

Lenovo

 **in Schools**
UNITED KINGDOM

PRO CLASS

TECHNICAL REGULATIONS



2022/23





Welcome to the F1 in Schools™ Professional Class!

Welcome to the F1 in Schools Professional Class, the top tier of the world's leading STEM competition.

By choosing to enter this class, you're about to go head-to-head with the very best teams in the UK, competing for a place at the National Final and ultimately, to represent the UK at our spectacular World Finals. Who knows, with the right approach, maybe YOU will become F1 in Schools World Champions...

What you'll find in this document are all the technical rules and regulations for designing and making your Professional Class car. These rules must be followed to avoid losing penalty points in scrutineering or being denied the chance to win certain awards due to breaking a **PERFORMANCE** rule.

You will see that all the rules have been broken down into areas, one section per area of the car e.g. 'Body', 'Wings'. We recommend you use this booklet in stages, as and when you need to find out about different aspects of the car. Challenge yourself to learn the requirements for designing the front wing for example, then test yourself on them before getting creative with pens, modelling materials and CAD.

F1 in Schools Professional Class is the top level of the competition in the UK, which means the language can be very technical sometimes. There's a glossary of common terms at the start (P1 – Definitions), explaining what everything means when we refer to them in the rules, but if in doubt, just ask us!

Please use this document in conjunction with the corresponding F1 in Schools UK Competition Regulations.



CONTENTS

WELCOME TO THE F1 IN SCHOOLS™ PROFESSIONAL CLASS!	2
TECHNICAL REGULATIONS	6
HOW TO USE THIS DOCUMENT	6
ARTICLE P1 – DEFINITIONS	8
P1.1 F1 IN SCHOOLS™ CAR	8
P1.2 FULLY ASSEMBLED CAR	9
P1.3 BODY	9
P1.4 COMPRESSED AIR CARTRIDGE CHAMBER	9
P1.5 WING	9
P1.6 WING SUPPORT STRUCTURE	10
P1.7 NOSE CONE	10
P1.8 WHEEL	10
P1.9 WHEEL SUPPORT SYSTEM	10
P1.10 TETHER LINE GUIDE	10
P1.11 SURFACE FINISH AND DECALS	10
P1.12 F1 IN SCHOOLS™ LOGO DECAL	11
P1.13 HAND FINISHING	11
P1.14 OFFICIAL F1® MODEL BLOCK	11
P1.15 ENGINEERING DRAWINGS	11
P1.16 RENDERINGS	12
P1.17 VERTICAL REFERENCE PLANE	12
P1.18 ADDITIONAL COMPONENTS	12
P1.19 NORMAL	12
P1.20 FULL 8 GRAM COMPRESSED AIR CARTRIDGE	12
ARTICLE P2 – GENERAL PRINCIPLES	13
P2.1 REGULATIONS DOCUMENTS	13
P2.2 INTERPRETATION OF THE REGULATIONS	13
P2.3 AMENDMENTS TO THE REGULATIONS	13
P2.4 CLASSIFICATION OF REGULATIONS	13
P2.5 COMPLIANCE WITH REGULATIONS	13
P2.6 DESIGN IDEAS AND REGULATION COMPLIANCE QUESTIONS	14
P2.7 MEASUREMENTS	14
P2.8 BENEFIT OF DOUBT	15
P2.9 SPIRIT OF THE COMPETITION	15
P2.10 ORIGINALITY OF WORK	15
ARTICLE P3 – FULLY ASSEMBLED CAR	17

P3.1	DESIGN AND MANUFACTURE – [GENERAL – PENALTY – 5PTS EACH]	17
P3.2	SAFE CONSTRUCTION [SAFETY PENALTY – 10PTS EACH]	17
P3.3	UNDEFINED FEATURES – [PERFORMANCE PENALTY – 20PTS]	17
P3.4	TOTAL LENGTH – [GENERAL PENALTY – 5PTS PER MILLIMETRE]	17
P3.5	TOTAL WIDTH – [GENERAL PENALTY – 5PTS PER MILLIMETRE]	17
P3.6	TOTAL HEIGHT – [GENERAL PENALTY – 5PTS PER MILLIMETRE]	18
P3.7	TOTAL WEIGHT – [PERFORMANCE PENALTY – 10PTS PER GRAM]	18
P3.8	TRACK CLEARANCE – [GENERAL PENALTY – 10PTS PER MILLIMETRE]	18
P3.9	STATUS DURING RACING - [GENERAL PENALTY – 5PTS]	19
P3.10	REPLACEMENT COMPONENTS	19
ARTICLE P4 – BODY		20
P4.1	BODY CONSTRUCTION – [GENERAL PENALTY – 20PTS]	20
P4.2	VIRTUAL CARGO – [PERFORMANCE PENALTY – 25PTS]	20
P4.3	VIRTUAL CARGO IDENTIFICATION – [GENERAL PENALTY – 5 PTS]	20
P4.4	F1 IN SCHOOLS™ LOGO DECAL LOCATION – [GENERAL PENALTY – 5PTS]	21
P4.5	DECAL THICKNESS – [GENERAL PENALTY – 5PTS]	21
ARTICLE P5 – COMPRESSED AIR CARTRIDGE CHAMBER.....		22
P5.1	DIAMETER – [SAFETY PENALTY – 5PTS]	22
P5.2	DISTANCE FROM TRACK SURFACE – [GENERAL PENALTY – 5PTS PER MILLIMETRE]	22
P5.3	DEPTH – [SAFETY PENALTY – 5PTS]	22
P5.4	MAX ANGLE OF CHAMBER – [SAFETY PENALTY – 5PTS]	22
P5.5	CHAMBER SAFETY ZONE – [SAFETY PENALTY – 10PTS]	22
P5.6	COMPRESSED AIR CARTRIDGE VISIBILITY – [PERFORMANCE PENALTY – 10PTS PER MILLIMETRE]	23
ARTICLE P6 – TETHER LINE GUIDES		24
P6.1	LOCATION – [SAFETY PENALTY – 10PTS]	24
P6.2	INTERNAL DIMENSION – [SAFETY PENALTY – 5PTS]	24
P6.3	TETHER LINE GUIDE SAFETY – [SAFETY PENALTY – 10PTS]	25
ARTICLE P7 – WHEELS AND WHEEL SUPPORT STRUCTURES.....		26
P7.1	NUMBER AND LOCATION – [GENERAL PENALTY – 25PTS]	26
P7.2	DISTANCE BETWEEN OPPOSING WHEELS – [PERFORMANCE PENALTY – 2.5PTS PER MILLIMETRE PER AXLE]26	
P7.3	WHEELBASE – [PERFORMANCE PENALTY – 5PTS PER MILLIMETRE]	26
P7.4	TRACK CONTACT WIDTH – [PERFORMANCE PENALTY – 2.5PTS PER MILLIMETRE PER WHEEL]	27
P7.5	DIAMETER – [PERFORMANCE PENALTY – 2.5PTS PER MILLIMETRE PER WHEEL]	27
P7.6	RACE TRACK CONTACT – [PERFORMANCE PENALTY – 2.5PTS PER WHEEL]	27
P7.7	ROLLING SURFACE – [PERFORMANCE PENALTY – 2.5PTS PER WHEEL]	27
P7.8	ROTATION – [PERFORMANCE PENALTY – 5PTS PER WHEEL]	27
P7.9	VISIBILITY IN TOP AND BOTTOM VIEWS – [PERFORMANCE]	27
P7.10	VISIBILITY IN SIDE VIEWS – [PERFORMANCE PENALTY – 10PTS PER WHEEL]	29

P7.11	VISIBILITY IN FRONT VIEW – [PERFORMANCE PENALTY – 10PTS PER MILLIMETRE]	29
P7.12	WHEEL SUPPORT – [GENERAL PENALTY – 5PTS EACH]	29
ARTICLE P8 – NOSE CONE		30
P8.1	CONSTRUCTION	30
P8.2	NOSE CONE IDENTIFICATION – [GENERAL PENALTY – 5PTS]	30
ARTICLE P9 – FRONT WING AND WING SUPPORT STRUCTURES		31
P9.1	FRONT WING AND WING SUPPORT STRUCTURE IDENTIFICATION – [GENERAL PENALTY – 5PTS]	31
P9.2	FRONT WING(S) DESCRIPTION AND PLACEMENT – [GENERAL PENALTY – 5PTS]	31
P9.3	FRONT WING(S) CONSTRUCTION AND RIGIDITY – [GENERAL - PENALTY – 5PTS]	31
P9.4	FRONT WING SUPPORT STRUCTURE LOCATION – [GENERAL - PENALTY – 10PTS]	31
P9.5	FRONT WING DIMENSIONS – [PERFORMANCE]	32
P9.6	FRONT WING CLEAR AIRFLOW – [PERFORMANCE PENALTY – 5PTS]	33
P9.7	FRONT WING VISIBILITY – [PERFORMANCE PENALTY – 10PTS]	33
ARTICLE P10 – REAR WING AND WING SUPPORT STRUCTURES		34
P10.1	REAR WING AND WING SUPPORT STRUCTURE IDENTIFICATION – [GENERAL – PENALTY – 5PTS]	34
P10.2	REAR WING DESCRIPTION AND PLACEMENT – [GENERAL - PENALTY – 5PTS]	34
P10.3	REAR WING CONSTRUCTION AND RIGIDITY – [GENERAL PENALTY – 5PTS]	34
P10.4	REAR WING AND WING SUPPORT STRUCTURE LOCATION – [GENERAL – PENALTY – 10PTS]	34
P10.5	REAR WING DIMENSIONS – [PERFORMANCE]	35
P10.6	REAR WING CLEAR AIRFLOW – [PERFORMANCE PENALTY – 5PTS]	36
P10.7	REAR WING VISIBILITY – [PERFORMANCE PENALTY – 10PTS]	36
ARTICLE P11 – ADDITIONAL COMPONENTS		37
P11.1	DESCRIPTION AND PLACEMENT	37
APPENDIX – OTHER INFORMATION & ILLUSTRATIONS		39
I.	START BOX AND FINISH GATE	39
II.	OFFICIAL F1® MODEL BLOCK DIMENSIONS	39
III.	FRONT WING COMPLIANCE EXAMPLES	40
IV.	REAR WING COMPLIANCE EXAMPLES	41
V.	OFFICIAL DENFORD RACE POWER PACK DIMENSIONS	42
VI.	CAR DECELERATION SYSTEM DIMENSIONS	42

Please note: any amendments made prior to the event will be indicated using red underlined text.

TECHNICAL REGULATIONS

The 2022/23 Technical Regulations have been rewritten and renumbered. The basic regulations are the same however the interpretation, scrutineering methods and penalty points allocation are different. Please read the whole document without assumptions from previous rules documents.

HOW TO USE THIS DOCUMENT



Use of 'NEW!' symbol denotes where dimensional limits have changed, or a new rule has been created. Please read all text carefully to fully understand the rules and do not assume any previous knowledge of this booklet.

HELP TEXT

When you see green italic text, this is intended to help clarify a regulation or diagram.



When you see the PP+ symbol in the margin, this means a rule carries a Proportional Penalty. Find out more about Proportional Penalties and the classification of rules in P2.5.

TECHNICAL REGULATIONS

Definitions:	07
General Principles:	12
Car Design: Compliance & Penalties:	15
Appendix:	38



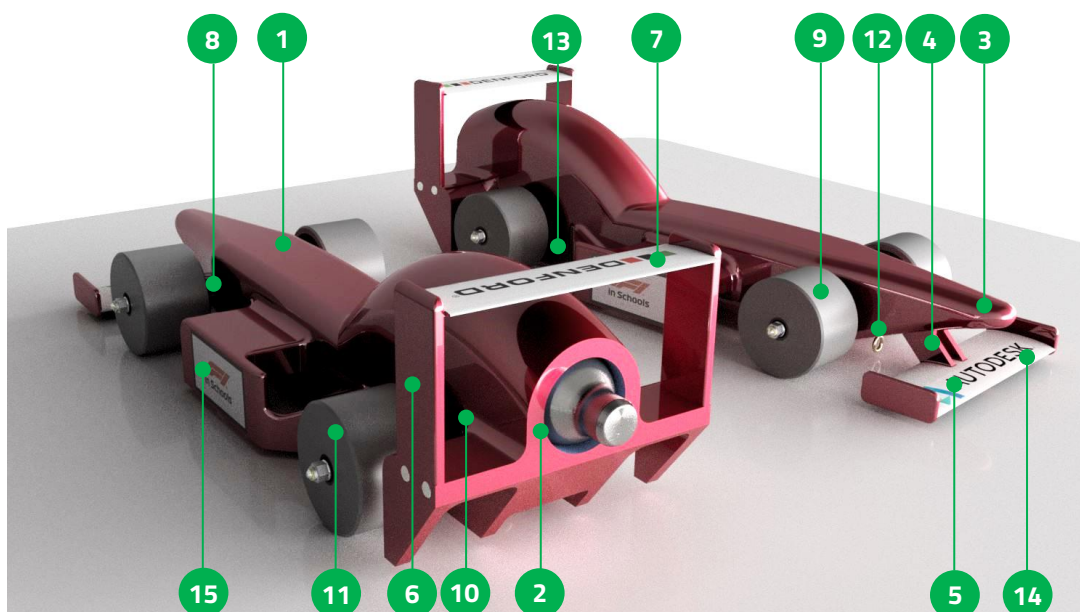
ARTICLE P1 - DEFINITIONS

P1.1 F1 in Schools™ car

This is also referred to as 'the car'. Designed and manufactured according to these regulations for the purpose of participating in races on the F1 in Schools track at F1 in Schools UK events, powered only by a single 8g compressed air cartridge. F1 in Schools cars are designed to travel the 20 metre race distance as quickly as possible, whilst withstanding the forces of launch acceleration, track traversing and physical deceleration after crossing the finishing line.

An F1 in Schools car assembly must only consist of the following components:

1. A body encompassing a virtual cargo *and*
2. A compressed air cartridge chamber machined from a single piece of F1® Model Block Material
3. Nose cone assembly
4. Front wing support structure
5. Front wing(s)
6. Rear wing support structure
7. Rear wing
8. Front wheel support system(s)
9. Two (2) front wheels
10. Rear wheel support system(s)
11. Two (2) rear wheels
12. Front tether line guide
13. Rear teather line guide
14. Surface finishing and decals
15. Two (2) F1 in Schools™ Logo Decals



Adhesives with no dimensional impact are permissible for joining components

P1.2 Fully assembled car

An F1 in Schools car, without a compressed air cartridge inserted, presented ready for racing, resting on all four wheels on the track surface, free of any external force other than gravity.

P1.3 Body

The body is a single uninterrupted piece of F1® Model Block Material existing rear of the front axle centre line and encompassing both the virtual cargo and compressed air cartridge chamber. For dimensional purposes the body also includes any attached decals and surface finishes. Any F1® Model Block forward of the front axle centre line is not defined as car body.

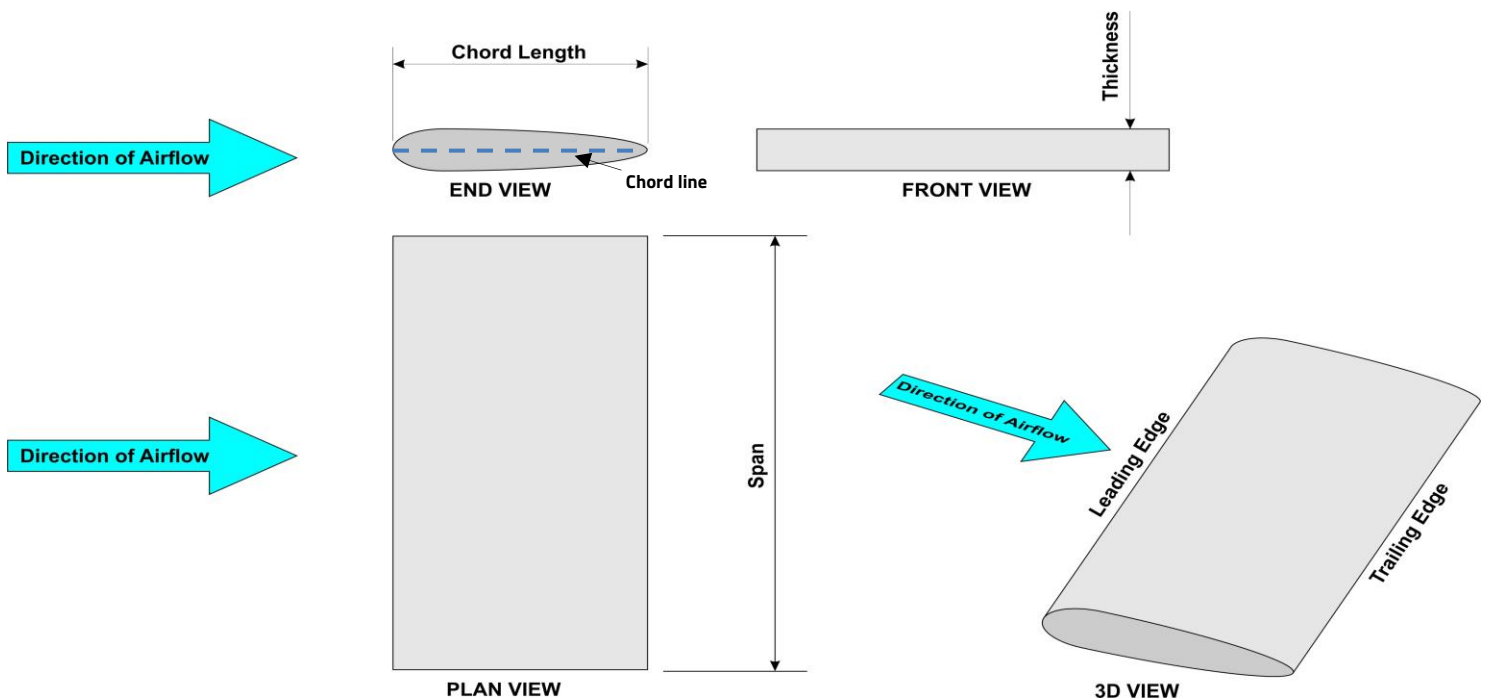
P1.4 Compressed air cartridge chamber

The compressed air cartridge chamber is a cylindrical clear space bounded around its inner circumference and one end by car body only. This is where the compressed air cartridge is placed for racing.

P1.5 Wing

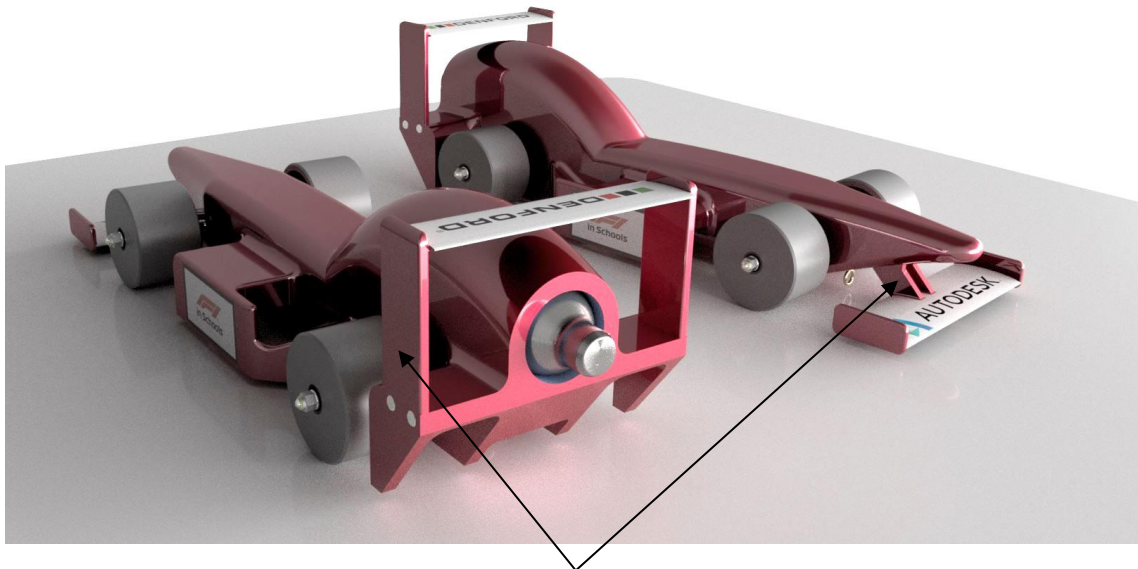
A wing on an F1 in Schools car is an aerodynamic feature that permits airflow around its minimum required chord surface including its features of a leading and trailing edge across its minimum required span width. A wing is dimensionally defined by the span, chord and thickness. The vertical cross-sectional shape of the wing, parallel to the direction of car travel, is referred to as an aerofoil.

Wing cross-section / aerofoil nomenclature:



P1.6 Wing support structure

A wing support structure is a feature, other than car body, nose cone or wing(s) that join a wing(s) surface to another component of the car assembly.



Wing support structures

P1.7 Nose cone

The nose cone is a component of the car, which may be used as a wing support structure, that only exists forward of the front axle centre line. This includes any F1® Model Block material or any other materials that continue forward of the front axle centre line.

P1.8 Wheel

A wheel is a single part or assembly of components, cylindrical in form, with its maximum circumference contacting the track surface, allowing forward motion of the car through rotation. All material existing within the volume of the actual wheel diameter and actual wheel width is considered to be part of the wheel.

P1.9 Wheel support system

Wheel support systems are single parts or an assembly of components that connect a wheel to any other part of the car, they MUST be contained within a theoretical cylindrical extrusion defined by the actual diameter of the relative wheels across each axle. These may be sourced from a supplier or manufactured wholly or in part by the team.

P1.10 Tether line guide

A tether line guide is a key safety component which completely surrounds the track tether line so as to safely connect the car to the tether line during races. A tether line guide can be a component sourced from a supplier or manufactured wholly or in part by the team.

P1.11 Surface finish and decals

A surface finish on an F1 in Schools car is considered to be any applied visible surface covering, of uniform thickness over the profile of an F1 in Schools car assembly component. A decal is material adhered to a component or surface finish. To be defined as a decal, 100% of the area of the adhering side must be attached to a surface. Surface finishes and decals are included when measuring the dimensions of any components they feature on.

P1.12 F1 in Schools™ logo decal

Teams must use a labelled decal to identify Car A and Car B and a blank decal to identify display car(s). The official decals are supplied by F1 in Schools Ltd at event registration.

This consists of the F1 in Schools logo graphic printed on a black or a white adhesive vinyl with a 1mm contrast keyline border, with a horizontal dimension of 30mm and vertical dimension of 15mm. Teams choose to use either the black or white outlined decal so as to provide maximum contrast to the surface colour the decal is being adhered to.

A team can manufacture and fit their own decals, provided they use the official F1 in Schools logo decal artwork which can be downloaded from the F1 in Schools website:

<https://www.f1inschools.co.uk/downloads.html>

Decal designs:



P1.13 Hand finishing

Hand finishing is defined as use of a hand powered device (e.g. abrasive paper) for removing only the irregularities that may remain on a CNC machined surface of the car body. These irregularities are often referred to as 'machined marks', any hand finishing must be kept to a minimum.

P1.14 Official F1® Model Block

The official F1® Model Block Material is a rigid, closed cell foam block processed to the dimensional features as shown by diagrams in the appendix of this document.

IMPORTANT: all cars entered into F1 in Schools UK events must be manufactured from F1® Model Blocks. The official F1® Model Blocks can be sourced directly from Denford Limited or an official Denford Limited distributor.

P1.15 Engineering drawings

Engineering drawings are CAD produced drawings which should be detailed such that, along with relevant CAM programs, could theoretically be used to manufacture the fully assembled car by a third party. Such drawings **MUST** include all relevant dimensions and material information.

Where stated, F1 in Schools engineering drawings of a readable scale **MUST** be clearly dimensioned and **identified by hatching, shading, block colour or boundary line within the engineering drawings to specifically identify and prove compliance for the virtual cargo, front and rear wheel support structures, nose, front and rear wing support structures and front and rear wing surfaces.**

Clearly labelled construction or boundary lines are acceptable to define the boundaries between components such as nose cone, wheel support and wing support structures.

Engineering drawings can include: orthographic projection, auxiliary projection, section views, isometric projection, oblique projection, perspective and annotated renderings.

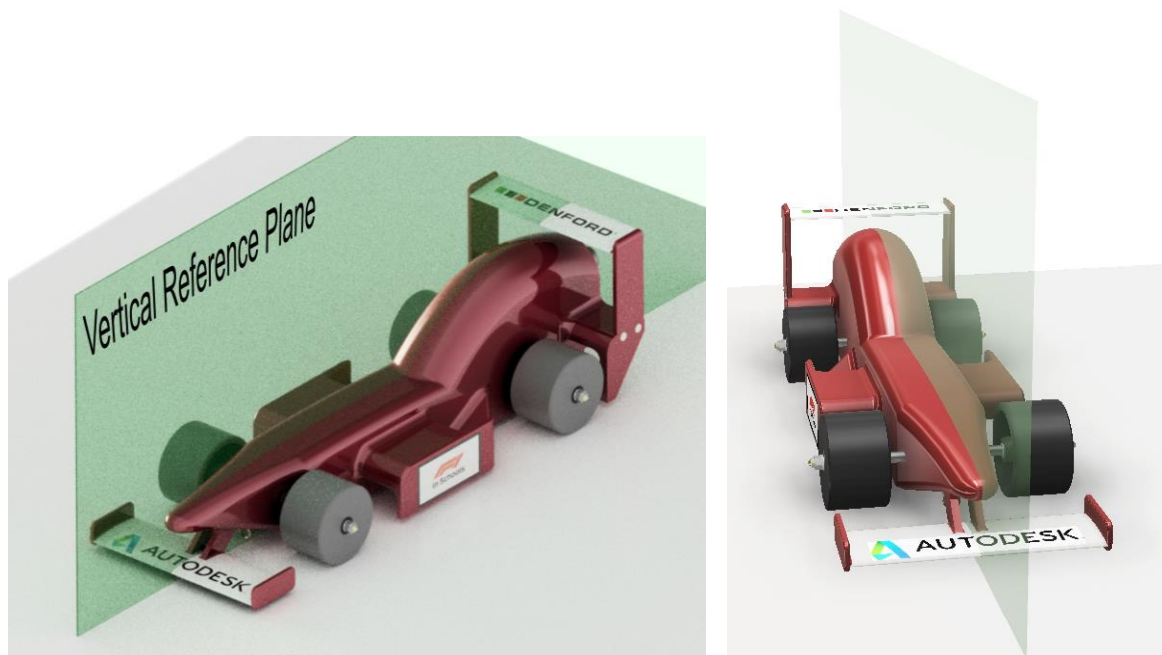
It is recommended to label the relevant technical regulations where appropriate (e.g P10.5.1: 25.0mm) throughout your Engineering drawings; this makes the job of the scrutineer much easier in identifying the different features of your car.

P1.16 Renderings

Renderings are images intended to illustrate the three dimensional form of an object. These can be generated in isometric projection, oblique projection or perspective.

P1.17 Vertical reference plane

To assist with describing dimensions, it is assumed that a two dimensional invisible plane exists along the length of the compressed air cartridge chamber centre axis and normal to the track surface. This is known as the vertical reference plane.



P1.18 Additional Components

Any component other than those listed in P1.1 will be considered an additional component.

P1.19 Normal

The term 'normal' can be used in geometry to describe a line or object that is perpendicular or at 90 degrees to another given object. When referring to the term normal in these regulations it is considered to mean:

- Being at right angles; perpendicular.
- Perpendicular to the direction of a tangent line of a curve or a tangent plane to a surface.

P1.20 Full 8 gram compressed air cartridge

A metallic cartridge which contains a 8g charge of compressed air. *For weights and dimensions refer to Appendix V. Official Denford Race Power Pack dimensions.*

ARTICLE P2 - GENERAL PRINCIPLES

P2.1 Regulations documents

P2.1.1 F1 in Schools Ltd. issues the regulations, their revisions and amendments made.

P2.1.2 Technical Regulations - this document. The Technical Regulations document is mainly concerned with those regulations that are directly related to F1 in Schools car design and manufacture. Professional Class Technical Regulation article numbers have a 'P' prefix.

P2.1.3 Competition Regulations – a document separate to this one which is mainly concerned with regulations and procedures directly related to judging and the competition event. Competition Regulation article numbers have a 'C' prefix.

P2.2 Interpretation of the regulations

P2.2.1 The final text of these regulations is in English should any dispute arise over their interpretation. The text of a regulation and any related definitions should be considered together for the purpose of interpretation.

IMPORTANT: Diagrams and or images are for illustration purposes only and do not contribute to regulatory compliance.

P2.2.2 Text clarification - any questions received that are deemed by F1 in Schools Ltd. to be related to regulation text needing clarification will be answered by F1 in Schools Ltd. The question received, along with the clarification provided by F1 in Schools Ltd., will be published to all competing teams at the same time via the official F1 in Schools UK Facebook page and F1 in Schools website.

P2.3 Amendments to the regulations

Any amendments will be announced and released by F1 in Schools Ltd. by email notification to all registered participants as well as being posted on the website www.f1inschools.co.uk.

Any amended text will be indicated **thus** (using red underlined text).

P2.4 Classification of regulations

P2.4.1 The technical regulations are classified as either: **GENERAL**, **SAFETY**, **PERFORMANCE**.

GENERAL	SAFETY	PERFORMANCE
Regulations that shape the way the car fundamentally looks and works, vital to the style of an F1 in Schools car.	Mandatory rules that govern the safe running of the car. Cars must meet these rules to be considered 'safe to race'.	Rules that have a direct impact on the performance of the vehicle, these typically carry the heaviest penalties.

P2.4.2 If a race car is judged as being NON-COMPLIANT with any Performance regulation they will be INELIGIBLE for the awards of: 'Fastest Car' and 'Best Engineered Car'. All Performance regulations are highlighted in yellow throughout this document.

P2.5 Compliance with regulations

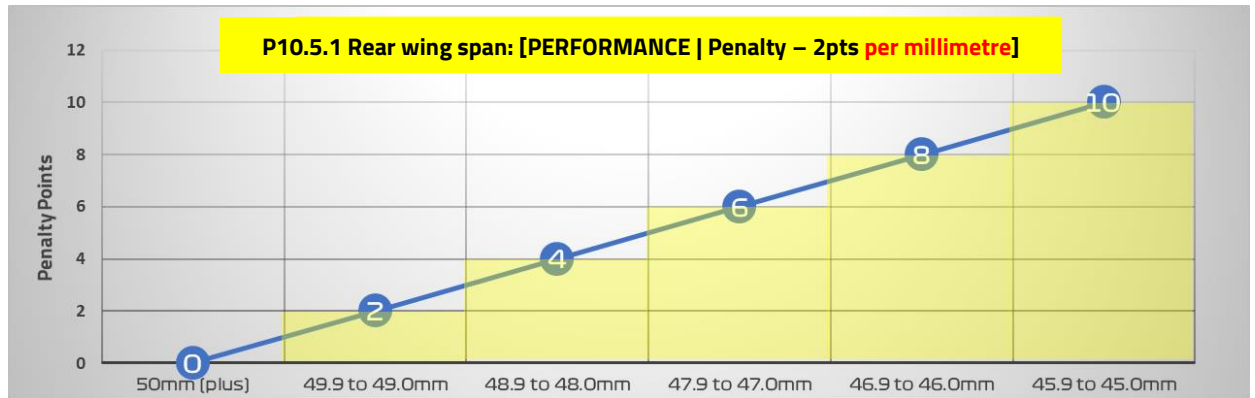
P2.5.1 Points are deducted for non-compliance with the technical regulations as per the penalties as defined in this document. Both race cars are assessed during Specification Judging and points will be deducted for any infringements on either car. These penalties are only applied once, per infringement, per car.

After initial Specification Judging any team with technical infringements will be given a single 20 minute car service session. See competition regulations for more information.

P2.5.2 Proportional penalties will be applied to the following regulations:

P3.4, P3.5, P3.6, P3.7, P3.8, P5.2, P5.6, P7.2, P7.3, P7.4, P7.5, P7.11, P9.5, P10.5

The penalty applied increases proportionally as the margin of non-compliance with the absolute minimum/maximum dimension increases by rounding up the non-compliance to the next complete unit of measure (1.0mm or 1.0g). The penalty is applied once for every complete unit outside of the absolute minimum/maximum dimension. For example:



P2.6 Design ideas and regulation compliance questions

Teams are not permitted to seek a ruling from F1 in Schools Ltd. or any competition officials or judges before the event as to whether a design idea complies with these regulations, any regulatory communication between teams and/or teachers is only for guidance, rulings will only be made by the official judges at F1 in Schools UK events. Design compliance to the regulations forms part of the competition. As in Formula 1® innovation is encouraged and F1 in Schools teams may also find ways of creating design features that push the boundaries of the regulations in order to get an extra competitive edge.

P2.7 Measurements

P2.7.1 All dimensions and weights are presented as absolute minimum or maximum, unless stated otherwise. For example:

MIN Weight	MIN Dimension	MAX Dimension
Absolute Min: 50.0g	Absolute Min: 26.0mm	Absolute Max: 34.0mm
50.0g - PASS	26.0mm - PASS	34.0mm - PASS
49.9g - FAIL	25.9mm - FAIL	34.1mm - FAIL

P2.7.2 Dimensional measures - all car component dimensions or weight are inclusive of any applied paint finish or decal. A series of specially manufactured gauges will be used to broadly verify dimensional compliance. Accurate measuring tools, such as vernier calipers, will then be used to closely inspect any dimensions found to be close to the dimensional limits per the initial gauge inspection.

IMPORTANT: Some regulations are assessed with a full 8g race cartridge fully inserted into the cartridge chamber. For compliance with these regulations, the static weight distribution of the car must be such that the car is capable of **resting on all four (4)** wheels without any outside assistance.

P2.7.3 Weight measures – all weight measurements will be made using the F1 in Schools Ltd. calibrated electronic competition scales.

P2.8 Benefit of doubt

The chair of judges will, where appropriate, seek to use 'benefit of doubt' when the assessment of compliance is marginal or unclear. In this situation, teams will be given the benefit of doubt rather than a firm penalty if a penalty cannot be clearly measured or identified.

P2.9 Spirit of the competition

Teams are expected to act in the spirit of the competition, both before and during F1 in Schools UK events. Any team deemed by the chair of judges to be acting outside of the spirit of the competition, can be removed from certain or all aspects of the competition. For example, a team attempting to abuse the technical regulations to their advantage may, at the discretion of the chair of judges, be removed from racing and receive no points for this activity. A team deemed to be acting in an unsportsmanlike manner towards another team or other persons may be removed from some or all judging areas. The spirit of the competition is simple; embrace and respect the rules and regulations, do your very best to compete legally and fairly, while contributing positively to F1 in Schools UK events. Make friends, create positive relationships, network professionally and enjoy yourselves.

P2.10 Originality of Work

F1 in Schools Ltd. welcomes and endorses innovation and does not consider that plagiarism should play any part in any of the disciplines that make up the competition.

Any competing team that intentionally plagiarises any part of their assessed work, undermines the credibility and integrity of the F1 in Schools challenge and the spirit of the competition. F1 in Schools will be implementing various originality detection methodologies and requesting all competing teams to submit an originality declaration.

Further details and associated penalties will be explained in detail in the corresponding F1 in Schools UK Competition Regulations.



CAR DESIGN: COMPLIANCE AND PENALTIES

Article 3:	Fully assembled car	16
Article 4:	Car body	19
Article 5:	Cartridge chamber	21
Article 6:	Tether line guides	23
Article 7:	Wheels	25
Article 8:	Nose cone	29
Article 9:	Front Wings/support	30
Article 10:	Rear Wings/support	33
Article 11:	Additional Components	37



ARTICLE P3 - FULLY ASSEMBLED CAR

P3.1 Design and manufacture - [GENERAL - Penalty - 5pts each]

P3.1.1 All F1 in Schools cars must be designed and engineered using CAD (Computer Aided Design) and CAM (Computer Aided Manufacture) technology. CAD software used should provide for 3D part modelling, assembly and 3D realistic rendering. We recommend the use of Autodesk Fusion 360 software. The CAM package should allow students to simulate CNC machining processes so they can show evidence of these in their portfolio. We recommend the use of Denford QuickCAM PRO software.

P3.1.2 The body of all F1 in Schools cars must be manufactured via material removal using a CNC router/milling machine. We recommend all teams use a Denford CNC Router. This manufacturing process should occur at your school/college or at a designated manufacturing centre/partner site.

P3.1.3 An official F1 in Schools holographic sticker from the official F1® Model Block for each car must be submitted on the project element submission sheet at F1 in Schools UK event registration.

P3.1.4 The individual components of both race cars must be designed with identical geometry.

P3.2 Safe Construction [SAFETY | Penalty - 10pts each]

P3.2.1 Specification judging - all submitted cars will be inspected closely to ensure that they are engineered and constructed safely for the purpose of racing. If the judges rule an aspect of either race car to be unsafe for racing, the team will be required to carry out repairs / modifications to the car(s). Any such repair work will result in a penalty of 10 points per unsafe car.

P3.2.2 During racing – the race officials will routinely inspect cars for safety during scheduled races. If the officials rule a car to be unsafe, a penalty of 10 points will be imposed at the discretion of the Chair of Judges. The team may repair the car as per the Competition Regulations – C10 Car Repairs and Servicing.

P3.3 Undefined features - [PERFORMANCE | Penalty - 20pts]

The car assembly must only consist of components listed in ARTICLE P1.1.



P3.4 Total length - [GENERAL | Penalty - 5pts per millimetre]

Total length is measured parallel to the track surface and vertical reference plane, between the front and rear extremities of the assembled car.

Absolute Min: 170.0mm / Absolute Max: 210.0mm



P3.5 Total width - [GENERAL | Penalty - 5pts per millimetre]

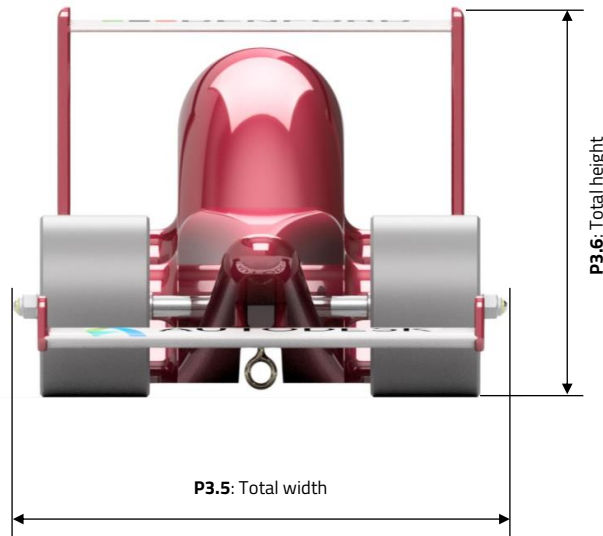
Total width is the maximum assembled car width, measured normal to the vertical reference plane, between the outer edges of the widest feature of the car assembly.

Absolute Max: 85.0mm

PP + P3.6 Total height - [GENERAL | Penalty - 5pts per millimetre]

Total height is the maximum assembled car height, normal to the vertical reference plane, between the track surface and the highest feature of the car assembly. This is measured with a full 8g compressed air cartridge inserted into the cartridge chamber with the car sitting on all four (4) wheels with no outside assistance.

Absolute Max. 65.0mm



PP + P3.7 Total weight - [PERFORMANCE | Penalty - 10pts per gram]

Total weight is the weight of the car excluding a compressed air cartridge. If ruled underweight at registration and confirmed during initial scrutineering the above points penalty will be applied.

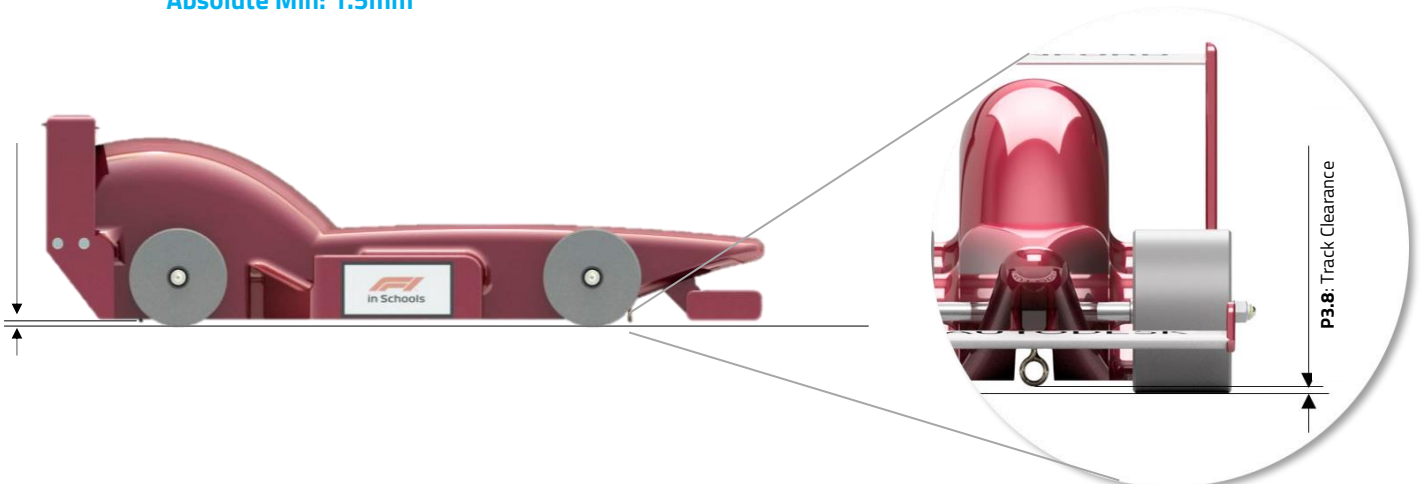
No car will race underweight and ballast will be added to the underside of the car at 0.2g for every 0.1g underweight.

Absolute Min: 50.0g

PP + P3.8 Track clearance - [GENERAL | Penalty - 10pts per millimetre]

Track clearance is the distance between track surface and any car component as listed in P1.1, except wheels. Measured normal to the track surface. This is measured with a full 8g compressed air cartridge inserted into the cartridge chamber with the car sitting on all four (4) wheels with no outside assistance.

Absolute Min: 1.5mm



P3.9 Status during racing - [GENERAL | Penalty - 5pts]

The car assembly must be designed so that no items other than those listed in P3.10, or compressed air cartridges are removed, replaced or added to the assembly during scheduled race events.

P3.10 Replacement Components

Any spare / replacement components should be identical in design and geometry to those fitted to the car and must be submitted with the cars at registration. Only the following spare / replacement components are permitted:

- Nose cone – maximum of (3)
- Front wing support structure – maximum of (3)
- Front wing(s) – maximum of (3 car set(s))
- Rear wing support structure – maximum of (3)
- Rear wing – maximum of (3)
- Front wheel support structure maximum (3)
- Front wheels maximum of (6)
- Rear wheel support structure maximum (3)
- Rear wheels maximum of (6)

Tip: F1 in Schools strongly advises the design and implementation of detachable (e.g. push-fit / threaded) components, especially front wings, to enable quick repairs in the event of breakages during racing.

P3.10.1 Only submitted replacement components that are determined by the judges to be identical in design and geometry to those fitted to the cars will be allowed to be used during track repairs or post race servicing.

P3.10.2 If any other items need to be introduced for car repairs a **5pt penalty** will be incurred per individual item.

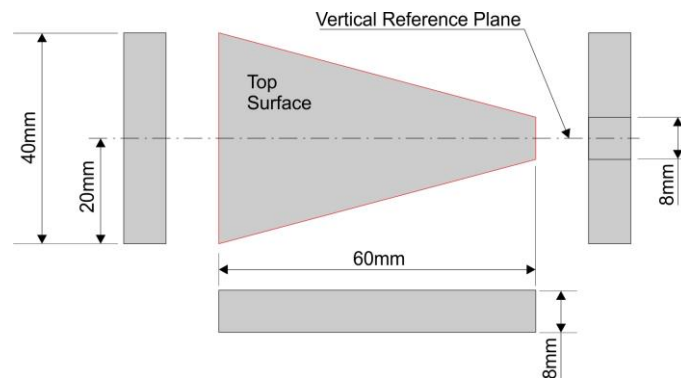
ARTICLE P4 - BODY

P4.1 Body construction - [GENERAL | Penalty - 20pts]

A single continuous piece of CNC manufactured F1® Model Block material must exist rear of the front axle centre line, encompassing both the virtual cargo and compressed air cartridge chamber.

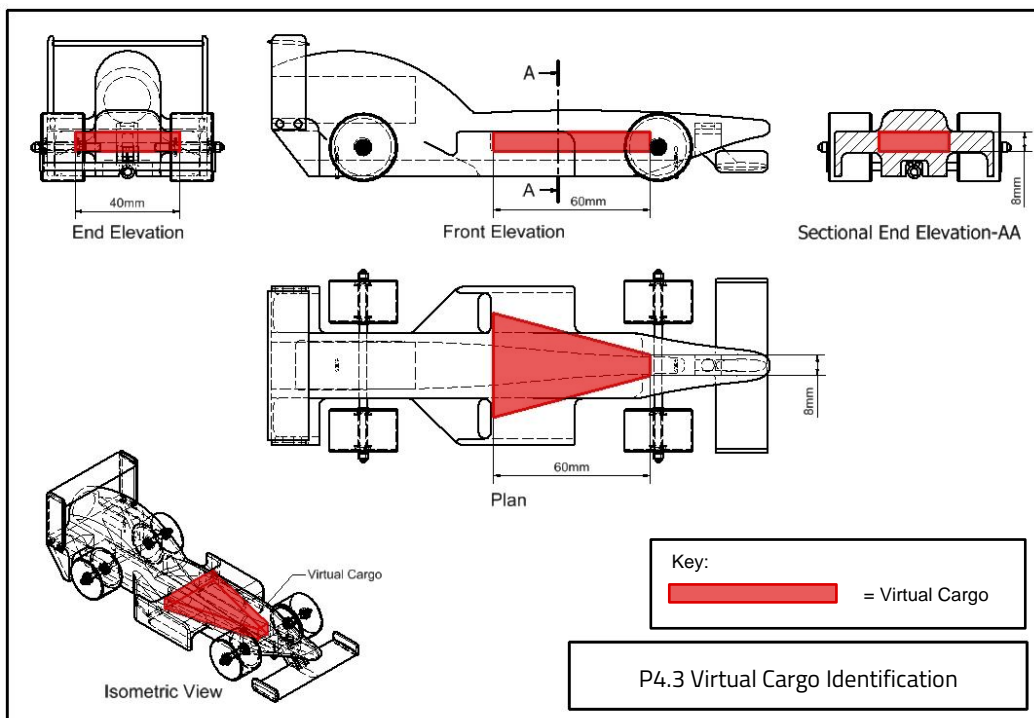
P4.2 Virtual cargo - [PERFORMANCE | Penalty - 25pts]

A virtual cargo must be completely encompassed by the body and be wholly positioned between the front and rear wheel centre lines. The virtual cargo must have minimum dimensions as shown below, with its top surface located symmetrical about and positioned normal (90 degrees) to the vertical reference plane. The virtual cargo may be intersected by the FRONT wheel support system and may also share common faces with the car body. All dimensions shown are absolute minimum.



P4.3 Virtual cargo identification - [GENERAL | Penalty - 5 pts]

The virtual cargo location and compliance MUST be clearly dimensioned and identified by hatching, shading or block colour within the engineering drawings submitted for scrutineering. Please refer to the example diagram below, showing the virtual cargo clearly highlighted in red:



P4.4 F1 in Schools™ logo decal location - [GENERAL | Penalty - 5pts]

An F1 in Schools logo decal (refer ARTICLE P1.12) must be wholly adhered to each side of the car, positioned between the front and rear wheels and being 100% visible in the respective side view within a tolerance of ± 10 degrees in any direction measured parallel to the vertical reference plane. Teams may manufacture their own decals but must use the artwork supplied by F1 in Schools.



P4.4: F1 in Schools™ logo decal location

P4.5 Decal thickness - [GENERAL | Penalty - 5pts]

This is measured as the total thickness of any decal, excluding any surface finishes.

Absolute Max: 0.5mm

ARTICLE P5 - COMPRESSED AIR CARTRIDGE CHAMBER

P5.1 Diameter - [SAFETY | Penalty - 5pts]

This is the diameter of the compressed air cartridge chamber, measured at any point through its minimum depth.

Absolute Min: 18.0mm / Absolute Max: 18.5mm



P5.2 Distance from track surface - [GENERAL | Penalty - 5pts per millimetre]

This is measured with a full 8g compressed air cartridge inserted into the cartridge chamber, from the rear centre of the compressed air cartridge to the track surface, measured normal to the track surface. This is measured with a full 8g compressed air cartridge inserted into the cartridge chamber with the car sitting on all four (4) wheels with no outside assistance.

Absolute Min: 30.0mm / Absolute Max: 40.0mm

P5.3 Depth - [SAFETY | Penalty - 5pts]

The depth of the chamber is measured parallel to the vertical reference plane anywhere around the chamber circumference from the opening to the chamber end.

Absolute Min: 45.0mm / Absolute Max: 58.0mm

P5.4 Max angle of chamber - [SAFETY | Penalty - 5pts]

The absolute maximum angle of the chamber, parallel to the track surface. This is measured with a full 8g compressed air cartridge inserted into the cartridge chamber with the car sitting on all four (4) wheels with no outside assistance.

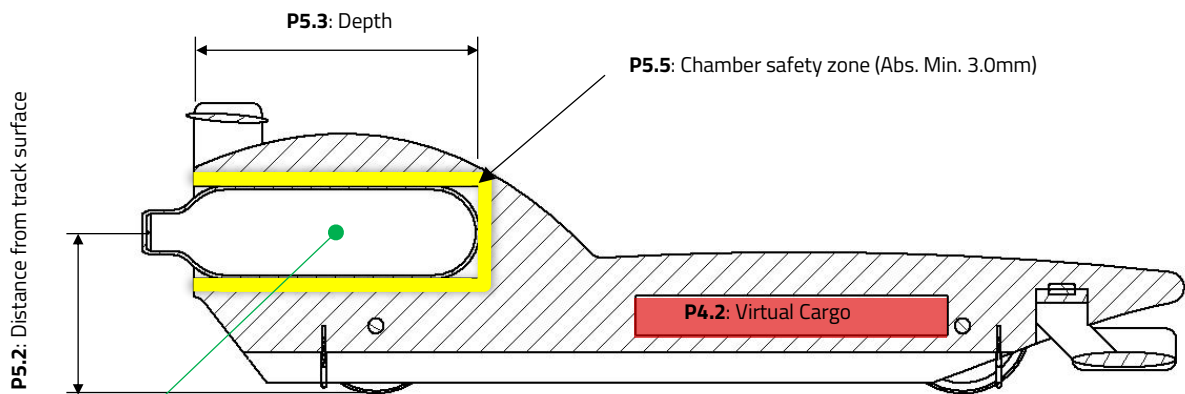
Absolute Min: -3° Absolute Max: 3°

P5.5 Chamber safety zone - [SAFETY | Penalty - 10pts]

A safety zone of F1 Model Block material with a minimum thickness of 3.0mm must be maintained around the minimum chamber volume. The chamber safety zone and connection to the car body will be assessed and if determined below the minimum thickness, may be considered a safety issue at the judges discretion, see ARTICLE P3.2.

IMPORTANT: the entire circumference and depth of the compressed air cartridge chamber must not be intersected by any object.

Absolute Min: 3.0mm

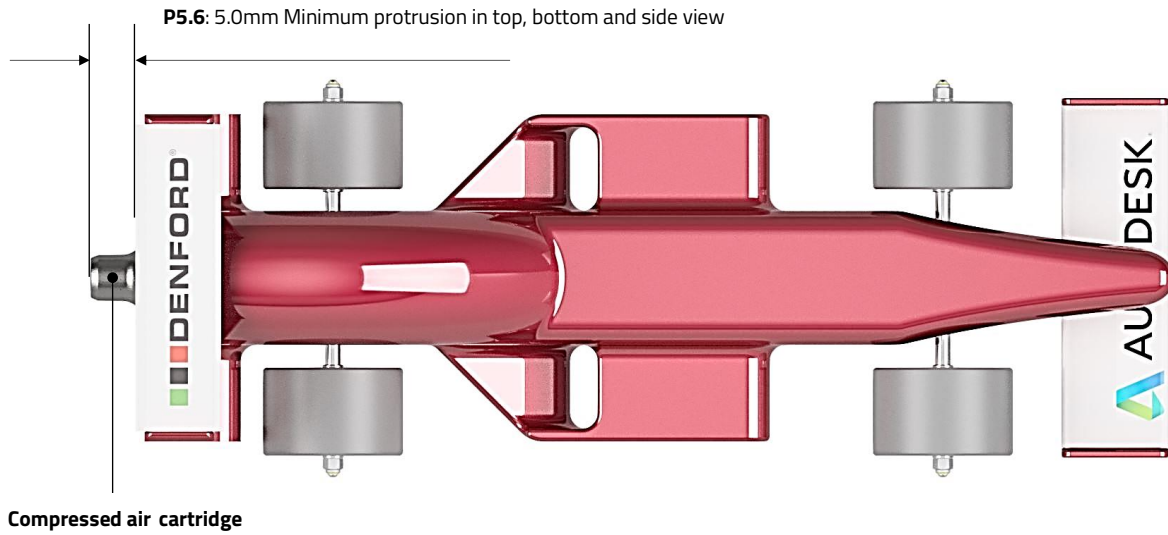


(Cartridge chamber should be free of any paint)

PP + P5.6 Compressed air cartridge visibility - [PERFORMANCE | Penalty - 10pts per millimetre]

When fully inserted, the compressed air cartridge must protrude a minimum of 5.0mm from the rear of the car and be visible in its entirety when viewed radially around the longitudinal centerline of the compressed air cartridge.

Absolute Min: 5.0mm

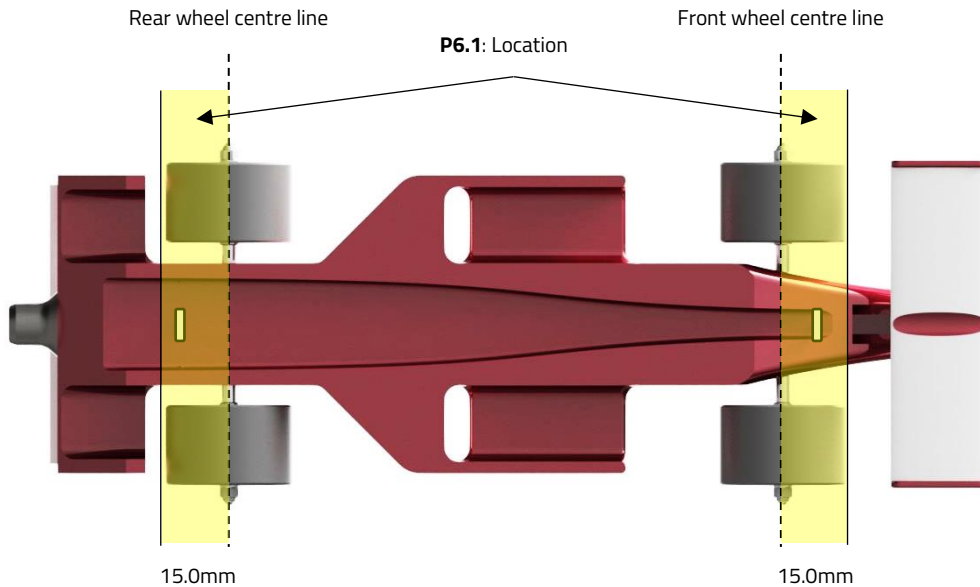


ARTICLE P6 - TETHER LINE GUIDES

P6.1 Location - [SAFETY | Penalty - 10pts]

Each car must have only two (2) firmly secured tether line guides, one on or up to 15.0mm in front of the front axle centre line and one on or up to 15.0mm behind the rear axle centre line of the car. The track tether line must **only** pass through the two tether line guides during racing.

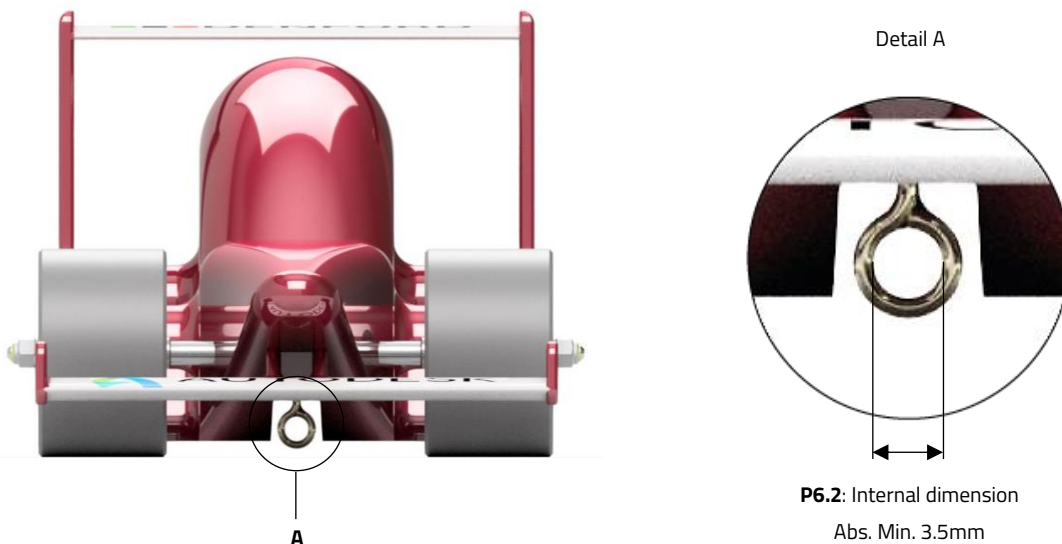
Absolute Max: 15.0mm from axle centre line



P6.2 Internal dimension - [SAFETY | Penalty - 5pts]

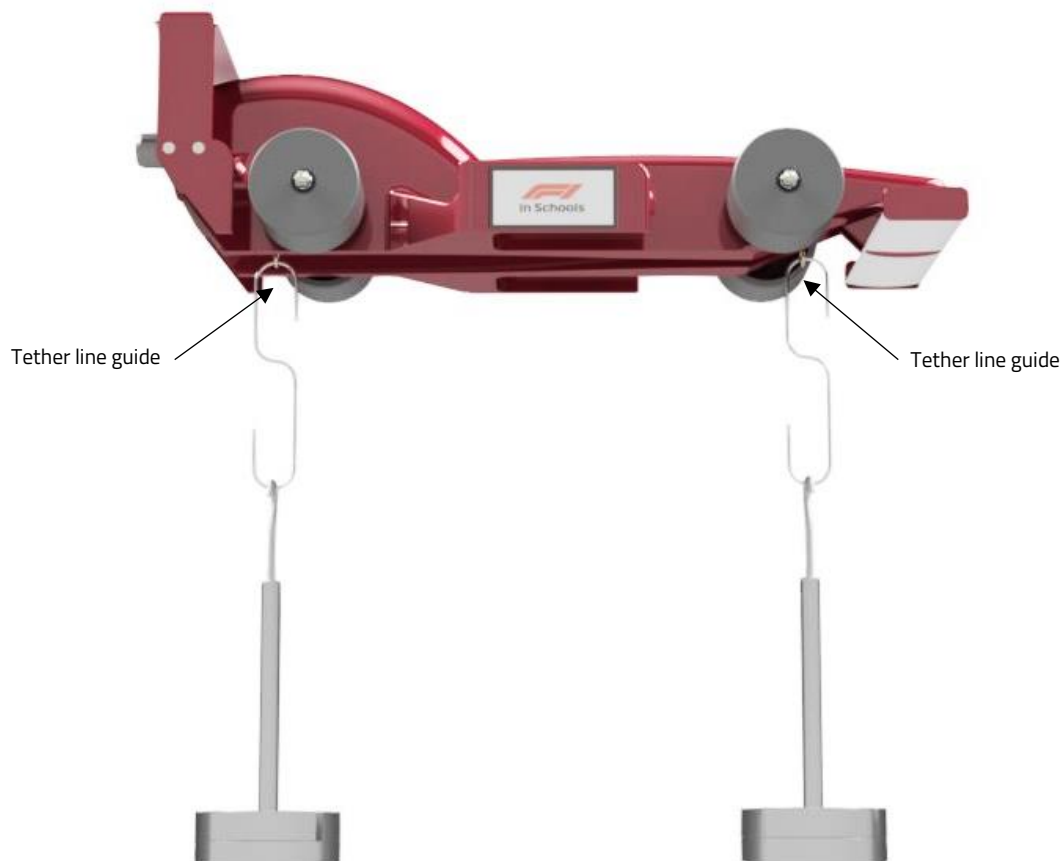
This is the minimum and maximum internal measurement of the opening within the guide, which the tether line passes through. This will be measured using a 3.5mm and/or 6.0mm diameter tool.

Absolute Min: 3.5mm / Absolute Max: 6.0mm



P6.3 Tether line guide safety - [SAFETY | Penalty - 10pts]

The guide holes must be completely closed to prevent the tether line from slipping out during racing. The construction of the tether line guides will be closely examined in relation to safety, please refer to ARTICLE P3.2 for more information. The guides must be robust so as to prevent the diameter or shape changing during racing. The below tether line guide test will be conducted during scrutineering. A 200g weight will be suspended from each tether line guide to check the guides are securely fitted to the car and safe to race.



ARTICLE P7 - WHEELS AND WHEEL SUPPORT STRUCTURES

P7.1 Number and location - [GENERAL | Penalty - 25pts]

The car assembly must include four (4) cylindrical wheels, a maximum of two (2) at the front and a maximum of two (2) at the rear. Opposing wheels must share a common centre line / axis.

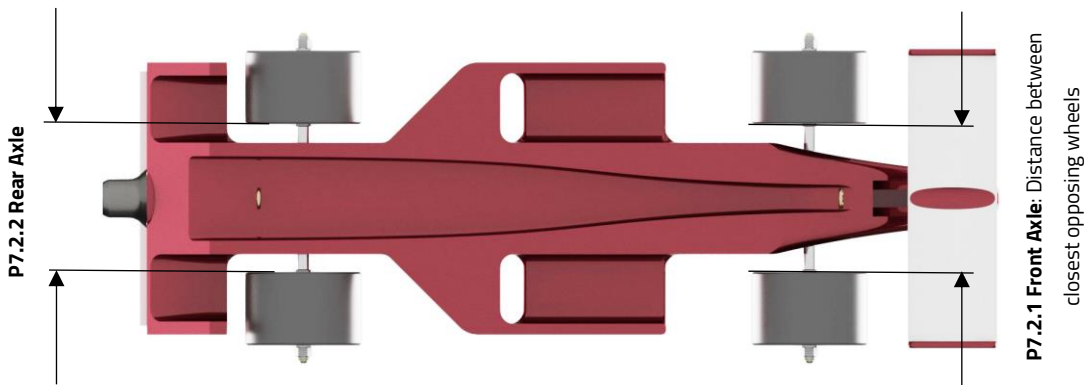


P7.2 Distance between opposing wheels - [PERFORMANCE | Penalty - 2.5pts per millimetre per axle]

This is measured as the innermost distance of the rotating wheel components (other than a rotating axle) between the two (2) opposing wheels measured parallel to the track surface.

P7.2.1 Front Axle - Absolute Min: 30.0 mm

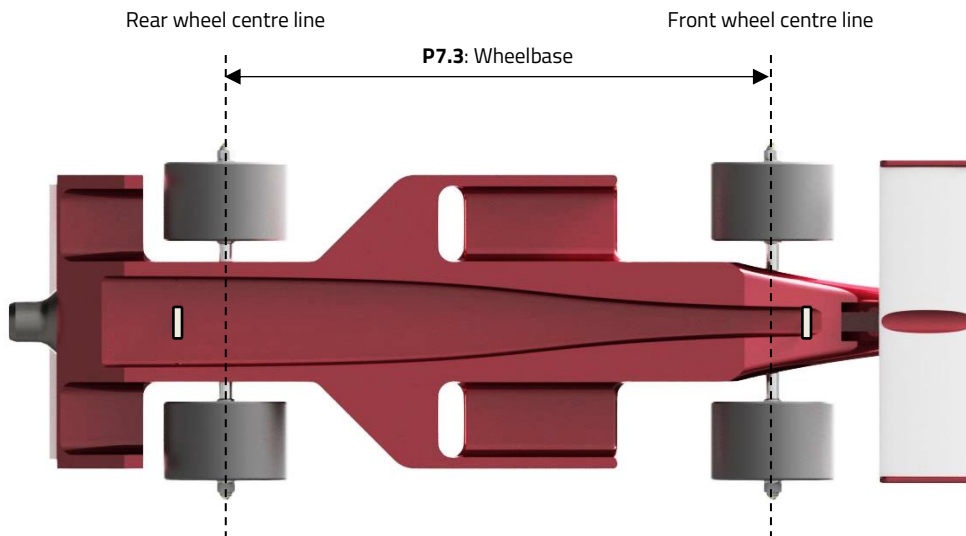
P7.2.2 Rear Axle - Absolute Min: 30.0 mm



P7.3 Wheelbase - [PERFORMANCE | Penalty - 5pts per millimetre]

The wheelbase of the vehicle is the distance between the centre line of the front and rear wheels as viewed in the side view.

Absolute Min: 100.0mm

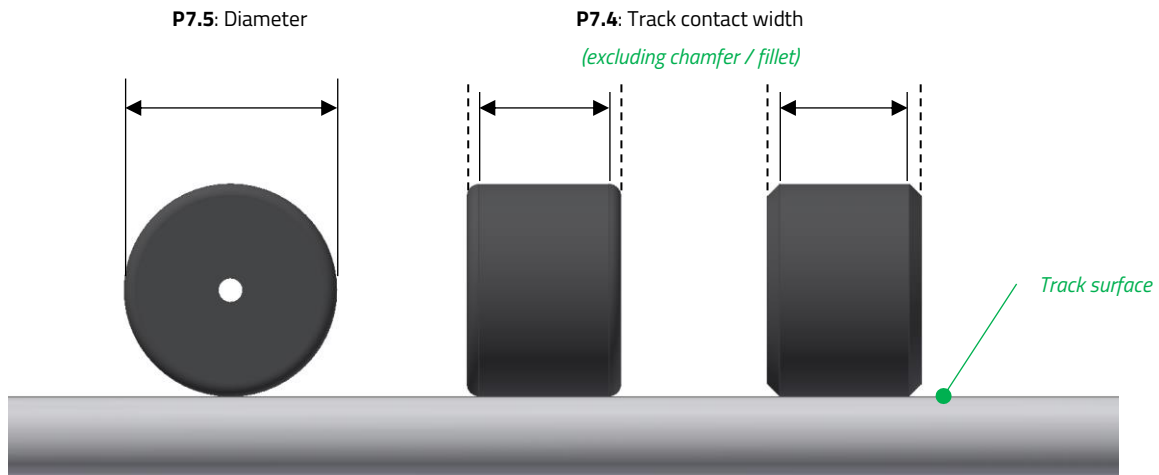


PP + P7.4 Track contact width - [PERFORMANCE | Penalty - 2.5pts per millimetre per wheel]

This is measured along the surface of the wheel that makes constant contact with the track surface, excluding any chamfers or fillets.

P7.4.1 Front Wheels - Absolute Min: 12.0mm

P7.4.2 Rear Wheels - Absolute Min: 15.0mm



PP + P7.5 Diameter - [PERFORMANCE | Penalty - 2.5pts per millimetre per wheel]

This is the wheel diameter measured across the minimum track contact width rolling surface.

Absolute Min: 28.0mm / Absolute Max: 34.0mm

P7.6 Race track contact - [PERFORMANCE | Penalty - 2.5pts per wheel]

All four (4) wheels must touch the racing surface at the same time across the full track contact width, measured with a full compressed air cartridge inserted with the car sitting on all four (4) wheels with no outside assistance. Race track contact must be maintained prior to car launch and during racing.

P7.7 Rolling surface - [PERFORMANCE | Penalty - 2.5pts per wheel]

The wheel diameter must be consistent across the track contact width. *(i.e. no tread like features are permitted)*

P7.8 Rotation - [PERFORMANCE | Penalty - 5pts per wheel]

All four (4) wheels must rotate freely about their own centre axis to facilitate forward motion of the car during racing. The scrutineering judge must be able to validate this with reasonably minimal effort, using a 2° incline test during scrutineering.

Absolute Min rolling incline: 2°

P7.9 Visibility in top and bottom views - [PERFORMANCE]

The visibility of all wheels must not be physically obscured by any component of the car in the car's top and bottom elevation views. Car body or any other components must not exist within the dimensions illustrated below. These dimensions must exist from the inside edges of each wheels' track contact width to the extreme width of the car assembly and a height from track surface of 65.0mm. This is measured, parallel to the vertical reference plane and track surface. *Please also refer to T9.6 and P10.6 – Clear Airflow.*

T7.9.1 In front of front wheels | [PERFORMANCE | Penalty – 2.5pts]

Absolute Min: 3.0mm

T7.9.2 Behind front wheels | [PERFORMANCE | Penalty – 5pts]

Absolute Min: 15.0mm

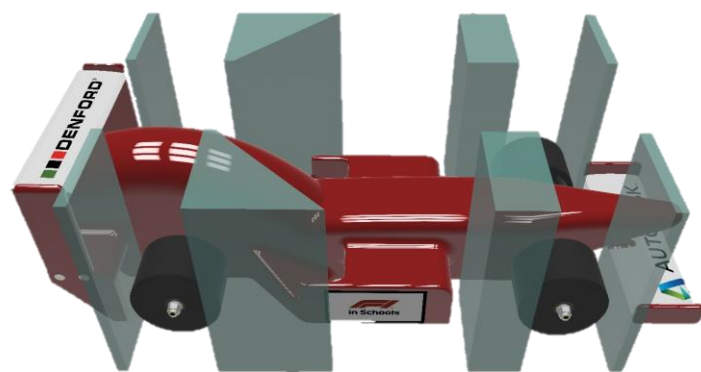
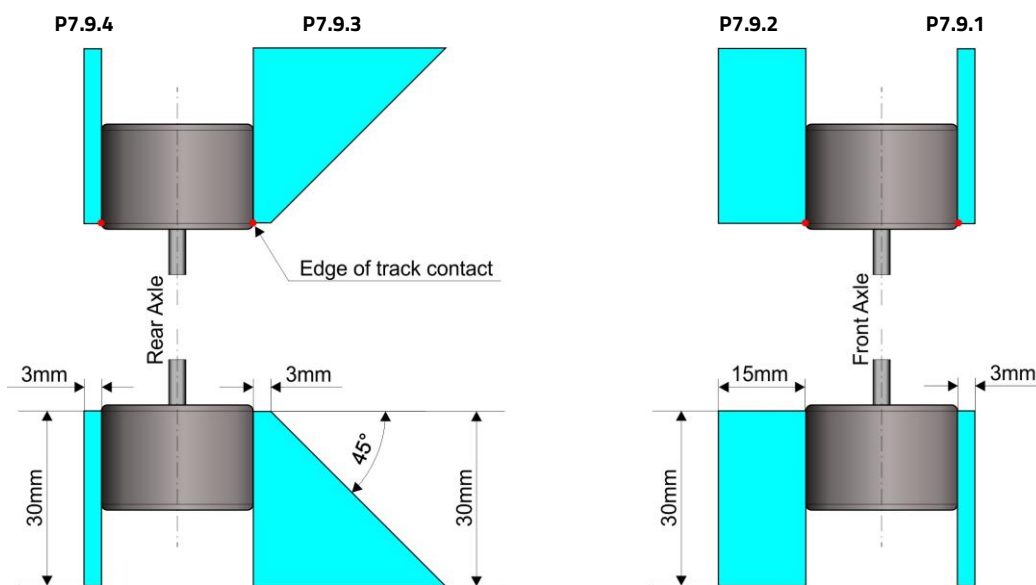
T7.9.3 In front of rear wheels | [PERFORMANCE | Penalty – 5pts]

Absolute Min: See dimensions on diagram below

T7.9.4 Behind rear wheels | [PERFORMANCE | Penalty – 2.5pts]

Absolute Min: 3.0mm

Scrutineering tools used to define these clearances will be manufactured to dimensions as illustrated below:



P7.10 Visibility in side views - [PERFORMANCE | Penalty - 10pts per wheel]

The visibility of all wheels must not be physically obscured by any component of the car with the exception of any wheel support systems, in the car’s side elevation views.

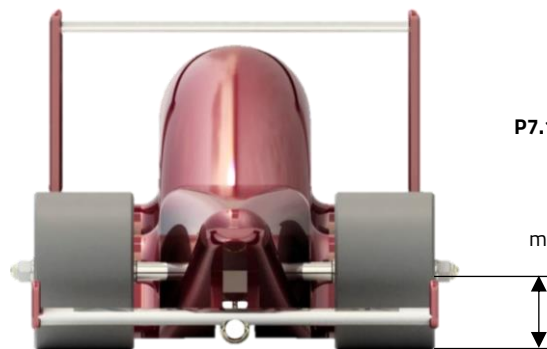


View of wheels only obstructed by wheel support system (circled in yellow)

PP + P7.11 Visibility in front view - [PERFORMANCE | Penalty - 10pts per millimetre]

The visibility of the front wheels in the car’s front view may only be physically obstructed to a height of 15.0mm from the track surface. This is measured with a full 8g compressed air cartridge inserted into the cartridge chamber with the car sitting on all four (4) wheels with no outside assistance.

Absolute Max: 15.0mm

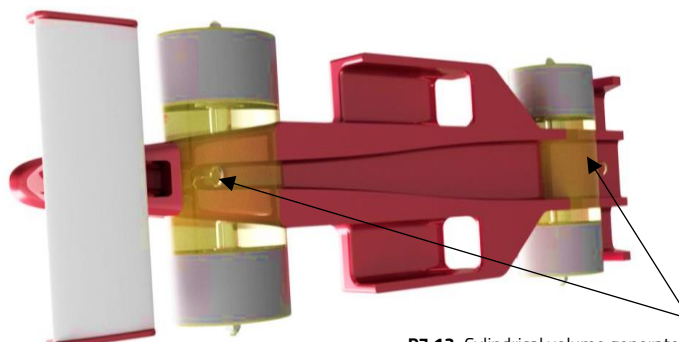


P7.11: Visibility in front view physically obstructed up to a maximum of 15.0mm

P7.12 Wheel support - [GENERAL | Penalty - 5pts each]

P7.12.1 Wheel support systems - Wheel support systems may only exist within the cylindrical volume generated through the diameter of the two (2) opposing wheels. Refer to ARTICLE P3.8 Track clearance.

P7.12.2 Wheel support systems identification - The surfaces defining the wheel support structures MUST be dimensioned and identified clearly by hatching, shading or block colour within the engineering drawings submitted for scrutineering. *(Construction lines are acceptable to define the boundaries between components such as nose cone and wing support structures.) Also refer to the definition in ARTICLE T1.15 for guidance on annotating these features in your Engineering Drawings.*



P7.12: Cylindrical volume generated through the maximum diameter of two opposing wheels, shown highlighted yellow

ARTICLE P8 - NOSE CONE

P8.1 Construction

The nose cone can be manufactured from any material.

P8.2 Nose cone identification - [GENERAL | Penalty - 5pts]

The surfaces defining the nose cone structure MUST be dimensioned and identified clearly by hatching, shading or block colour within the engineering drawings submitted for scrutineering. *(Clearly labelled construction lines are acceptable to define the boundaries between components such as wheel support and wing support structures.) Also refer to the definition in ARTICLE P1.15 for guidance on annotating these features in your Engineering Drawings.*

ARTICLE P9 - FRONT WING AND WING SUPPORT STRUCTURES

P9.1 Front wing and wing support structure identification - [GENERAL | Penalty - 5pts]

The surfaces defining the front wing(s) and wing support structures **must** be dimensioned and identified clearly by hatching, shading or block colour within the engineering drawings submitted for scrutineering. *(Clearly labelled construction lines are acceptable to define the boundaries between components such as nose cone and wheel support structures). Also refer to the definition in ARTICLE P1.15 for guidance on annotating these features in your Engineering Drawings.*

P9.2 Front wing(s) description and placement - [GENERAL | Penalty - 5pts]

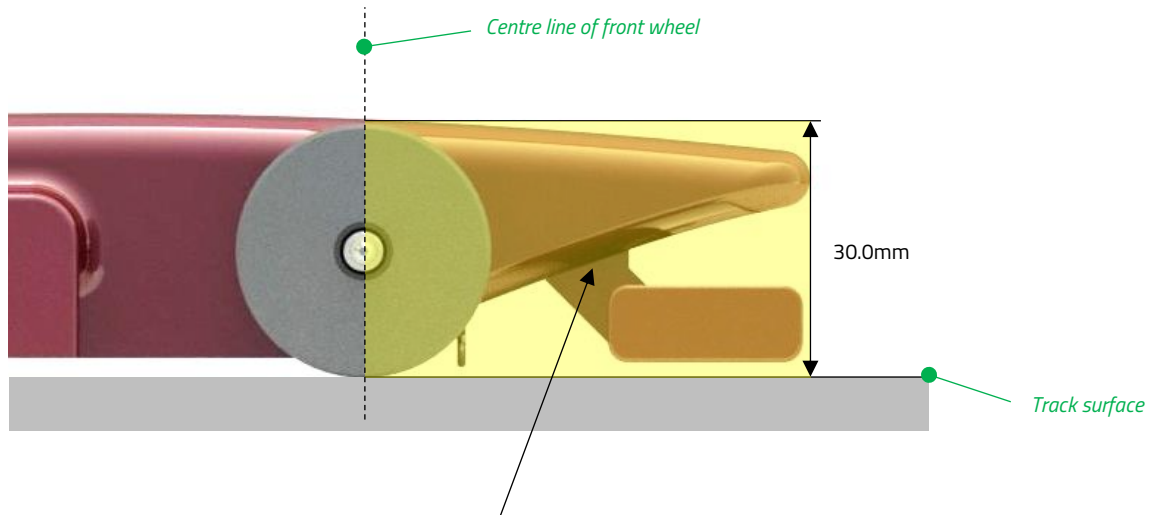
The design of the car should resemble an actual F1 car through the inclusion of a wing(s) on the nose of the car and a wing at the rear of the car. Each wing section must have a leading edge and a trailing edge across its full span. *Refer to the definition in ARTICLE P1.5.*

P9.3 Front wing(s) construction and rigidity - [GENERAL - Penalty - 5pts]

The front wing(s) and any support structures may be manufactured from any separate materials. The wing span dimension must remain unchanged during races *(i.e. wings must be rigid, ruled at the judge's discretion).*

P9.4 Front wing support structure location - [GENERAL - Penalty - 10pts]

The whole of the front wing(s) and any support structure and nose cone **must** be in front of the centre line of the front wheel and no more than 30.0mm above the track surface when viewed in the side elevation.



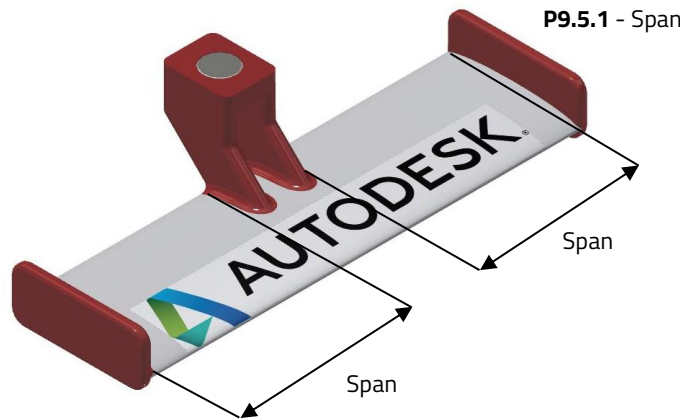
P9.4: Front wing and wing support structure location, shown highlighted yellow

PP + P9.5 Front Wing Dimensions - [PERFORMANCE]

P9.5.1 Front wing span – [PERFORMANCE | Penalty – 2pts per millimetre]

The front wing span will be measured at right angles to the vertical reference plane along the leading edge, trailing edge, top surface and bottom surface of the wing, whichever is shortest will be considered as the maximum span. Where the front wing span is intersected by another part of the car, the total span is the sum of a maximum of two (2) wing segments, which **must** be no less than 25.0mm each.
(See illustration below)

Absolute Min: 25mm x 2 = 50.0mm OR 50mm x 1 = 50mm



P9.5.2 Front wing chord - [PERFORMANCE | Penalty – 1pt per millimetre]

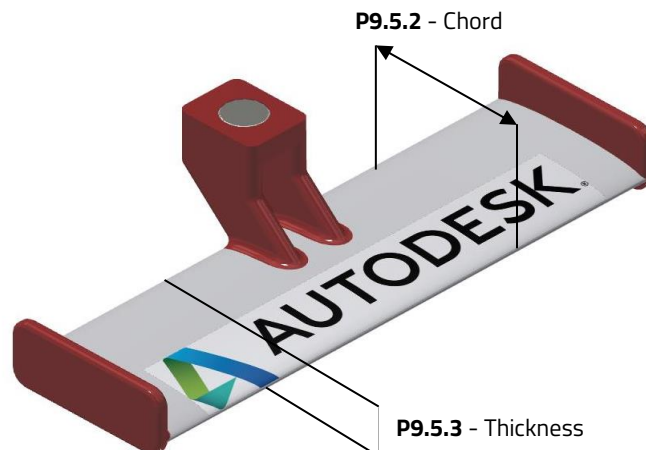
The front wing chord minimum to maximum dimensions **must** exist throughout the existing wing span. The chord is the distance between the leading edge and trailing edge (chord line) measured parallel to the vertical reference plane. Front wing chord compliancy does not depend on span.
(See illustration below)

Absolute Min: 15.0mm / Absolute Max: 25.0mm

P9.5.3 Front wing thickness - [PERFORMANCE | Penalty – 1pt per millimetre]

The wing thickness minimum to maximum dimensions **must** exist throughout the wing's existing span and at a point along the existing chord, measured perpendicular to the chord line. Front wing thickness compliancy does not depend on span and / or chord. *(See illustration below)*


Absolute Min: 2.0mm / Absolute Max: 6.0mm



P9.6 Front wing clear airflow - [PERFORMANCE | Penalty - 5pts]

The front wing(s), measured across its / their minimum existing span, must have a minimum of 5.0mm of clear 'air' space to any other part of the car or track surface, measured normal from any part of the wings surface.

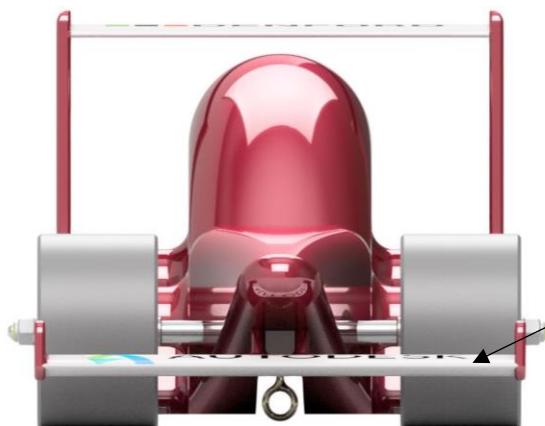
Absolute Min: 5.0mm

(To allow for fillet rads where a wing joins a support structure this will be checked with a 5.0mm diameter spherical ball on the end of a 2mm diameter rod as such: )



P9.7 Front wing visibility - [PERFORMANCE | Penalty - 10pts]

Visibility of the front wing(s) must not be physically obstructed by any other component when viewed in the front view.



P9.7: Visibility of front wing not physically obstructed in front view

ARTICLE P10 - Rear wing and wing support structures.

P10.1 Rear wing and wing support structure identification - [General - Penalty - 5pts]

The surfaces defining the rear wing and wing support structure(s) **must** be dimensioned and identified clearly by hatching, shading or block colour within the engineering drawings submitted for scrutineering. *(Clearly labelled construction lines are acceptable to define the boundaries between components such as nose cone and wheel support structures). Also refer to the definition in ARTICLE P1.15 for guidance on annotating these features in your Engineering Drawings.*

P10.2 Rear wing description and placement - [General - Penalty - 5pts]

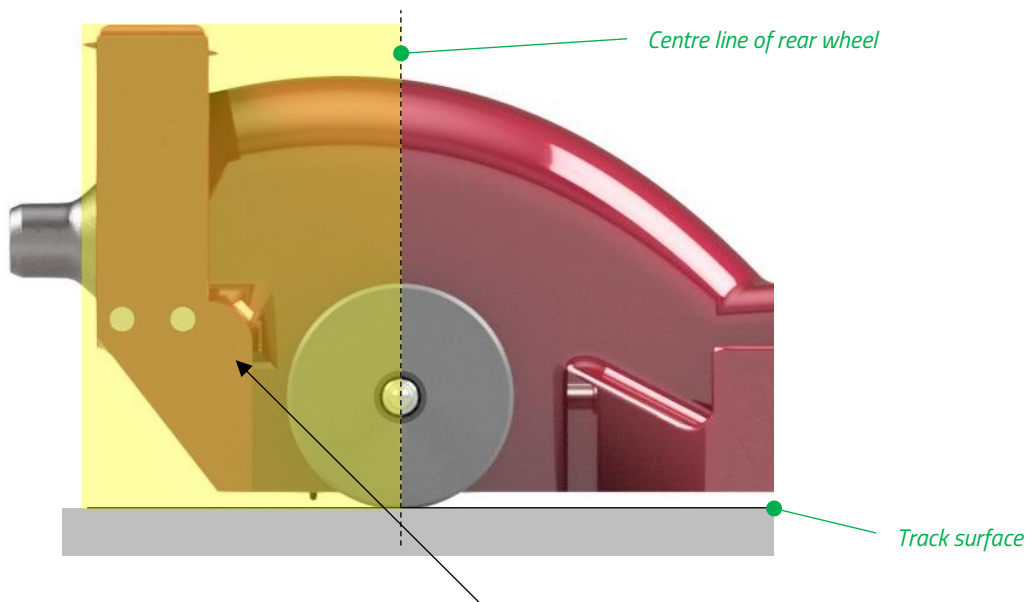
The design of an F1 in Schools car should resemble an actual F1 car through the inclusion of a wing at the rear of the car. To be considered a wing section it must have a leading edge and a trailing edge across its required span. *Refer to the definition in ARTICLE P1.5*

P10.3 Rear wing construction and rigidity - [General Penalty - 5pts]

The rear wing and any support structures may be manufactured from any separate materials. The wing span dimension must remain unchanged during races *(i.e. wings must be rigid, ruled at the judge's discretion).*

P10.4 Rear wing and wing support structure location - [General - Penalty - 10pts]

The whole of the rear wing and any support structure **must** be behind the centre line of the rear wheel and no more than 65.0mm above the track surface when viewed in the side elevation.



P10.4: Rear wing and wing support structure location, shown highlighted yellow



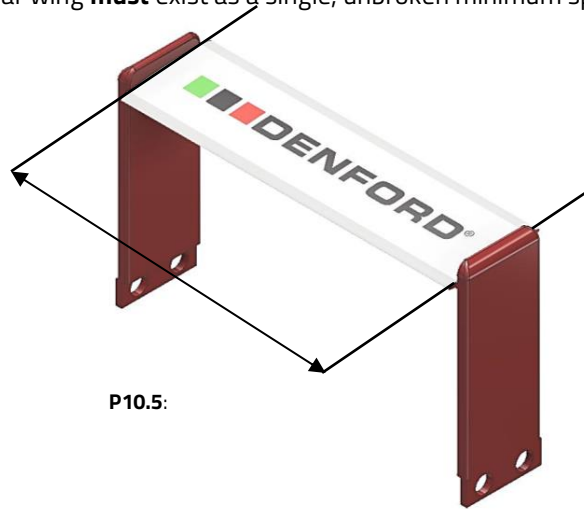
P10.5 Rear wing dimensions - [PERFORMANCE]

P10.5.1 Rear wing span: [PERFORMANCE | Penalty - 2pts per millimetre]

The rear wing span will be measured at right angles to the vertical reference plane along the leading edge, trailing edge, top surface and bottom surface of the wing, whichever is shortest will be considered as the maximum span. The rear wing **must** exist as a single, unbroken minimum span of 50.0mm.

(See illustration below)

Absolute Min: 50.0mm



P10.5.2 Rear wing chord: [PERFORMANCE | Penalty - 1pt per millimetre]

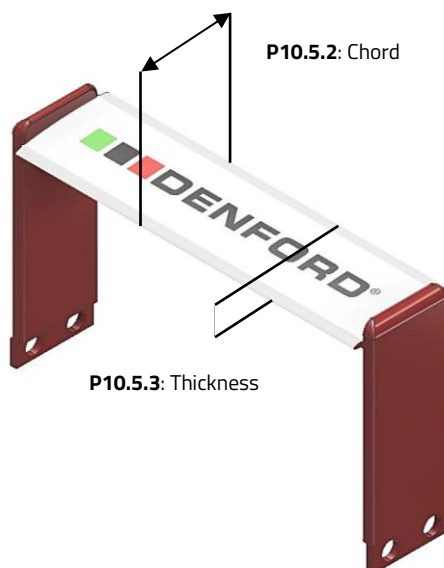
The rear wing chord minimum to maximum dimensions must exist throughout its existing wing span. The chord is the distance between the leading edge and trailing edge (chord line) measured parallel to the vertical reference plane. Rear wing chord compliancy does not depend on span. *(See illustration below)*

Absolute Min: 15.0mm / Absolute Max: 25.0mm

P10.5.3 Rear wing thickness: [PERFORMANCE | Penalty - 1pt per millimetre]

The wing thickness minimum to maximum dimensions **must** exist throughout the wing's **existing** span and at a point along the existing chord, measured perpendicular to the chord line. Rear wing thickness compliancy does not depend on span and / or chord. *(See illustration below)*


Absolute Min: 2.0mm / Absolute Max: 6.0mm

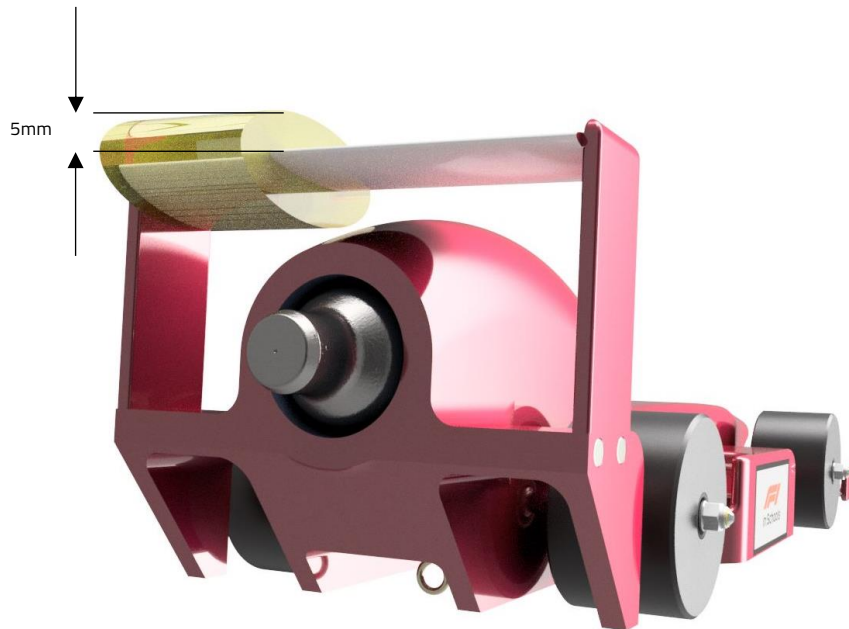


P10.6 Rear Wing Clear airflow - [PERFORMANCE | Penalty - 5pts]

The rear wing, measured across its existing span, must have a minimum of 5.0mm of clear 'air' space to any other part of the car or track surface, measured normal from any part of the wings surface.

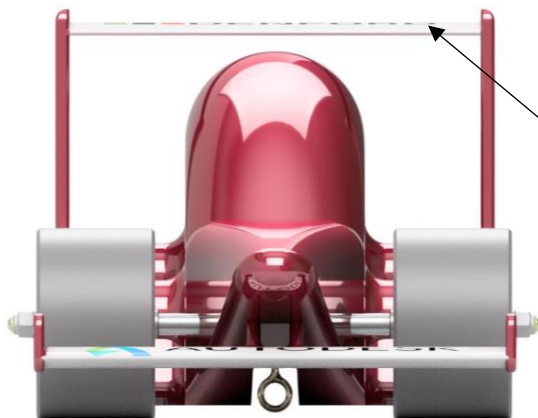
Absolute Min: 5.0mm

(To allow for fillet rads where a wing joins a support structure this will be checked with a 5.0mm diameter spherical ball on the end of a 2mm diameter rod as such: )



P10.7 Rear wing visibility - [PERFORMANCE | Penalty - 10pts]

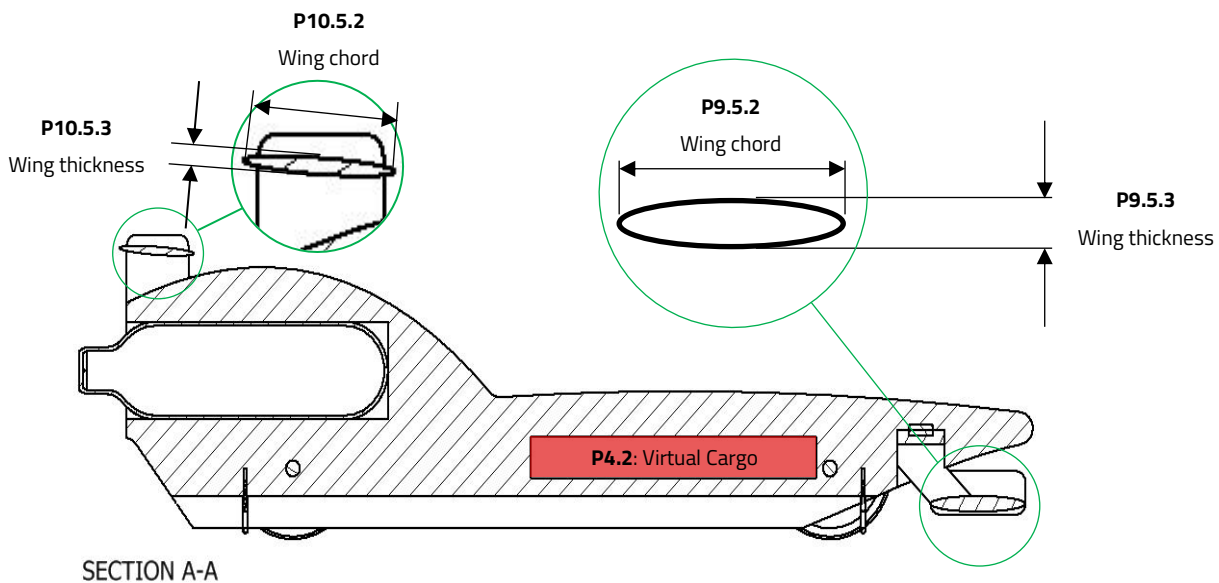
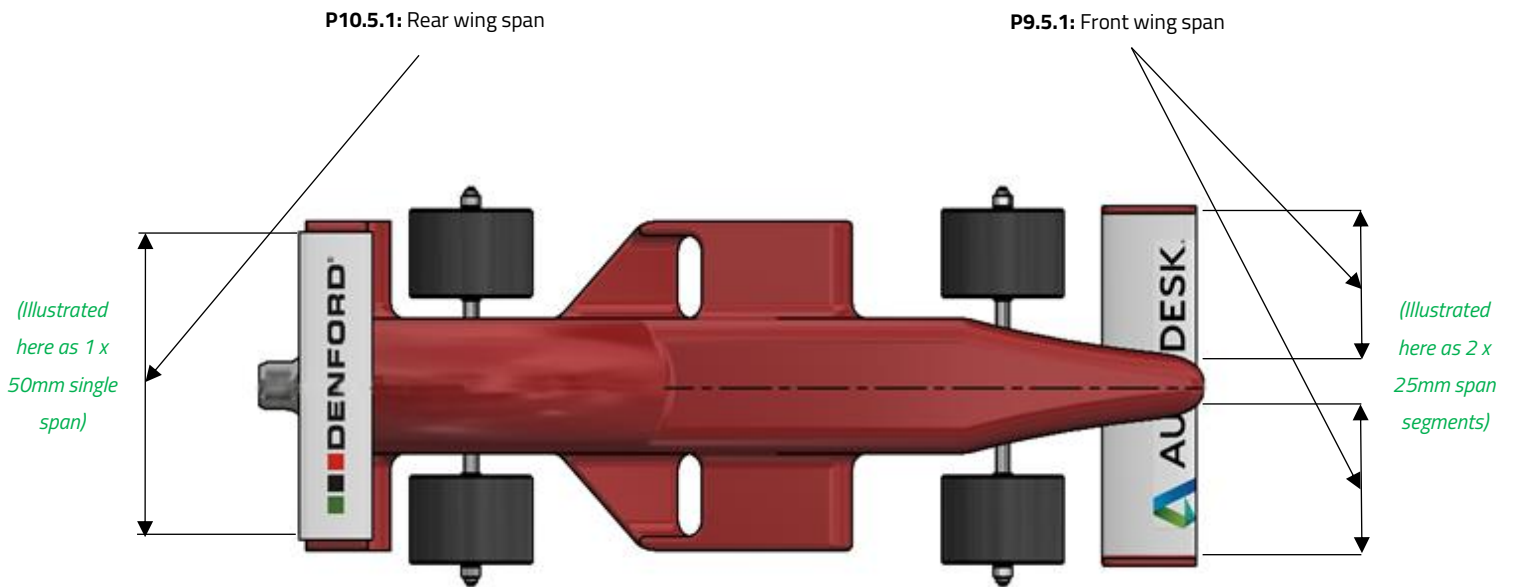
Visibility of the rear wing must not be physically obstructed by any other component when viewed in the front view.



P10.7: Visibility of rear wing not physically obstructed in front view

Illustrations for T9 and T10

(See Appendix iii for more detail, examples and penalties relating to wing span, chord and thickness)



ARTICLE P11 - Additional Components

P11.1 Description and placement

Only the compressed air cartridge, as positioned by race officials, is permitted to make contact with the launch pods and/or cars prior to and/or during racing. Any car alignment tools must be approved by race officials prior to use. Please refer also to the corresponding F1 in Schools UK Competition Regulations.

APPENDIX

OTHER INFORMATION & ILLUSTRATIONS

Appendix i:	Start Box / Finish Gate	39
Appendix ii:	Official F1® Model Block dimensions	39
Appendix iii:	Front wing compliance examples	40
Appendix iv:	Rear wing compliance examples	41
Appendix v:	Official Power Pack dimensions	42
Appendix vi:	Car Deceleration System	42



APPENDIX - OTHER INFORMATION & ILLUSTRATIONS

i. Start Box and Finish Gate

The start boxes are designed to sit centrally within each lane of the track.

The distance from the emitter centre line to the race track surface on both lanes is ~7mm.

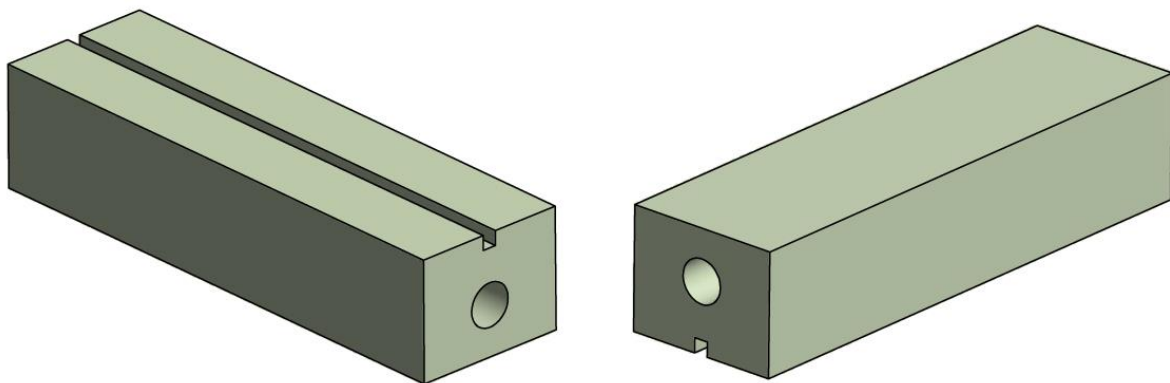
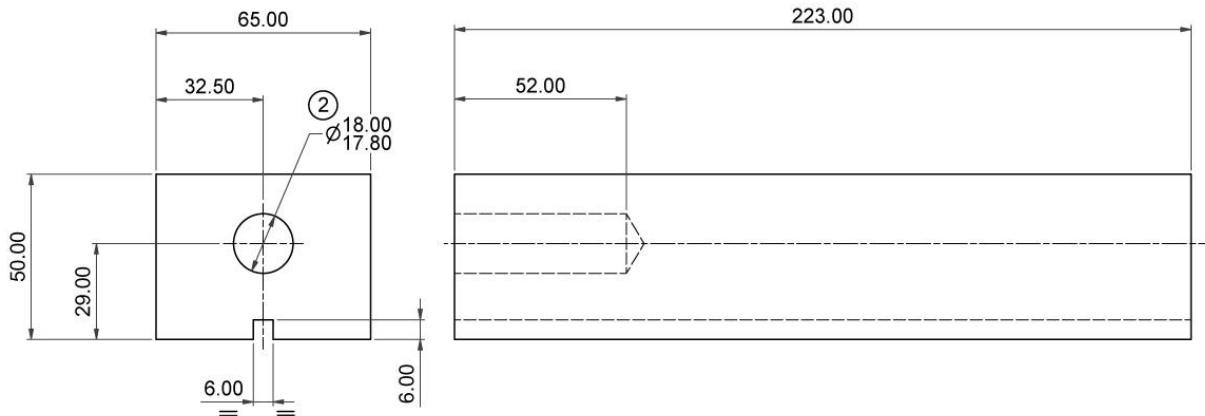
ii. Official F1® Model Block Dimensions

Below: orthographic projection of F1® Model Block. All dimensions shown in millimetres



This component is available to download as a universal 3D part from the F1 in Schools website. For this part and more free downloads, please visit:

<https://www.f1inschools.co.uk/downloads.html>



iii. Front wing compliance examples

The following table shows how penalty points are awarded for front wing span, chord or thickness dimensions that do not meet the specifications set out in **P9.5.1**, **P9.5.2** and **P9.5.3**.

This is not an exhaustive list of all possible wing configurations.

Wing Example	P9.5.1 Span -2pts per mm	P9.5.2 Chord -1pts per mm	P9.5.3 Thickness -1pts per mm	Remarks
<p>Central Wing Support</p>	PASS	PASS	PASS	<p>Wing span is split by double mounted central wing support.</p> <p>Wing span segments are minimum length (25mm+25mm), therefore PASS</p> <p>Wing chord is minimum throughout the existing span, therefore PASS.</p> <p>Wing thickness is minimum throughout the wing's existing span and at a point along the existing chord, therefore PASS.</p>
<p>Front of Car</p>	FAIL	PASS	PASS	<p>Wing span is split by nose.</p> <p>Wing span segments are less than minimum length at trailing edge (rear of wing), therefore FAIL</p> <p>Wing chord is minimum throughout the existing span, therefore PASS.</p> <p>Wing thickness is minimum throughout the wing's existing span and at a point along the existing chord, therefore PASS.</p>
<p>Front of Car</p> <p>Central Wing Support</p>	FAIL	PASS	FAIL	<p>Wing span is split by central wing support.</p> <p>Wing span segments are less than minimum length at leading and trailing edge, therefore FAIL.</p> <p>Wing chord is minimum throughout the existing span, therefore PASS.</p> <p>Wing thickness is less than minimum, therefore FAIL.</p>

iv. Rear wing compliance examples

The following table shows how penalty points are awarded for rear wing span, chord or thickness dimensions that do not meet the specifications set out in **P10.5.1, P10.5.2, P10.5.3**:

This is not an exhaustive list of all possible wing configurations.

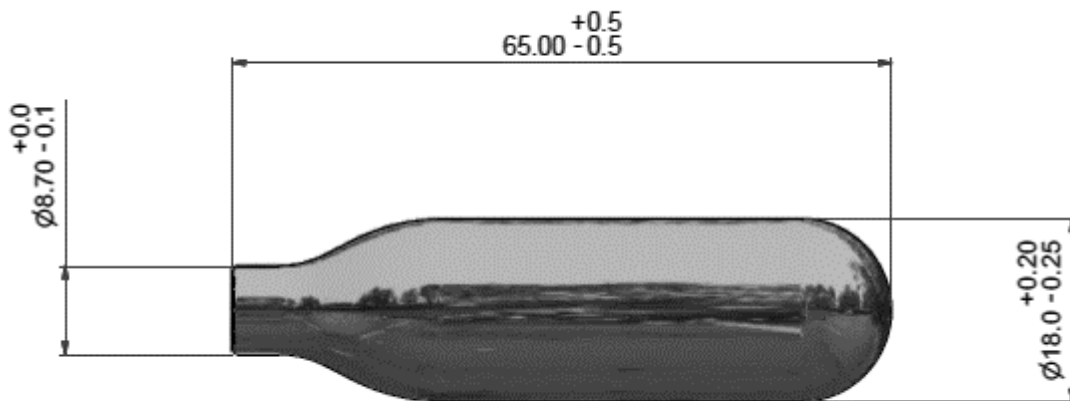
Wing Example	P10.5.1 Span -2pts per mm	P10.5.2 Chord -1pt per mm	P10.5.3 Thickness -1pt per mm	Remarks
	PASS	PASS	PASS	<p>Wing span is minimum length, therefore PASS.</p> <p>Wing chord is minimum throughout the existing span, therefore PASS.</p> <p>Wing thickness is minimum throughout the wing's existing span and at a point along the existing chord, therefore PASS.</p>
	PASS	FAIL	FAIL	<p>Wing span is minimum length, therefore PASS.</p> <p>Wing chord is less than minimum width at ends, therefore FAIL.</p> <p>Wing thickness is less than minimum, therefore FAIL.</p>
	FAIL	PASS	PASS	<p>Wing span is less than minimum because it is split by wing support, therefore FAIL.</p> <p>Wing chord is minimum throughout the existing span, therefore PASS.</p> <p>Wing thickness is minimum throughout the wing's existing span and at a point along the existing chord, therefore PASS.</p>
	FAIL	FAIL	PASS	<p>Wing span is less than minimum because it is split by double wing mount support, therefore FAIL.</p> <p>Wing chord is less than minimum width at ends, therefore FAIL.</p> <p>Wing thickness is minimum throughout the wing's existing span and at a point along the existing chord, therefore PASS.</p>

v. Official Denford Race Power Pack dimensions



This component is available to download as a universal 3D part from the F1 in Schools website. For this part and more free downloads, please visit:

<https://www.f1inschools.co.uk/downloads.html>



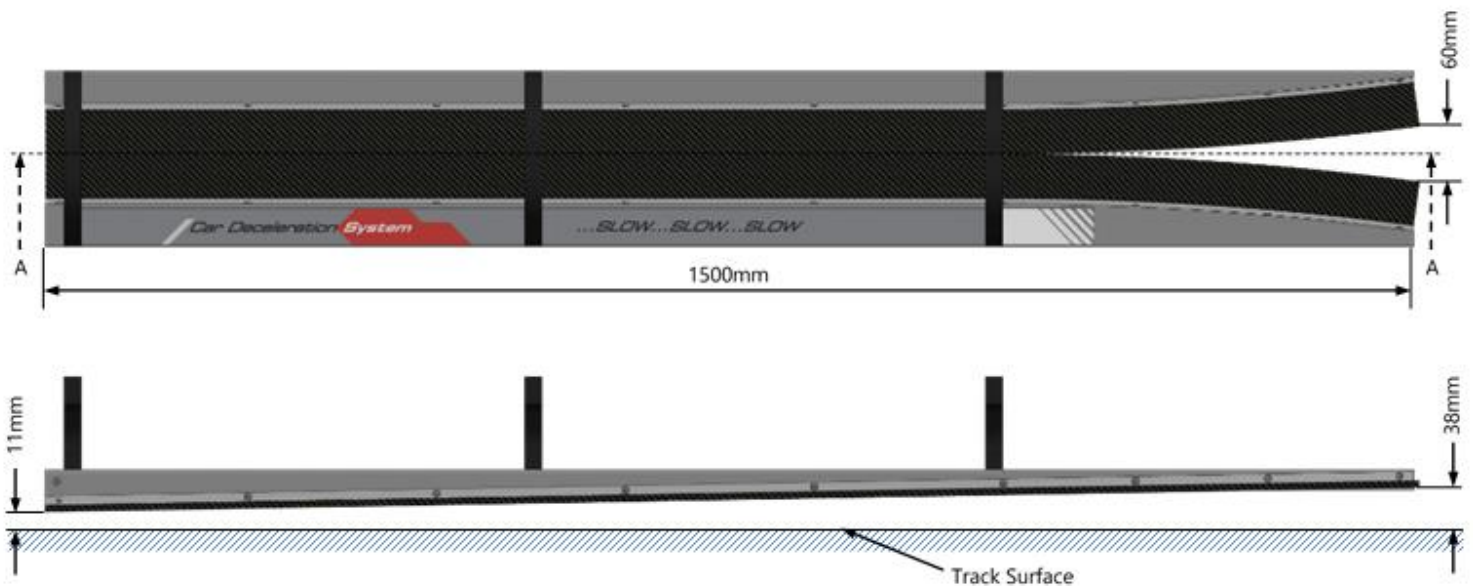
Full weight of RACE Power Pack: between: 28.9g and 29.4g

vi. Car Deceleration System dimensions

The following diagram shows the important dimensions of the Official F1 in Schools Car Deceleration System, which will be used at F1 in Schools UK events. The dimensions shown indicate the relative spacing between the integrated brushes and the track surface.

Please note: at physical events, teams have the option to use their own car deceleration systems.

At virtual events, teams must use the standard deceleration provided by F1 in Schools.





**Please make sure you have also read the corresponding
F1 in Schools UK Competition Regulations**

**Work hard, see
you on the track!**

If you need any help at all, just get in touch with us:

F1 in Schools™ STEM Challenge

020 7344 8444

contactus@f1inschools.co.uk

www.f1inschools.co.uk
