RACE REGULATIONS 2025

Website: www.classicf3.org.uk

SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

Classic F3 races, incorporating the Universal Racing Services Classic FF2000 races, are organised and administered by the various race organisers listed below in clause 1.5 Events. CF3 is not a race organiser. The races listed under clause 1.5 are organised by bodies under the authority of Motorsport UK, under their own responsibility. Consequently, neither CF3 or it's officers or members shall be held liable for any incidents or accidents during these races.

1.2 Officials:

1.2.1 Chairman: Hugh Price

1.2.2 Treasurer: Colin Painter

1.2.3 Club Secretary: Bruce Balchin (Membership & Media matters)

1.2.4 Competition Secretary: Gary Ward (Technical matters)

1.2.5 Eligibility Registrar/Scrutineer: Richard Ranson (VIF forms and eligibility queries)

1.2.6 Safeguarding Officer: Colin Painter

1.2.7 Classic FF2000 Representative: Steve Connor

1.3 Competitor Eligibility:

Entrants or Drivers must be paid up members of CF3.

Eligible Cars :

2000cc F3 cars built and raced between 1st January 1974 and 31st December 1984

1600cc F3 cars built and raced between 1st January 1971 and 31st December 1973

Classic FF2000 cars built and race between 1st January 1981 and 31st December 1989

1.4 Registration:

For 2025 the Entrant or Driver must register and be a member of CF3 in accordance with clause 1.3. Competitors not registered for the series in 2025 will not qualify for podiums, points (clause 1.6) or awards (clause 1.7) and will be deemed guest competitors.

1.5 Events:

The races will be contested over the following events. CF3 reserve the right to amend the dates, locations and number of events should it be required:

Month	Date	Circuit	Club	Grid
March	29/30	Brands Indy	Equipe	Libre
April	12	Oulton Park	CRCC	Libre
	19	Cadwell Park	Equipe	CF3/CFF2k
May	17/18	Silverstone Nat	CRCC	Libre
	31/1	Brands GP	HVM/Masters	CF3 Interseries
June	7 /8	Silverstone GP	Equipe	Libre
	21/22	Thruxton	CRCC	Libre
July	6/7	Donington Park	Equipe	Libre
August	2	Oulton Park	Equipe	Libre
	9/10	Donington Park	CRCC	Libre
September	6/7	Snetterton	Equipe	CF3/CFF2k

Note:The F3 Classic Interseries races listed below will be held under HVM Interseries regulations.

April	25/27	Paul Ricard	HVM	CF3
March	30/1	Brands Hatch	HVM	CF3
June	20/22	Zandvoort	HVM	CF3
October	3/5	Dijon	HVM	CF3
October	25/26	Misano	HVM	CF3

1.6 Scoring

As the races do not form a championship no points will be awarded in 2025.

1.7 Awards:

1.7.1 All awards are to be provided by the race organiser or CF3.

1.7.2 **Per race**: Details to be announced.

1.7.3 **Year End**: Details to be announced.

1.7.4 **Presentations**: Awards are to be presented at the end of each race or at the end of the event presentation ceremony. All Competitors are expected to attend.

1.7.5 **Title to all trophies /awards**:

In the event that any Provisional Race Results are revised after any presentations and these revisions affect the distribution of awards, the Competitor/s concerned must return such awards to the CF3 in good condition within 7 days following the revision of the results.

RACE MEETINGS & RACE PROCEDURES

1.8 Entries:

Competitors are responsible for registering correct and complete entries with the correct entry fee prior to the closing date for entries in accordance with the organising club instructions.

1.9 Briefings:

Event Organisers will notify Competitors of the times and locations for all driver briefings in the Final Instructions for the meeting. Competitors must attend all briefings and it is the competitors responsibility to do so.

1.10 Qualifying/ Practice:

1.10.1 The format for qualifying/practice will be as stated in the race organisers final instructions.

1.10.2 If there is more than one race at a race meeting, the grid position for race 2 shall be determined by the finishing order of Race 1, unless otherwise stated in the event final instructions.

1.11 Races:

The standard format for each event will be one practice/qualifying session of 20 minutes plus two races each of 20 minutes duration. CF3 reserves the right to change this should it be necessary.

1.12 Starts:

The start will be either via a Standing or Rolling start and be stated in the event organisers Final Instructions. The Competitor is responsible for understanding the procedure.

1.13 Parc Ferme:

At the end of either a practice/qualifying session or a race we reserve the right to hold all cars in a parc ferme location for post Practice/Qualifying or Race scrutineering to ensure compliance with these rules. The responsibility for ensuring attendance at post-race scrutineering is entirely that of the driver and only the driver is allowed to remain with the car in parc ferme. This applies even if the car has been retired to the pits during the race or has stopped on the circuit and is being recovered. Any competitor failing to make their vehicle available for inspection to the scrutineers when directed, may be reported to the Clerk of the Course. Motorsport UK Regulation C3.2

1.14 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D26.3).

1.15 Timing Modules:

All cars must be fitted with a working Motorsport UK approved transponder. Failure may result in competitors not being accredited with a qualifying time or being disqualified from the result as per Motorsport UK Q12.8.1.

1.16 Operation of Safety Car:

The safety car will be brought into operation and run-in accordance with the race organisers instructions. Competitors are responsible for making themselves familiar with the organisers instructions.

1.17 Onboard Cameras:

The use of onboard cameras is permitted in accordance with the event organisers instructions and Motorsport UK rules.

1.18 Data Logging

The use of data loggers that record Data for post-race analysis is accepted. The use of linked data performance loggers that supply real time information in the cockpit or in pits or any other location is not permitted.

1.19 SPECIFIC REGULATIONS

By registering with CF3 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).

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

Any competitor failing to comply with either the letter or the spirit of the formula will be reported to the Clerk of the Course by the Registrar and Technical Secretary for any further action.

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 Chairman and/or Safeguarding Officer who will also send the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

2 TECHNICAL REGULATIONS CLASSIC F3 cars:

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.

If you are in any doubt check with the Competition Secretary (see 1.2.4)

Competitors are advised to read Section J Competitors Vehicles of the current Motorsport UK Yearbook.

Specific regulations for 2000cc engined Formula 3 and 1600cc Formula 3 cars are headed 2000cc and 1600cc respectively. If no such heading is present, the regulation covers **ALL** competing cars.

2.1 GENERAL DESCRIPTION:

Eligible Cars: The Classic F3 Series is open to Single Seater Racing Cars with 1600cc F3 engines built and raced between 1/1/71 and 31/12/73, and to those with 2000cc F3 engines built and raced between 1/1/74 and 31/12/84.

All vehicles must have current FIA HTP papers or HSCC/CF3 Vehicle Identification Forms. The issuance of a Vehicle Identity Form does not imply or confirm eligibility or acceptance into the races. No modifications from the VIF are permitted without the specific approval of the Eligibility Registrar. The competitor must ensure that HTP/VIF forms are available to be checked at each event entered and that their car complies with it's VIF at all times.

Class Structure for Classic Formula 3 Series

Class A 2000cc F3 cars built and raced between 1st January 1974 and 31st December 1984

Class B 1600cc F3 cars built and raced between 1st January 1971 and 31st December 1973

2.2 SAFETY REQUIREMENTS:

The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply: - K1; K3.1; K1.3.2; K2. & K2.1.4 Six Point; K3.2; Section K Appendix 1, Table 3, K4; K5; K6 -13

Section **(K5):** A rearward facing red warning light is mandatory and cars must comply with this regulation.

2.3 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

All cars prior to being accepted must comply with these Regulations and the provisions of the Regulations including those in Appendix 1. Measurements taken to ensure a car complies with Appendix 1 will be done with the driver seated in the car with his racing equipment except when measuring weight. Anything outside this must be approved by the Competition Secretary.

Competitors must always make a prior application to the Eligibility Registrar in writing with reference to the unavailability of original pattern parts, panels or other items before replacement. Each application will be considered by the Eligibility Registrar who will rule thereon. Failure to comply may result in the rejection of the car or a request to remove the offending part from the car.

All vehicles must comply with their HSCC/CF3 or FIA Identity Documents, subject to their Identity Documents indicating otherwise, vehicles must comply with Technical Regulations for competitors (Section Q Technical).

2.3.1 Engine Seals

In case of official protest all engines shall have provision for sealing as listed:

All engines must have provision for scrutineer's wire seals. 1/16in holes pre-drilled in readily accessible locations on installed engines must be available:

Sump - two holes through the cylinder block/sump joint flange, specifically a pair, on each side or diagonally opposite.

Cam Cover - at least two retaining screw heads must be cross drilled

Cam Timing Pulley - retaining bolt must be cross drilled

Inlet Manifold - at least two retaining bolt heads to the cylinder head must be cross drilled.

Carburettor - at least two retaining nuts to the cylinder head must be cross drilled

Bell housing - at least two retaining bolts to the engine must be cross drilled to enable clutch and flywheel to be adequately sealed OR competitors must be prepared to remove either engine or transmission to enable sealing of clutch and flywheel in which case at least two clutch cover retaining bolts must be cross drilled. Failure to comply renders the engine ineligible.

2.4 CHASSIS:

1600cc: Any chassis manufactured before 31.12.73 and of a type raced in 1600cc Formula 3 between 1.1.71 and 31.12.73.

2000cc: Any chassis manufactured before 31.12.84 and of a type raced in 2000cc Formula 3. 1985 model cars, raced in 1984 are prohibited, for example the Ralt RT30. Furthermore, all carbon fibre chassis cars are prohibited except the Anson SA4 Aluminium chassis with carbon panel which is acceptable.

2.5 BODYWORK:

Bodywork must be as that originally fitted to the car. No modifications are permitted without the specific approval of the CF3 Registrar.

The rear wing and the method of mounting must be as originally fitted in period for that type of car.

The use of composite materials using carbon and/or Kevlar reinforcement is prohibited.

Enclosure of the sides of the engine or the use of any undertray under the engine bay is prohibited even if these items were a "period" modification.

Specifically, for 2000cc Formula 3 ground effect cars built between 01.01.1981 and 31.12.1984 the addition of a flat bottom as per the following construction and fixation methodology is mandatory. The valid year of specification will be as featured on the Historical Technical Passport first page, the HSCC VIF form or the CF3 VIF form, and will serve as reference:

Between the rear edge of the complete front wheels and the front edge of the complete rear wheels, all sprung parts of the car visible from directly beneath the car must lie on one plane within a tolerance of (+/-) 5mm. Dimensions as per the technical drawing at appendix 1.

All these parts must produce a uniform, solid, hard, rigid (no degree of movement in relation to the body/chassis unit), impervious surface, under all circumstances. The periphery of the surface formed by these parts may be curved upwards with a maximum radius of 5 cm. No diffusers are permitted.

Any specific part of the car influencing its aerodynamic performance :

must comply with the rules relating to bodywork,

must be rigidly secured to the entirely sprung part of the car (rigidly secured means not having any degree of movement)

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

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

No part having an aerodynamic influence and no part of the bodywork may under any circumstances be located below the geometrical plane generated by the plane surface provided by this article.

In respect of 1600cc cars it is permitted to update the bodywork of a particular chassis to that used by the same manufacturer up to and including the last 1600cc Formula 3 race in 1973 (e.g., a March 713 may have March 733 bodywork). However, it should be understood that bodywork not originally fitted to the chassis may invalidate HSCC, CF3 and/or FIA Vehicle Identity Documents.

2.6 ENGINE:

Permitted Modifications

1600cc: The engine block and cylinder head castings with machining completed shall be those of an engine equipping a road car model of which the series production was at least 5000 units annually. The original engine block and cylinder head may be modified freely by removal of material. The addition of material is specifically excluded. However, it is permitted to sleeve an engine that was not originally fitted with sleeves. The type of crankshaft bearings shall not be modified (e.g., the replacement of a plain bearing by a roller bearing is forbidden).

2000cc: The only engines permitted are units having a maximum capacity of 2000cc and of a type used in period races and can only be used in a chassis in which it was used in period. Development engines or accessories (i.e., programmable electronic ignition) developed prior to 31.12.84 for use after 31.12.84 are not permitted. As an example, this will be a VW engine with the extra- long intake manifold developed by Speiss for electronic fuel injection, even if the engine has been converted to mechanical injection.

Engine Location must be as originally fitted to the car.

Oil/Water/Cooling system is free, but the water-cooling radiator/s must remain in its original location.

Induction Systems

1600cc: The induction system must be of a type used in period. All air feeding the engine must pass through a metal throttle flange of 3 mm minimum length with a parallel hole of a maximum 24 mm diameter. The airbox must be of the original pattern as used in the period and be constructed of a material used in period. A jig will be used to fit over the airbox. The entire inlet system, including manifolds, injectors or carburetors, airbox and restrictor must fit into a box of 1m long by 110mm wide by 150mm high. The total air induction system must be capable of holding a vacuum equal to or greater than 5” (7.62cm) Hg mercury when using a pump drawing a maximum of 0.9 cubic feet/minute (28 litres/minute) of air.

2000cc: The induction system must be of original mechanical injection type. All electronic injection systems are prohibited even if tested or raced in 1984. All air feeding the engine must pass through a metal throttle flange of 3 mm minimum length with a parallel hole of a maximum 24mm diameter. The airbox must be of the original pattern as used in the period and be constructed of a material used in period. A jig will be used to fit over the airbox. The entire inlet system, including manifolds, injectors or carburetors, airbox and restrictor must fit into a box of 1m long by 110mm wide by 150mm high. The total air induction system must be capable of holding a vacuum equal to or greater than 5” (12.7cm) Hg mercury when using a pump drawing a maximum of 0.9 cubic feet/minute (28 litres/minute) of air.

Induction System Testing

The testing device described below is the means of checking the air intake of F3 engines and comprises:

A suction diaphragm pump with a nominal flow rate of 0.9 cubic feet of air/minute (28 litres/minute).

A rubber nozzle that fits snugly into the air inlet flange.

A vacuum gauge connected to the pipework between the rubber nozzle and the pump to measure the vacuum.

The test procedure is as follows:

a) Position the engine so that at least 1 valve in each cylinder is closed.

b) Close the throttle valve on the injection system or the butterflies on the carburettors.

c) Check on the vacuum gauge that the pump is creating a vacuum in the intake system greater than or equal to the required Hg of mercury according to the class of the car.

Penalties: Failure to comply with the above values when tested will result in the following penalties:

At the end of the practice/qualifying session: the cancellation of the recorded times and start the race in last position on the grid once the car has been repaired and passed a retest. At the end of the race: disqualification of the car/driver from the race.

Exhaust Systems

The exhaust system and manifold are free.

Ignition Systems

1600cc: Ignition systems are free except electronic engine management systems are excluded.
2000cc: The ignition system must be as originally fitted, electronic management systems are not allowed.

Distributors are free providing they retain the original drive and location. 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. It is permitted to mount a simple indicating pointer to the engine to facilitate the timing of the distributor with respect to the crankshaft/flywheel

Fuel System

Only an original type mechanical/electric fuel pump is permitted. Fuel pipes are free.

2.7 SUSPENSIONS

Suspension as original. Remanufactured or replacement suspension components shall be dimensionally as original, but material thickness may be changed in the interests of safety.

The suspension shall utilise only the original pick-up points unless these were modified and used on the chassis and raced in a Formula 3 1600cc race prior to 31.12.73 and 2000cc prior to 31/12/84.

The use of any additional anti squat/anti droop devices is strictly prohibited.

Dampers shall be of the same type in terms of appearance and operation as in period and originally fitted to the car and shall be mounted to the original mounting points. Remote reservoirs or any form of external control system are excluded. The use of more than one spring per corner is prohibited. Dampers with more than two way adjustment are not permitted.

2.8 TRANSMISSION:

1600cc :Gearbox and final drive must be of a type originally fitted to the car in period. Torsen and Quaife differentials are strictly forbidden for all cars.

2000cc: Gearbox and final drive must be of a type originally fitted to the car in period. Torsen and Quaife differentials are strictly forbidden for all cars.

Torque biasing, limited slip and non period locked differentials are prohibited. Non-ferrous differential components are prohibited.

All cars must have a reverse gear which is operable at all times and the driver must be able to select reverse from behind the wheel.

2.9 ELECTRICS:

Batteries must be of a type which does not leak acid if inverted. The location is free.

The engine must be fitted with an operable electric starter motor that can be operated by the driver when seated in the car. Compressed air starters are prohibited.

The electrical system shall be fitted with a safety cut out switch as per K8 Motorsport UK Technical Regulations.

2.10 BRAKES:

The braking system must be as fitted to the car in period. Calipers must be the same as the type fitted to the car in period. Brake lines may be replaced with braided lines for safety reasons.
No modifications are permitted without the specific approval of the Competition Secretary.

2.11 WHEELS/STEERING:

Wheels should comply with current FIA Appendix J for Formula 3.

Centre lock wheel retaining nuts must be fitted with safety ('R') clips and painted in a bright colour. Aircraft type self-locking nuts are not acceptable as an alternative.

Wheels may be constructed from aluminium alloys or magnesium alloys.

Note: Competitors are reminded that alloy/mag wheels can have a tendency to crack, especially the older ones. For safety reasons, please keep a check on your wheels.

Rim dimensions: 13" dia x 11.5" wide maximum..

Aerodynamic wheel covers are expressly forbidden.

2.12 TYRES:

All cars use the same type and compound of Avon control tyres. Only the following tyres are permitted:

AVON		
Dry Front	7.5/210 x 13	spec no 7342 A37
Rear	9.2/220 x 13	spec no 7343 A37
Wet Front	7.5/210 x 13	spec no 7277 A27
Rear	9.2/220 x 13	spec no 7278 A27

The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

Slick tyres are limited in number per event. The number of sets of slick tyres is limited to 1 new set per event, regardless of the number of races, qualifying sessions and their duration in which the driver participates.
It is allowed to reuse sets of tyres already used during the season.

It is not allowed to use several sets of new slicks at the same meeting. “Set”means 1 pair of front tyres + 1 pair of rear tyres = 4 tyres. An event is taken to mean official qualifying /practice and/or races.
Private practice and Private Testing are not included as part of this regulation.
There is no limit to the number of wet tyres.

If one or more "slick" tyres are seriously damaged, it will be possible to use a "joker" tyre (not a set) which will permanently replace the damaged tyre(s). It’s use will be subject to the prior approval of the Registrar. Flat spots resulting from wheel lock braking will not be accepted as a valid reason to use a joker.

It is the competitors responsibility to notify CF3 prior to scrutineering details of the tyres being used for an event. Submission of the declaration form is required even if the tyres have been used at a previous event. In the event of an authorised change of tyre a new declaration must be made.

2.13 WEIGHTS:

The weight is the weight of the vehicle as it finishes the qualifying and/or race including the driver and his racing equipment and must comply with the following weights at all times during the event.

1600cc: The weight shall not be less than

520 kgs for the car + driver

440 kgs for the car alone

2000cc: For cars built before 31/12/1979 the weight shall not be less than

535 kgs for car + driver

440 kgs for the car alone

For cars built after 1/1/1980 the weight shall not be less than

535 kgs for car + driver

455 kgs for the car alone

Ballast may be used provided that it is fixed in the cockpit compartment, on the floor, in such a way that tools are required to remove it. Competitors must provide for the fixing bolts to be drilled to allow seals to be fitted if the stewards deem this necessary.

2.14 **FUEL TANK / FUEL:**

The fuel tank shall be located in the same position as that originally fitted to the car. On safety grounds, it may be relocated subject to approval by the Competition Secretary. Competitors should be aware that bag tanks are lifed for 5 years (plus two years certificated extension) from date of manufacture for FIA events only.

Fuel tank capacity is free.

Fuel must be in accordance with Motorsport UK regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b).

2.15 SILENCING:

Vehicles may run unsilenced. However all vehicles must comply with Motorsport UK Regulation J5.1 if required and are also subject to individual circuit requirements as specified in the event Supplementary Regulations or Final Regulations.

2.16 NUMBERS AND SERIES DECALS:

Numbers must be displayed as per Section J4 and Appendix 1 Drawing 4 of the Motorsport UK General Regulations. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.

Individual sponsor's decals are limited to two per vehicle. Individual advertising as per Motorsport UK Regulations H28.1.1 – H28.1.6

All competing cars must display at least two CF3 badges, one on each side of the car, together with any race sponsor stickers as required. Failure to display the required stickers by an individual competitor may result in the withholding of Trophy points and corresponding awards.

Classic F3 is, as its name implies,is a category for historic cars, being raced in a specification very close to that in which they originally competed. The organisers therefore reserve the right to disallow any developments they feel not to be in keeping with the regulations, or any actions by competitors which would result in an unacceptable increase in costs for the category.

Competitors are encouraged to present their cars in period livery to enhance the historic feel of the races.

APPENDIX 1

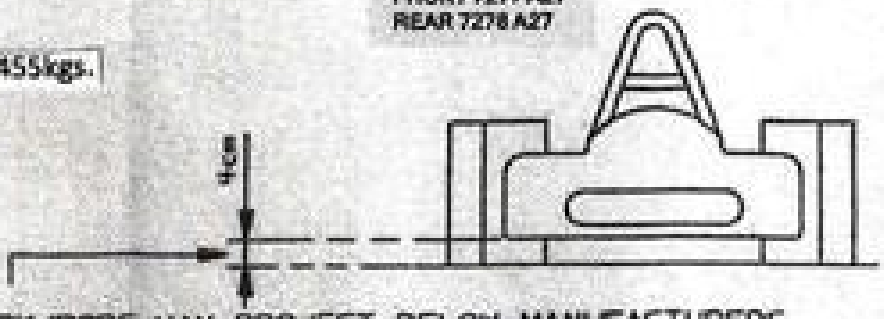
CLASSIC FORMULA 3

INDUCTION RESTRICTOR TO HAVE THROTTLING FLANGE 3mm LONG WITH PARALLEL HOLE 1600cc 21.5 mm dia, 2000cc 24 mm dia.

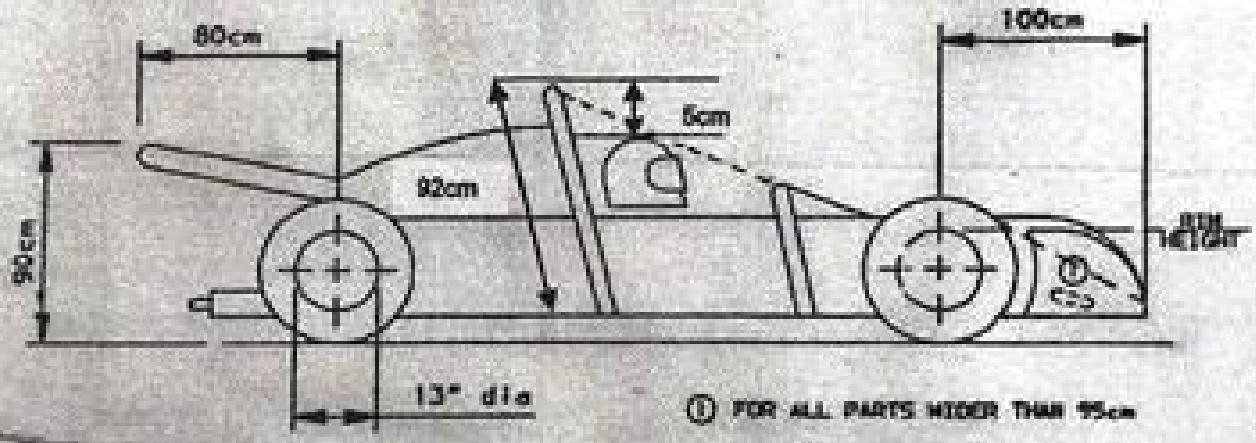
MINIMUM WHEELBASE – 200 cm
MINIMUM TRACK – 120 cm
TYRES – AVON SLICK
SILENCER – MANDATORY CF3 UNIT
WEIGHT – NO LESS THAN 440kg
1600 cc/2000cc CARS

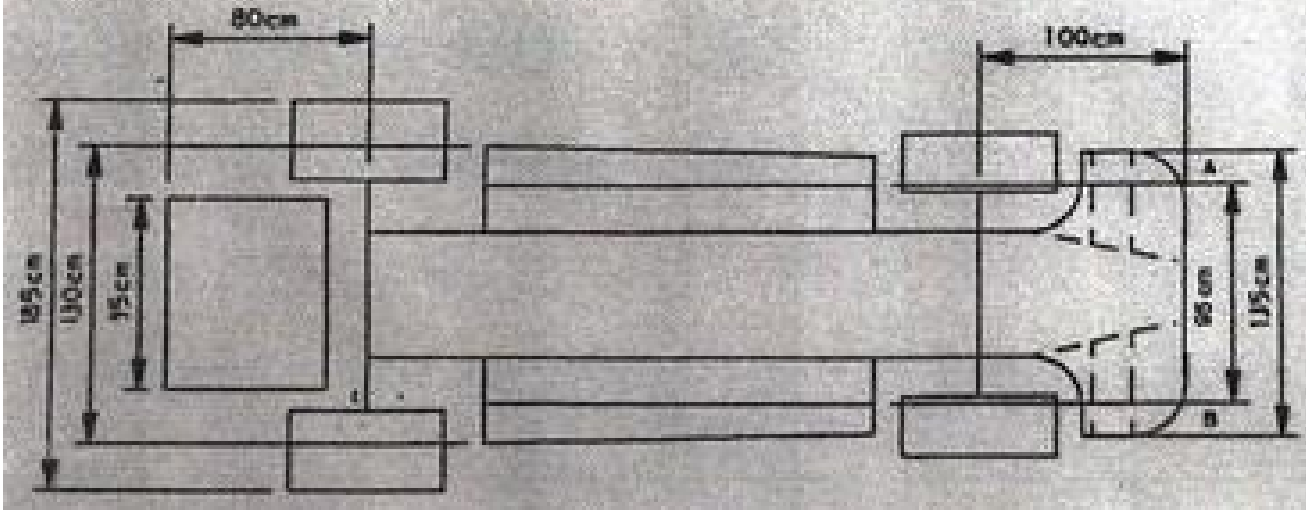
From 1.1.80-31.12.84 weight 455kgs.

1600cc	2000cc
FRONT 13" 7304	FRONT " 7342 A37
REAR 13" 7305	REAR 7343 A37
WETS FREE	WETS
	FRONT 7277 A27
	REAR 7278 A27



NO PARTS OF BODYWORK/PODS MAY PROJECT BELOW MANUFACTURERS BOTTOM OF MONOCOQUE/CHASSIS





A AND B - PARTS THAT MUST NOT PROTRUDE ABOVE FRONT RIM HEIGHT

3. TECHNICAL REGULATIONS CLASSIC FF2000 CARS

3.1 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. Competitors are advised to read section J of the current Motorsport UK Yearbook.

3.1.1 Competitors must always make prior application to the Classic FF2000 Representative in writing with reference to the unavailability of original pattern parts, panels etc. Each such case and application will be considered by the CF3 and the Eligibility Scrutineer and ruled thereon. Failure to comply may result in rejection of the car.
3.1.2 The Classic FF2000 races have been conceived to provide affordable historic single seater racing which is both competitive and enjoyable for all participants. The "Spirit of the Regulations" must be respected at all times. Any competitor considered by the Series Organisers or Eligibility Scrutineer to be in breach of this Spirit is liable to exclusion from the race.

3.2 GENERAL DESCRIPTION:

The Classic Formula Ford 2000 races are for competitors participating in Formula Ford 2000 Single Seat Racing Cars built and raced from 1/1/81 to 31/12/89, and the onus is on the entrant/competitor to establish this. All cars, prior to being accepted and registered, must comply with these regulations and the provisions of the regulations. Anything outside this must be approved by the Eligibility Scrutineer.

3.3 SAFETY REQUIREMENTS:

The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply:- K1; K2.1.4 Six Point; K3; Section K; K3.1. & K3.3 ; K4; K5; K6-13; K14.

3.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

All vehicles must comply with any relevant Motorsport UK technical regulations however cars will not be required to have a Vehicle Identity Form for 2025. This may however become a requirement for 2026.

3.5 CHASSIS:

3.5.1 Any chassis manufactured and raced between 1/1/81 and 31.12.89, and of a type raced in contemporary FF2000 will be eligible. The chassis must be of tubular steel construction with no stress bearing panels except bulkhead and undertray. Curvature of the undertray must not exceed 2.54cm. Monocoque chassis construction is prohibited. Stress bearing panels are defined as:- Sheet metal affixed to the frame by welding, bonding or rivets or bolts or screws which have centres closer than 15.25cm. Bodywork must not be used as stress bearing panels. The use of stabilised materials, composite materials using carbon and/or Kevlar reinforcement is prohibited. The chassis specification must remain fundamentally unaltered from original manufacture. Wheelbase, track and pickup points must remain to the manufacturer's specification. Ground Clearance as per (J5.20.11) at all times, in practice & race, including in any post practice or post race scrutineering. No engine oil or water tubes are permitted within the cockpit.

3.6 BODYWORK:

3.6.1 1. General Bodywork must be of a type with a proven competition history for that type of car. It is permitted to make any modification for which the primary purpose is safety or driver comfort.

3.6.1.2. Exterior Wings must be of a proven period design and construction and must respect period dimensions for the chassis type in question.

3.6.1.3 All other bodywork dimensions are to be read in conjunction with Section Q Appendix 2 Drawing 19.17 in the Motorsport UK Yearbook. Enclosure of the sides and underside of the engine is prohibited.

3.6.2 Modifications Permitted It is permitted to make any modification of which the primary purpose is safety or driver comfort. Cars may be updated to the specification of the latest model built by the manufacturer. No modifications are permitted without the specific approval of the Eligibility Scrutineer. The use of composite materials using carbon and/or Kevlar reinforcement is prohibited. It is not permitted to construct any suspension member in the form of an aerofoil or to incorporate a spoiler in the construction of any suspension member It is forbidden to add or make any aerodynamic modifications such as, for example, trim tabs, extended splitters or undertrays, unless photographic evidence can be provided that such a modification was used in period.

3.7 ENGINE:

3.7.1 PERMITTED MODIFICATIONS:

The only permitted engine is the Ford NE series 2 Litre SOHC with 2 Venturi carburettors with nominal bore 90.84mm + 0.5mm rebore allowance and stroke 76.95mm Production tolerances are permitted providing the total swept volume does not exceed 2025cc. Engines will be mounted upright and aligned fore and aft in the chassis. The addition of any material be it metal, plastic or composite etc. by any means be it welding, bonding encapsulation or encasement to any component is prohibited. However, specific repair of castings may be allowed with the written approval of the eligibility scrutineer responsible for the Formula. Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer. Pump, fan and generator drive pulleys and their retention bolts, washers and belts are free. Mechanical tachometer drives may be fitted. Generators are optional. The use of non-standard replacement fasteners, nuts bolts, screws, studs and washers which are not connected with or which do not support any moving parts of the engine or its compulsorily retained accessories is permitted. The use of thread locking compounds is permitted. Gaskets are free except for cylinder head and carburettor to inlet manifold gaskets which must be dimensionally identical to original Ford gaskets - see note under compression ratio. Any process of cleaning may be used on any component providing the surface finish, which must remain standard, is not affected. Forced induction prohibited. The air cleaner may be removed or replaced and a trumpet fitted.

CYLINDER BLOCKS It is permitted, as means of repair, to replace damaged cylinder bores with cast iron cylinder liners, all to standard dimensions. Localised machining of the cylinder block is permitted to allow fitting of the dry sump system. The crankcase breather may be altered or removed, but all breathers must discharge into a catch tank, or back to the oil tank. Cylinder blocks may be machined to achieve deck height. The deck height, measured from the centreline of the crankshaft to the top face of the block, must be 206.8mm +0mm - 3.25mm.

CYLINDER HEADS Non-standard camshaft covers are permitted providing they in no way improve the performance of the engine. Water passages are not permitted in cam covers. Standard valve spring retainers must be used, only single valve springs are permitted. Shims are permitted otherwise valve springs are free. The only permitted camshafts are the standard Ford production camshafts for 2000 SOHC NE engines, part number 1584660. The camshaft and rockers must remain entirely unmodified. They must be fully manufactured and ground by the Ford Motor Co. It is prohibited to grind camshafts from blanks or regrind or reprofile. Tuftriding or Parkerising is permitted. As an alternative to the Ford camshaft specified above, the FF2000 camshaft kit, as supplied by Universal Racing Services (URS), or the SC2000 camshaft kit from Kent Cams Ltd. May be used. These camshafts have been measured and recorded to ensure conformity with the

standard Ford profiles. If a competitor wishes to use an alternative aftermarket camshaft, he/she can present it to the CF3 Eligibility Scrutineer for conformity testing. This testing takes place periodically throughout the season at a cost to the competitor per camshaft. None of the above camshafts may be reground, reprofiled or modified in any way. The key/keyway in the camshaft pulley may be offset. Vernier adjustment of cam timing is permitted. Cylinder head face may be skimmed. Maximum valve lift at determined points by camshaft rotation will be established by using a low rate substitute valve spring (load characteristics 12lb at 1.417in, 30lb at 1.000in), with zero tappet clearance. Valves and rockers must remain dimensionally identical to the standard Ford items, no reprofiling or polishing is permitted. The original 45deg. seat angle must be retained. Maximum face diameter inlet 42.2mm Maximum face diameter exhaust 36.2mm Overall length inlet 111.15 - = 0.5mm. Overall length exhaust 110.55 - = 0.5mm Maximum valve stem diameter 8.4mm It is permissible to reshape inlet and exhaust ports by removal of metal within limits. Addition of material in any form is prohibited. Maximum port dimension at manifold head face inlet diameter 39.5mm exhaust 35.5mm X27mm Sizes may only be exceeded if the castings are oversize, in such cases the castings must be seen to be original and untouched. An external oil drain pipe from the cylinder head is permitted. The fitting of a union by drilling and tapping is permitted. It is permitted, as means of repair, to replace damaged valve guides and valve seats by replacement cast iron valve guides and cast iron valve seat inserts all to standard dimensions. Inlet and exhaust port diameter may be exceeded if the original casting is visible and untouched at the gasket face. It is further permitted to line worn valve guides with bronze sleeves, provided these sleeves are coaxial with the original guide. Broken camshaft carriers may be repaired by means of machining the broken carrier(s) flat, and replacing with a ferrous block, screwed into, or welded to the head casting. The block may then be line bored to accept the camshaft.

COMPRESSION RATIO The maximum compression ratio will be controlled as follows: Minimum combustion volume in cylinder head 50cc. Standard Ford cylinder head gaskets part no 70HM6051 BiA, 70HM6051 B3B, 70HM6051 GlA: minimum compressed thickness 0.9mm minimum diameter of cylinder aperture 92,0mm or dimensionally identical aftermarket gasket. Multi-layer head gaskets are expressly forbidden. Pistons must not protrude above the cylinder block surface at TDC. Cylinder block face may only be machined flat.

PISTONS Pistons must be standard Ford or absolutely identical aftermarket production pistons, unmodified in any way except for balancing and as detailed. All three piston rings must be fitted, piston rings must be standard production or similar approved pattern replacements, i.e. the compression rings must be one piece, single homogeneous material type with conventional plain gaps, chromium plating of the top ring is optional, the oil control rings must be either single piece twin land type or apex three piece (two rails and an expander). Molybdenum faced top compression rings are permitted. To achieve balance, material may be removed from the internal surfaces at any location below the lowest point of the gudgeon pin. All external surfaces, dimensions and profiles must remain standard with the exception of the top surface of the piston crown which may be subjected to simple machining to achieve balance and the objectives of the section entitled "Compression ratio" Minimum weight of pistons, plus rings, connection rod, connection rod bolts and nuts, less big end bearings, 1255grms

CONNECTING RODS Connecting rods must be a standard Ford part. Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuftriding, Parkerising, shot-peening, shot-blasting and polishing are permitted. It is permitted to radius the area around the big-end retaining bolt heads and nuts. Big end bolts part no. 905500 are permitted as are similar aftermarket big end bolts.

CRANKSHAFT A standard crankshaft must be used. Spot machining to achieve balance is permitted. Tuftriding, Parkerising, shot-peening, shot blasting and polishing are permitted. Crankshaft minimum weight 28lbs. It is

not permitted to alter the number of bearings or fit bearings of less than standard production width. Standard oversize and undersize bearings are permitted.

FLYWHEEL AND CLUTCH The flywheel must be a standard component. To achieve minimum weight and balance, materials may be removed from the originally machined surfaces, rim/flange etc. For rectification, the clutch mating face may be resurfaced. Cast surfaces must remain in original condition. Friction material is free. The clutch must be a standard Ford road car unit or aftermarket replacement of identical diameter and type, or AP Racing models CP5351-1 or CP5351-2. Sintered clutches are forbidden. Flywheel bolts are free and locating dowels are permitted. It is permitted to secure the starter ring to the flywheel. Flywheel and clutch assembly minimum permitted weight 12.5kg (including all flywheel and crankshaft securing bolts). In the event of a standard flywheel not being available, a dimensionally identical alternative, such as that manufactured by Damico Engines, is permitted.

ENGINE SEALING All engines must have provision for scrutineer's wire seals. 1/16in holes pre-drilled in readily accessible locations on installed engines must be available. a) Sump - two holes through the cylinder block/sump joint flange, one either side of the engine. b) Cam Cover - at least two retaining screw heads must be cross drilled c) Cam Timing Pulley - retaining bolt must be cross drilled d) Inlet Manifold - at least two retaining bolt heads to the cylinder head must be cross drilled. e) Carburettor - at least two retaining nuts to the inlet manifold must be cross drilled f) Bell housing - at least two retaining bolts to the engine must be cross drilled to enable clutch and flywheel to be adequately sealed OR competitors must be prepared to remove either engine or transmission to enable sealing of clutch and flywheel in which case at least two clutch cover retaining bolts must be cross drilled. Failure to comply renders the engine ineligible.

3.7.2 OIL/COOLING SYSTEM A liquid cooling system is mandatory but radiator and water pump are free provided that the water pump is mechanically operated. (i.e. non electrical) The radiator, if housed in or incorporating a cool air scoop or deflector, must comply with bodywork regulations. The lubrication system, external to the engine, is free. Existing standard production oilways, linings or oil grooves may be enlarged or reduced, but no additional ones are permitted with the exception of an external drain from the head to the sump. Standard friction surfaces must remain unchanged. Dry sump is permitted, oil coolers are free

3.7.3 INDUCTION SYSTEMS Carburettor Type: Weber 32/36 DGV & DGAV. Number on engine 1 Number of Main Venturi 2. Maximum diameter of carburettor outlet to inlet manifold 32.0/36.0mm. Maximum diameter of Main Venturi 26.0/27.0mm It is permitted to change jets, open both throttles together, remove cold start devices and diffuser bar, fit internal and / or external anti-surge pipes, remove seals on emission control carburettors. No other modifications are permitted, chokes must remain standard and no polishing or reprofiling is permitted. Any means of reducing intake air temperature is prohibited. Any form of water injection is prohibited. Flexible mounts for the carburettor may be incorporated providing they do not exceed a maximum of 25.4mm from flange to flange The bore of the casting must remain untouched and in its original condition. The carburettor seat face may be machined to horizontal in the fore and aft plane. The water passage in the inlet manifold may be blanked off or plugged. The manifold may be machined externally sufficiently to clear the throttle mechanism in the case of both throttles being opened together.

3.7.4 EXHAUSTS

The exhaust system and manifold are free, within Vehicle Regulations.

3.7.5 FUEL PUMPS Only the standard mechanical fuel pump for the engine is permitted. Fuel pipes are free. Fuel cooling radiators are permitted, within safety regulations, but must be mounted within the main chassis frame.

3.7.6 DISTRIBUTOR

Distributors are free providing they retain the original drive and location. 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. It is permitted to mount a simple indicating pointer to the engine to facilitate the timing of the distributor with respect to the crankshaft/flywheel.

3.8 SUSPENSION:

3.8.1 Suspension as original. Remanufactured or replacement suspension components shall be dimensionally as original, but material thickness may be changed in the interests of safety. The suspension shall utilise only the original pick-up points unless these were modified and used on the chassis and raced in a Formula Ford 2000 race prior to 31/12/89. All parts must be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bearings and bushes, spring caps, abutment nuts, anti-roll bar links, shock absorber caps and nuts. Remote reservoir and / or light alloy dampers are prohibited.

3.8.2 No modification permitted without consultation and ratification by the CF3 Eligibility Scrutineer. The use of any additional anti squat/anti droop devices is strictly prohibited. Dampers shall be of the same type in terms of appearance as originally fitted to the car and shall be mounted to the original mounting points. Remote reservoirs or any form of external control system are excluded. The use of more than one spring per corner is prohibited. Dampers must be steel-bodied. Sheathing of non-ferrous dampers with a ferrous material is prohibited. 5.8.3 Minimum wheelbase: 2000mm Minimum track:1200mm

3.9 TRANSMISSION:

3.9.1 Gearbox and final drive must be of the type originally fitted to the car.

3.9.2 The gearbox must not contain more than four forward gears and include an operable reverse gear, capable of being engaged by the driver whilst normally seated. The ratios are free. Rear wheel drive only is permitted. Final drive ratio is free. Torque biasing, limited slip and locked differentials are prohibited. Nonferrous differential components are prohibited.

3.10 ELECTRICS:

3.10.1 A rear fog light shall be fitted as Motorsport UK Regulations Section (K5.) 5.10.2 Batteries must be of a type which does not leak acid if inverted. The location is free. The engine must be fitted with an operable electric starter motor (compressed air starters are prohibited). The electrical system shall be fitted with a safety cut out switch as per (K8.), (Motorsport UK Technical Regulations).

3.11 BRAKES:

3.11.1 The braking system must be as per that originally fitted to the car.

3.11.2 No modifications are permitted without the specific approval of the Eligibility Scrutineer. FF2000: Light alloy brake calipers are prohibited, otherwise free.

3.12 WHEELS/STEERING:

3.12.1 Rear wheel steering prohibited, otherwise free. Material is free providing it is metal. Centre lock wheel retaining nuts must be fitted with safety ('R') clips and painted in a bright colour. Aircraft type self-locking nuts are not acceptable as an alternative.

3.12.2. Wheels may be constructed from aluminium alloys or magnesium alloys. Note: Competitors are reminded that alloy/mag wheels can have a tendency to crack, especially the older ones. For safety reasons, please keep a check on your wheels.

Rim dimensions:

Front 13" dia x 6" wide maximum: Rear 13" dia x 8" wide maximum.

3.13 TYRES:

3.13.1 Only tyres as specified in 5.13.2 are permitted.

3.13.2 The only permitted tyres are:

AVON Dry Front 6.5 /21.0 X 13 Spec no. 8814
Wet Front 160/530 R13 Spec no. 13593M
Dry Rear 8.2 /22.0 X 13 Spec no. 8815
Wet Rear 180/565 E13 Spec no. 13594M

HOOSIER Dry Front 20.0x 6.0-13 R60A Spec no. 43130R60A
Wet Front 20.0x6.5-13 W3Spec no. 44140W3
Dry Rear 22.0x8.0-13 R60A Spec no. 43285R60A
Wet Rear 22.0x8.0-13 W3Spec no. 44196W3

Avon dry (slick) tyres will be permissible in 2025 but not beyond. Avon wet tyres will be permissible in 2025.

3.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3.13.4 Eligibility Scrutineers reserve the right to mark tyres should they so wish. Competitors are reminded that, should they wish to fit additional new tyres beyond the allowance of twelve, it must be with the express permission of the CF3 Eligibility Scrutineer, who will first inspect the tyre to be changed.

3.14 WEIGHTS:

3.14.1 Weight is the weight of the vehicle as it finishes the race, but excludes the driver.

3.14.2 FF2000: The weight of the car shall not be less than 440kg

3.15 FUEL TANK / FUEL:

3.15.1 The fuel tank should be located in the same position as that originally fitted to the car. On safety grounds, it may be relocated subject to approval by the CF3 Eligibility Scrutineer. Competitors should be aware that bag tanks are lifed for 5 years from date of manufacture for FIA events only.

3.15.2 Fuel tank capacity is free. (a) Fuel must be in accordance with Motorsport UK regulations Section B Nomenclature & Definitions Pump Fuel parts or (b),

3.15.3 Tanks outside the chassis frame must comply with FIA Spec/FT3. Inboard tanks, covered externally with fireproof coating, are acceptable for events of less than 70km. A metal tank coated with GRP does not comply. Maximum capacity 41 litres unless carried in FIA Spec/FT3 tank.

3.16 SILENCING:

All vehicles must comply with Motorsport UK Regulation J5.17, and are also subject to individual circuit requirements if specified in Supplementary Regulations.

3.16.1 On FF2000 engines a mandatory silencer, Ford part no: 9095317 must be fitted and must comply with Motorsport UK Regulation J5.17.

3.18 MISCELLANEOUS:

Classic FF2000 is, as its name implies,is a category for historic cars, being raced in a specification very close to that in which they originally competed. The organisers therefore reserve the right to disallow any developments they feel not to be in keeping with the regulations, or any actions by competitors which would result in an unacceptable increase in costs for the category.

Competitors are encouraged to present their cars in period livery to enhance the historic feel of the races.

Appendix 2

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 your 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.