

MONOPOSTO RACING

RULES & REGULATIONS

FORMULA CLASSIC

FORMULA 70

REVISED March 2008

Table of Contents

GENERAL

MEMBERSHIP	3
PURPOSE OF MONOPOSTO RACING	3
RACE GROUPS	4
AUTHENTICITY AND LEGALITY	5
CLASS CHAMPIONSHIP AWARDS.....	6
POINTS SCORING	7
SAFETY	8
FORMULA CLASSIC	11
FORMULA 70	12

MEMBERSHIP

Membership in Monoposto Racing is open to any person from any country that wishes to be connected with vintage and historic single-seater racing and registers his or her car(s) with Monoposto Racing. As a registered member you may score points in Monoposto-sanctioned events, participate in the various class championships and enjoy the trackside socials and camaraderie.

PHILOSOPHY OF MONOPOSTO RACING

The philosophy of Monoposto Racing is fairly simple and involves a few basics.

1. Single-seater car owners are expected to participate in Monoposto Racing to enjoy the fellowship and competition with their Monoposto Racing peers.
2. The cars competing in Monoposto events will be restored to the authentic, original condition as defined by the following rules and presented at each event in pristine condition.
3. Specific safety upgrades, such as dual braking systems and onboard fire systems are recommended and strongly endorsed; however, performance upgrades such as oversize engines, bigger tires, etc. are specifically forbidden. Please read the rules carefully and abide by them. We do not want the embarrassment of having to deal with any Monoposto member with an illegal vehicle. Also remember when reading the rules to assume that if it is not specifically spelled out in the rules, it is not allowed. If you have any questions, please contact the representative for your particular vehicle class.

PURPOSE OF MONOPOSTO RACING

The purpose of Monoposto Racing is to:

1. Preserve, restore and campaign vintage single seat, open wheel racing cars.
2. Create an amateur racing format for drivers that equally emphasizes participation and competition.
3. Establish and maintain rules and regulations that hold cars to a high standard of authenticity and preparation while requiring or encouraging current safety upgrades.

4. Organize and promote North America's premier Vintage open wheel racing series for classes in the Formula Classic racing group and the F70 racing group.
5. Provide its membership with the opportunity to become part of a collective racing family.

DRIVER QUALIFICATIONS AND LICENSING

Most organizing clubs offer some type of licensing and all participating clubs are covered under a national license provided by the Vintage Motorsport Council [VMC]. In Canada and Europe, most licenses are provided by the national racing associations which are normally acceptable by the race organizers at Monoposto events.

Remember, that Monoposto Racing, through its Formula Ford class, has one of the best starting points for anyone wanting to race automobiles. It remains the largest, purpose-built racing class in North America after nearly 40 years and continues to be the training ground for virtually all professional drivers on their way up the ladder. In short, it is a great place to start.

RACE GROUPS

Monoposto Racing has 9 distinctly different classes of cars ranging from Formula Vee to Formula 1 cars. They are essentially broken down into two groups, and at most racing events there will be a race for each of the two groups.

Formula Classic

Formula Classic is differentiated from Formula 70 by the fact that all the cars must run on treaded tires of specific sizes as noted in the individual car class specifications. They cannot use any type of down-force in the form of wings or bodywork. Monoposto Classic runs from the late 1950s through to 1972. Within the car class specifications, we have attempted to list as many cars as we are aware of that fit into the rules for each class; however, if you come across a car that is not listed, please check with your Class Director to see if your car can be brought into Monoposto Racing. Their names and email addresses may be found at Monoposto.com.

Formula 70

Formula 70 includes cars from the late 1960s to 1979. They run on slick tires and with wings creating down-force. Note: tunnel hulls (and the like) creating ground effects are not permitted. These cars are generally much faster than the Classics and can include period Formula I and Indy cars. For each type of car, we have a Class Director. They would be pleased to answer your questions or help you with interpreting these rules or the individual car class specifications, so please feel free to contact them. Their names and email addresses may be found at Monoposto.com

AUTHENTICITY AND LEGALITY

Part of the eligibility consideration is keeping cars legally within the rules. Many things are readily visible such as tire size; however, the most difficult area, which unfortunately recurs from time to time, is engine legality. Oversize engines are not permitted. The specifications for engine size, etc. are set out in the rules for each class. In addition, you are asked to get a certification letter from your engine builder which states that the engine in your car has been built to specifications for your particular class. In the case of Formula Ford for example, this goes beyond cubic capacity to include the use of some of the specific engine components. If you have any questions in this area, please carefully review the car class specification with your engine builder and speak to your Class Director if you require additional help. Checks for compliance with the rules will be made on selected cars on a random basis.

The authenticity and correctness of each vintage race car is the primary responsibility of the car entrant. If there are any questionable items related to the vehicle, it is the entrant's responsibility to have original documentation to validate the questionable areas.

DRIVER ELIGIBILITY AND QUALIFICATIONS

Race series participants must be registered members of Monoposto Racing and have completed the Monoposto Racing registration application for their car. Drivers should have a competition license from SCCA, CASC [Canada], VMC [Vintage Motorsport Council] or their respective race organizing club such as VARAC, VSCDA, SVRA, etc. that is acceptable to the organizer of the race(s) he or she wishes to enter.

Driver health is very much a critical part of safety and enjoyment of Monoposto Racing. We tend to work hard upgrading our cars, but sometimes fail to maintain our own physical condition. It is vitally important that you have regular medicals and ideally maintain a physical conditioning program so as not to take chances with your life or the life of anyone else. Remember, all racing can be dangerous.

MISCELLANEOUS

Advertising

Only commercial advertising carried on the particular car while racing during its competitive career will be permitted on bodywork and/or wings. We strongly encourage you to carry a Monoposto Racing decal on your vehicle. Beyond that, advertising on vehicles is limited to the advertising which was carried on a particular car when it raced during its competitive career.

Monoposto Race Coordinator

There will be a designated Monoposto Race Coordinator at each event. The MRC will coordinate amongst the Monoposto drivers and the organizer and generally insure that any issues that may arise are resolved.

Track Technical Inspections

Technical Inspections will be performed by the race organizer. At some events there will be Monoposto specific technical inspectors roving the paddock. These Monoposto Racing Rules and Regulations and the car class specifications will be observed.

Starting Procedure

At virtually all events, we have rolling starts with one pace lap prior to the start.

CLASS CHAMPIONSHIP AWARDS

Throughout the season, we maintain records of the finishing positions of our members in all Monoposto-sanctioned events on the following basis of scoring. Points accrual will not occur in a season until a member has registered his or her car(s). At the end of the season, the first place finisher in each class is awarded a trophy. Plaques will be presented to the 2nd and 3rd place winners as well. At the discretion of Monoposto Racing, trophies and plaques may not be presented for a

particular class when that class has a very limited number of entries over the course of the season. An example would be when there are only one or two entries per race in only two or three races for the season. Championship points are awarded as follows.

Points Scoring

There will be two points races at each event: the qualifying race (typically on Saturday) and the final race (typically on Sunday.) Each will count toward the class championships.

The organizer will grid the Saturday race based on lap times from sessions earlier in the weekend. The grid may be modified by the organizer for safety reasons. The starting grid for the Sunday race will be based on the fastest lap times in the Saturday race so if you are unable to run the full Saturday race, you may still have established a grid position for the Sunday race.

If for some reason the Saturday qualifying race cannot be held, championship points will not be scored and the race organizer may choose to use results from earlier in the event to set the grid for the Sunday race. In this case, Monoposto will follow the direction of the race organizer.

Finishing Position Scoring

- .. 1st place finish in class - 16 points
- .. 2nd place finish in class - 14 points
- .. 3rd place finish in class - 12 points
- .. 4th place finish in class - 10 points
- .. 5th place finish in class - 9 points
- .. 6th place finish in class - 8 points
- .. 7th place finish in class - 7 points
- .. 8th place finish in class - 6 points
- .. 9th place and beyond - 5 points

Notes

1. Cars which start a race and are unable to finish will be awarded 5 points. To be eligible for finishing position points, a competitor must complete a minimum of 50% of the total laps of the race.
2. For class championships, a participant must participate in a minimum of five race weekends. Points will be counted on the

basis of the ten races (remember there will be two each weekend) in which the participant receives the highest points. The Class Champion will be the racer who has accumulated the most points. A Class Championship may be won by the same racer in consecutive years.

3. In the event of ties the Class Championships will be decided by a comparison of the results from the races in which the tied drivers competed against each other. In the event that this cannot resolve the tie there will be co-Champions.
4. Scoring will be based on how you finished in your race. Unfortunately, not every competitor in an event will be a registered Monoposto Racing member. Any cars in the race which are not Monoposto legal cars (such as sportsracers or otherwise legal Monoposto cars running illegal tires, etc.) or are driven by racers not registered with Monoposto will simply be eliminated from the scoring process as if they did not enter the race. This means if you are the first among racers registered with Monoposto Racing to finish you will be scored first even if a non-registered racer in your class or an illegal car finished ahead of you.
5. Anyone causing an incident serious enough to require disciplinary action, or otherwise engaging in behavior that threatens the safety of fellow competitors, officials or race attendees will not receive any championship points for that race. The President of Monoposto Racing in consultation with the Monoposto Race Coordinator will make this determination.
6. Series participants found to be running illegal cars or over-sized engines will forfeit all points to date. Cars not in compliance with the rules will be suitably noted in the vehicle log book and Monoposto Racing will retain records to ensure the cars are brought into compliance at future races.

SAFETY

SAFETY RULES ARE ESTABLISHED BY THE RACE ORGANIZER BUT THE FOLLOWING ARE HIGHLY RECOMMENDED:

All cars should:

1. Have SCCA-type roll bars at least 2 inches over driver's helmet;

2. Be equipped with a six-point harness system, including a three inch metal-to-metal lap belt and three inch [or two inch FIA certified] shoulder harness. Seat belts have an age identification sewn onto the belt. Belts more than five years old should be replaced;
3. Be equipped with a marked power cut-off switch reachable by the driver;
4. Be equipped with an operable rain light of at least 15 watts [LED rain lights are highly recommended];
5. Be equipped with fuel cells [fuel cells must have a roll-over check valve so that fuel cannot be released from the cell if the car is upside down];
6. Be equipped with on-board minimum 2 lb. fire systems with activation control marked externally;
7. The fire system activation lever should be marked externally with "E", and the ignition cut-off switch should be marked with a "lightening bolt";
8. The cut-off switch should cut-off the complete power system, especially the fuel pump;
9. Have captive safety washers on steering and suspension rod ends;
10. Have hot battery terminals that are insulated;
11. Have throttle linkages that are equipped with two (2) return springs; and
12. Recapped tires are not allowed on any Monoposto Racing cars.

Drivers should:

1. Wear a one-piece Nomex driving suit of no less than three layers [including underwear], Nomex or equivalent socks, Nomex gloves, Nomex or leather shoes [fire proof];
2. Wear arm restraints;
3. Wear a full-face helmet [including balaclava] with a Snell rating approved by the race organizer;

4. Wear a HANS device or equivalent.

Note: All race organizers whose events are on the Monoposto Racing schedule utilize the rules and regulations of Monoposto Racing and will be verifying acceptability through their own technical inspection.

FORMULA CLASSIC

Race Classes

There will be five championship classes in Monoposto Formula Classic [classes JE and JF will be included in class J for championship purposes, although the individual classes will be recognized at specific races]:

- CLASS FB Pre-1970 Formula B, Formula 2 [with two valve twin cam engines] and pre-1966 Formula 1
- CLASS F2 FIA Formula 2 with FVA engines
- CLASS J 1962 & 1963 Formula Junior, Formula 3 and Formula C [Formula 3 & C cars may be raced in Class J if they use approved Formula Junior tires on appropriate width rims. If the car runs wider wheels and tires, it must meet the requirements for Formula B tires and rims and will race in Class FB.]
- Class JE Pre-1962 Formula Junior rear engine [equipped with drum brakes on all wheels, and utilizing a gear case from a pre-1962 production car.]
- Class JF Front engine Formula Junior and 500cc Formula 3.
- CLASS F Pre-1973 Formula Ford
- CLASS V Pre-1970 Formula Vee

Individual Car Class specifications for classes FB, F2, J (with JE and JF), F and V apply and are available at Monoposto.com.

Notes:

1. Pre-1970 cars not listed above may be classed on an individual basis. Formula 1, 2 and 3 cars, not fitting within the guidelines of the Monoposto Racing Rules and Regulations, should be submitted by application to Monoposto Racing for classification.
2. All Cars will run on treaded tires and without aerodynamic bodywork. See tire specs for each class. All Cars must have up-to-date log books.
3. No rain tires are permitted with the exception of FB and F2.

FORMULA 70

Race Classes

There will be five class championships in Monoposto Formula 70,:

Formula 5000	All Formula 5000 cars with flat bottoms through 1979, Formula 1 and Indy cars.
Formula 2	Formula 2 cars over 1600 cc.
Formula Atlantic	All flat-bottom Formula Atlantic cars from 1970 through 1979 and early Formula 2 cars [1600 cc] [see list in rules].
Formula Super Vee	Formula Super Vee [both water cooled and air-cooled] cars through 1979 and Formula C and Formula 3.

Individual Car Class specifications for classes F5000, FA, and FSV (air and water cooled) apply and are available at Monoposto.com. A class specification for F2 is under development.

Notes:

1. All cars will run on non-radial slick tires with wings and flat bottoms, including side pods and no skirts. Original cars must have been built as a flat-bottom car. Cars must run the same type engine as originally equipped.
2. Cut-off dates may vary by car make. Any questions in this regard should be directed to the Class Director.
3. Formula 1 and Indy cars will be accepted for scoring by application to the Class Director but they must meet the basic criteria in note 1.
4. Races will be run rain or dry so be prepared with mounted rain tires.
5. Monocoque tubs must be free of damage and stress cracks.

6. Use of carbon fiber, composites or titanium is prohibited except where it can be proven to be original in the car.

7. From time-to-time, cars will be weighed to verify minimum weights as follows:

Formula 5000 cars - 1,350 lbs. wet without driver

Formula Atlantic cars - 1,000 lbs. wet without driver with BDA or BDD engines

Formula Atlantic cars - 930 lbs. wet without driver for other engines

Formula Super Vee cars [air-cooled] - 882 lbs. wet without driver

Formula Super Vee cars [water cooled] - 928 lbs. wet without driver

Formula C/Formula 3 cars - 750 lbs. wet without driver