

1000cc Formula 3 Historic Racing Association Eligibility Regulations

Eligibility

1. Historic Formula 3 Championship

1.1 Is for cars currently running to a configuration which that individual chassis competed with between January 1st 1964 and December 31st 1970 compliant to International FiA F3 regulations for that period.

This will include cars that competed in the Temporada Series which took place at Interlagos 10/1/1971, 17/1/1971, 25/1/1971 and Taruma 1/02/1971 under FiA (1964 – 1970) Formula 3 regulations.

1.2 To be eligible to participate as a Historic Formula 3 car, the car must either have been;
(a) Constructed in period (1964-1970) and competed, proven by contemporary evidence (documents and photographs), that the individual chassis competed between January 1st 1964 and December 31st 1970 compliant to International FiA F3 regulations for that period.

It is the responsibility of the car's owner/driver to provide evidence of such period participation.

Or

(b) To have been constructed prior to the defined period, proven by contemporary evidence (documents and photographs), that the individual chassis competed between January 1st 1964 and December 31st 1970 compliant to International FiA F3 regulations for that period.

It is the responsibility of the car's owner/driver to provide evidence of such period participation.

1.3 Only genuine and original cars which raced in period are acceptable; continuation or replica cars are not permitted. Whilst it is desirable to restore an original chassis by tube replacement it is accepted in some circumstances, e.g. very severe corrosion or accident damage a replacement chassis may be necessary on safety grounds. In the event of this, the registrar should be contacted before work commences.

1.4 Whilst it is necessary for a Historic Formula 3 car to have a proven competition history in period this need not necessarily be at International level at the discretion of the 1000cc F3 Historic Racing Association (1KF3HRA).

1.5 To be eligible to race each car must have a clear, documented and agreed history, and should be to a specification that that individual/particular car raced in period. Subject to 4.1.

2. "CAR" means each and every one of the six principal components.

2.1. a) Chassis

2.1.b) Engine -- The engine must be the same series production manufacturer and model as the engine used in period but not necessarily the specification of that original engine tuner. Where it can be proven that a particular car raced with a different engine to that originally installed, that engine is permissible

2.1 c) Gearbox -- {subject to paragraph 5.}

2.1.d) Brakes. – {subject to 4.1 below}

2.1.e) Rear axle.

2.1.f) Wheel [diameter] -- [subject to paragraph 6. below].

3. Alternative components

3.1 Alternative components other than to the manufacturer's original specification can be used if it is proved that these components were used in Formula 3 in period for that class. Note this does not include; drive shafts (see 5.3.4), modern brakes, shocks (no remote reservoirs). Downdraught heads may not be used in place of sidedraught or vice versa unless there is period evidence of the car having used this in period.

Cars may be permitted to compete at the sole discretion of 1KF3HRA on a PROVISIONAL basis where the Car appears likely to satisfy the criteria of 1, 2 and 3, pending complete evidence and documentation.

4. Vehicle Identity Documents

4.1. Historic Technical Passport (HTP)

4.1.1. To compete in the Historic F3 Championship, every car shall have either a HSCC Vehicle Identity Form (VIF) or a FIA HTP. When the car is presented for scrutineering, the VIF or the HTP, as issued by the National Sporting Authority (ASN) concerned, must be available and state the origin of its fundamental elements. During the year, it is possible that spot-checks will be conducted by the Championships' Eligibility Scrutineer to ensure continuing compliance with the declared specification on the VIF/HTP.

4.1.2. To be eligible to obtain a VIF OR HTP as a Formula 3 car, the car must have been raced in period to the specification of FIA Formula 3. It is not necessary for a Formula 3 car to prove International competition history in period. Cars that were built and tested in period, but not raced, are encouraged to contact the 1KF3HRA.

4.1.3. An HTP is strongly recommended but is not obligatory for all cars.

5 Gearbox and Transaxles

General

5.1. Gearbox must be as used by that car in period and be proved by contemporary evidence (documents and photographs).

It is the responsibility of the car's owner/driver to provide evidence of such period participation.

Hewland transaxle

5.1.2. Rear engined cars originally fitted with a VW or Hewland gearbox may use the Hewland Mk6 or Hewland Mk8 gearbox, which utilised the Volkswagen Beetle casing, provided the number of forward speeds does not exceed 4. In all cases such cars are encouraged to use the original gearbox.

BMC gearbox

5.1.3. By way of specific exception, any front engined car fitted with a B.M.C. "A" series gearbox may utilize a "Rib case" gearbox in place of the "Smooth case" gearbox, provided the number of forward speeds must not exceed 4.

Collotti Gearbox

5.1.4 FiA appendix K requires these to be retained.

Renault transaxle

5.1.5 Owners of cars fitted with Renault Gearboxes must contact the 1KF3HRA.

5.2 Final drive and clutch

5.2.1. The original clutch control system can be modified. Clutch activation using mechanical means may be converted to hydraulic activation and vice versa.

5.2.2 Co-Axial clutch release systems are not permitted.

5.2.3. Race clutches must be a minimum of 7¼inch diameter and have a single sintered driven plate. The cover plate spring rating is free.

5.2.4. Standard road going clutches can be of smaller diameter i.e. the BMC 6½ inch clutch. Road going clutches must use a standard cover and pressure plate and single drive plate.

Prohibitions:

5.3.1 It is not permitted to use a carbon ceramic clutch or other modern materials.

5.3.2 It is not permitted to use a titanium flywheel.

5.3.3 Limited slip differentials are not permitted.

5.3.4 It is not permissible to replace any rubber drive shaft "doughnut" drive shaft couplings (Rotoflex) with a replacement universal joint coupling of the Hardy Spicer type and a sliding splined drive shaft/yoke, unless Hardy Spicer universal coupling and sliding splines were a factory fitted standard or option e.g. Brabham BT15 and 18.

5.3.5 It is not permitted to use the modern type of constant velocity joints on the drive shafts.

6. Wheels

6.1. The rim width permitted in Formula 3:

Class A Cars built before 31/12/65 with one litre sidedraught engines Maximum Rim dimensions Front and rear 6.5" x 13".
Minimum Rim Width Front 5" Rear 6".

Class B Cars built between 01/01/66 and 31/12/70 with one litre downdraught engines, or earlier cars with period evidence of wider wheels and tyres and/or downdraught engines.

Wheel Rim Maximum Dimensions Front 13" x 9" Rear 13" x 11".

Minimum Rim width Front 7" Rear 9".

6.2. Note no car may use smaller rim widths even if there is period evidence that these were originally fitted to the car in period.

6.3. Wheels may be of a different type from the ones fitted by the manufacturer.

Where alternative wheels to the originals are utilised, it is strongly recommended that they are visually sympathetic and complementary to the design of the originals.

6.4. Two-part (split rim) wheels are acceptable if of period appearance.

7 Livery

It is recommended to retain period livery. –

For information period decals, stickers and adverts are available very cheaply and quickly from stock (most cases 48 hours) from: <http://www.is1aydingdong.co.uk/>

Recommendations:

1. The use of non-anodised alternatives are available and pipes covered in black shrink should be used in preference to the red/blue anodised 'Goodridge' type fittings and their associated steel braided pipes. These enhance the period 'look'.
2. Please try to avoid non-period rocker covers. Plain type are acceptable, and those bearing the name of known original engine tuners or car manufacturer eg: Cosworth, Holbay, Novamotor, Tecno, etc.
3. Where possible, please use correct period instruments appropriate to the car. Modern 'Stack' instruments are not wholly in keeping with the period appearance.
4. Ditto - for steering wheels. If you feel you must use a modern type wheel when driving the car- please change it over for the original (if you still have it) whilst car is on display in paddock for the benefit of the public.
5. Powder-coating of suspension and similar components is not permitted. This can hide structural defects. Chrome or nickel is more appropriate. **N.B.** Chrome plating should not be used on high tensile steels.