines complying with 5.7.18 or 5.7.19

1. Must use pump fuel, as NCR 8.1.1.1 as definition NCR 8.1.1.7a, b, c, or d.

5.16. **SILENCING**

1. Specification for all cars
 - i. To NCR 7.8.2

5.17. **COMPETITION NUMBERS & CHAMPIONSHIP DECALS**

1. Competition Numbers, specification, size and location;
 - i. As NCR 7.10 & 12.4.5.1 to 12.4.5.5
2. Suppliers and organising clubs
 - i. As, when and positioned as directed by the Championship Co-ordinator.
3. Each class will be identified by a coloured decal, positioned next to the driver number, and supplied by the Championship Co-ordinator as follows:
 - i. Mono F3A 150 mm diameter red circle superimposed with a white "A"
 - ii. Mono F3B 150 mm diameter red circle.
 - iii. Mono 2000 150 mm diameter green circle
 - iv. Mono Classic 2000 150 mm diameter green circle superimposed with a white "C"
 - v. Mono 1800 150 mm equal sided pink triangle.
 - vi. Mono 1600 150 mm x 150 mm blue square.
 - vii. Mono Moto 1000 150 mm x 120 mm yellow diamond
 - viii. Mono Moto 1400 150 mm x 120 mm purple diamond
4. Championship sponsorship decals from earlier years shall be removed unless sponsorship is renewed for current year.
5. Offensive or decals deemed inappropriate shall be removed as directed by the Championship Co-ordinator.
6. On any car driven by a person who has not received six car race signatures on his/her Race Club Licence, there shall be on the back of the car a yellow square, 7in x 7in, with a black diagonal cross, with strokes 6in long and 1in wide as required by NCR 12.4.5.5

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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/MSA

6.1. RACE ORGANISING CLUBS & CONTACTS:

1. Motorsport Vision Limited (MSVR)
Brands Hatch, Fawkham, Longfield Kent DA3 8NG
Telephone: 01474 875263
2. Castle Combe Racing Club
Castle Combe Circuit
Chippenham, Wiltshire SN14 7EY
Telephone: 01249 784160

6.2. COMMERCIAL UNDERTAKINGS

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

6.3. TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES

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

6.4. PROMOTIONAL ACTIVITIES

6.5. REGULATIONS REFERRED TO:

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

- Formula Renault 2.0 Nomenclature & Technical Regulations (2008 & 2006 Versions) published by Renault
- Formula Renault Sport Manual for the F3R FRS engine published by Renault
- Formula Renault Technical Regulations 1994 (and F2N FR engine Catalogue) published by the FFSA and Renault
- Formula Vauxhall & Vauxhall Junior (2000) Regulations published by the BARC
- Technical Regulations for Formula Ford 1600 Kent (2013 & 2016) 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 (2013) published by the BARC

6.5.1. **Mygale F4 (5.5.2.4)**

In the following regulations, manual and part catalogue, any reference to the issuers and/or organisers and/or administrators will with respect to these regulations mean the Monoposto Racing Club and all rights of the issuers/organisers/administrators become those of the Monoposto Racing Club and it's nominated Eligibility personnel.

The following 3 documents are packaged as a single Monoposto Technical Specification - **Monoposto Technical Specification Mygale F4 2023** and shall be considered a single document for technical compliance purposes. If one of the listed documents is stated this shall refer to all 3 documents in conjunction.

- 2021 F4 British Championship - Technical Regulations pages 22-35 (30 March 2021)
 - Mygale M14-F4 Ford F4 British Championship User Manual (V1.8)
 - Mygale 1.6T M14-F4 Ford Parts Catalogue (28.01.2021)
1. All original championship (2021 F4 British Championship) seals must remain intact at all times.

6.5.2. **Tatuus F4/GB4**

In the following regulations, manuals and part catalogues, any reference to the issuers and/or organisers and/or administrators will with respect to these regulations mean the Monoposto Racing Club and all rights of the issuers/organisers/administrators become those of the Monoposto Racing Club and it's nominated Eligibility personnel.

The following documents are packaged as a single Monoposto Technical Specification - **Monoposto Technical Specification Tatuus F4 2025** and shall be considered a single document for technical compliance purposes. If one of the listed documents is stated this shall refer to all documents in conjunction.

-  Monoposto Technical Specification Tatuus F4 2025.pdf
-  2021_fia_f4_1st_gen_homologation_11.01.21.pdf
-  2021_fia_f4_1st_gen_technical_regulations_11.01.21.pdf
-  f4_registered_manufacturers_0.pdf
-  Technical_Bulletin_006-17_AutotecnicaMotori.pdf
-  Technical_Bulletin_007-17_AutotecnicaMotori.pdf
-  Technical_Bulletin_008-17_AutotecnicaMotori.pdf
-  Technical_Bulletin_009-17_AutotecnicaMotori.pdf
-  Technical_Bulletin_010-17_AutotecnicaMotori.pdf
-  Technical_Bulletin_F4_001-20_AutotecnicaMotori.pdf
-  Technical_Bulletin_F4_002-19_AutotecnicaMotori.pdf
-  Technical_Bulletin_F4_002-20_AutotecnicaMotori.pdf
-  Technical_Bulletin_F4_003-19_AutotecnicaMotori.pdf
-  Technical_Bulletin_F4_004-19_AutotecnicaMotori.pdf
-  Technical_Bulletin_F4_006-19_AutotecnicaMotori.pdf
-  Technical_Bulletin_F4_007-19_AutotecnicaMotori.pdf
-  07216_160406_F4_CorrezioneECUTWaterTAir_ENG.pdf
-  Technical Manual Engine 414-F4 Release 1.3.pdf
-  Technical Manual Engine 414-F4 Release 1.5.pdf
-  Technical Manual Engine 414-F4 Release 1.6.pdf
-  Technical Manual Engine 414-F4.pdf
-  Technical_Bulletin_001-17_AutotecnicaMotori.pdf
-  Technical_Bulletin_002-17_AutotecnicaMotori.pdf
-  Technical_Bulletin_003-17_AutotecnicaMotori.pdf
-  Technical_Bulletin_004-17_AutotecnicaMotori.pdf
-  Technical_Bulletin_005-17_AutotecnicaMotori.pdf
-  EngineLoom_V10.pdf
-  Spare_parts_list_T014_v_5.8.pdf
-  t014_spare_parts_list_v4.7.pdf
-  Tatuus TO14 Technical Manual.pdf
-  20190213-DOCT-SL75LW-DIFFERENTIEL-4-SATELLITES-F4.pdf
-  F4_Spare_Parts_Catalogue_Promoter.pdf
-  Part_Classification_T014_2019_v5.60.pdf

6.6. LIST OF CHASSIS PERMITTED FOR MONO MOTO 1000 & MONO MOTO 1400

Post 2022 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 Motorsport UK regulations.

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

1. Jedi: Mk 6/7
2. Speads: all post-2019 models
3. JKS: all post-2019 models
4. Aztec: AZ 1000
5. OMS: all post-2019 models
6. Revelation 1000: all post-2019 models
7. Seward: all post-2019 models
8. PR3 (www.pr3racing.co.uk)
9. GriiP Automotive Engineering Italia Srl: G1
10. Leastone
11. Hyperracer X1 – for Mono Moto 1400 (5.5.7) Class Only

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6.7. APPROVED LIST OF FLASHING RED LED REAR RAIN LIGHTS

Cartek	CK-LRS-15-RM (rectangular) CK-LRS-16-CM (circular) CK-LR-F3 (legacy item)
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Lifeline	LL421-100-005 <u>LL421-100-011</u>
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Melectronics	F3-2009 (legacy item)
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Above may be fitted to any vehicle

Mygale / Tatuus F4 (5.5.1.4)	Factory Fitted Option
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Dallara (5.5.1 & 5.5.8)	Factory Fitted Option
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Formula Renault (5.5.1 & 5.5.8)	Factory Fitted Option
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Rain lights from the manufacturer ranges listed above are approved for use. It is permissible to use a flashing switch only with a solid LED rain light from the same manufacturers range with the same luminous output and visibility as the rain lights in the above approved list.

LED rain lights must flash red within 3Hz to 4 Hz range. LED rain lights that change colour based on speed or any other control method must be configured to run FLASHING RED at all times when on circuit.

Any competitor who uses an LED red rainlight that has any additional colour and/or function other than flashing red (or solid red with flashing switch) must notify and obtain permission from the Championship Co-ordinator prior to the start of the first event they compete in.

Factory Fitted Options must exceed minimum luminosity and visibility of the specified named rain lights and must flash red within 3Hz to 4Hz range and be approved by the Organisers before use.

7. REGISTRATION FORM

See separate attachment or contact Championship Coordinator or www.monoposto.co.uk/forms

Co-ordinator: Rachel Sergison

Tel: 07894 010132

email: rachel@monoposto.co.uk

APPENDIX 1



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action