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Signed:

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2018 F3 Cup – Sporting & Technical Regulations

1 Sporting Regulations - General

1.1 TITLE & JURISDICTION

The F3 Cup Championship is organised and administered by MotorSport Vision Racing (MSVR) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Championship Permit: CH2018/R088
Race Status: National B
Championship Grade: C

1.2 OFFICIALS

1.2.1 Championship Administrator/Coordinator:

Gemma Mole
c/o MotorSport Vision Racing
Brands Hatch Circuit Fawkham Kent DA3 8NG

Tel: 07747 772184
E: f3cup@msvracing.co.uk

1.2.2 Eligibility Scrutineer:

Alister Poulter

1.2.3 Clerk of the Course

Brian Poulter or his appointed deputy

1.2.4 Championship Stewards

Eric Cowcill
Mike Dixon
Bill Shewan
Tony Johnstone
Any three of the above may reach a decision

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- a. be members of MSVR
- b. be registered for the F3 Cup and
- c. be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant Drivers must:

- a. be members of MSVR and
- b. be registered for the F3 Cup and
- c. be in possession of a valid Competition (Racing) National B as a minimum or equivalent (MSA Regulation H26.2.1). Any event held outside the UK will require a Nat A licence.
- d. or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.
- e. Motorsport Ireland licences are acceptable in accordance with MSA Regulation H26.1.5.
- f. If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

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1.4 Registration

- 1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.
- 1.4.2 The Registration Fee is £350 payable to MotorSport Vision Racing. Membership of MSVR is free on entry to any event in the F3 Cup. The Registration Fee for a single event is £60.
- 1.4.3 Race numbers will be permanent Competition numbers for the Championship and will be allocated by the Championship Coordinator. The numbers 1 – 6 are reserved for the first six overall finishers in the 2017 Championship. Thereafter numbers will be allocated on a ‘first come, first served’ basis.

Membership of MSVR is free on entry to any event in the F3 Cup.

1.5 ROUNDS

- 1.5.1 The **2018 F3 Cup Championship** will consist of race events for the various classes as set out in the calendar below:

Date	Venue	Races	Organising Club
21-22 April	Donington Park National	3	MSVR
19-20 May	Brands Hatch GP	2	MSVR
23-24 June	Silverstone National	3	MSVR
14 July	Oulton Park International	2	MSVR
11-12 August	Snetterton 300	3	MSVR
29-30 September	Rockingham ISSC	3	MSVR
13-14 October	Silverstone GP	2	MSVR

- 1.5.2 Deleted

1.6 SCORING

- 1.6.1 Points will be awarded to Competitors listed as classified finishers regardless of Class in the Final Results as follows:-
1st 30 points 2nd 27 points 3rd 24 points 4th 22 points 5th 20 points 6th 18 points 7th 16 points 8th 14 points 9th 12 points 10th 10 points 11th 8 points 12th 6 points 13th 4 points 14th 3 points 15th 2 points. All other classified finishers 1 point.
- 1.6.2 The totals from all qualifying races less three will determine final championship points and positions.
- 1.6.3 1 point will be awarded to the Competitor setting the fastest lap in each Class during qualifying subject to there being 3 or more cars in the Class at the start of qualifying. 1 point will also be awarded to the Competitor who secures pole position in each class for the second race of each weekend subject to there being 3 or more cars in the Class at the start of qualifying (see 2.3.3).
- 1.6.4 1 point will be awarded to the Competitor setting the fastest lap in each Class during each race subject to there being 3 or more starters in the Class.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) be deemed “Guest Competitors”
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

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- 1.6.6** The overall winner of the Championship will be the competitor from the ‘Cup’ or ‘Trophy’ class with the most points.
- 1.6.7** If a competitor is excluded from the results for an infringement of sporting regulations he may not drop the score from that race.
- 1.6.8** Cars in the Invitation Class will not score points and will be ‘invisible’ with respect to points scored by other competitors.
- 1.6.9** Should a driver change cars during the course of the season, points may be carried over to the new car provided that car runs in the same class. A new set of points may be built up for drivers changing into a different class.
- Only in exceptional circumstances and at the sole discretion of the Championship Organiser if a competitor changes to a car in a different class, may points be moved between classes.
- 1.6.10 Team Championship**
- 1.6.10.1** Any Team wishing to take part in the Championship must register as competitors by confirming their Team registration to the Championship Coordinator in writing at least 3 days before the first round for which they wish to be eligible for Team Points. Only Teams with a National (minimum) MSA Entrant’s Licence will be allowed to register for the championship.
- 1.6.10.2** Team Points are awarded to the two highest-placed cars from each Team in each race (provided they are listed as a classified finisher in the final results). Points are awarded as per the F3 Cup Drivers Championship, but without additional points for fastest lap in the race or in qualifying.
- 1.6.10.3** Any competing car that is not eligible for Team Points will be ‘invisible’ to cars in the Team Championship for the allocation of points.
- 1.6.10.4** The totals from all qualifying races will determine final Team championship points and positions.
- 1.6.11** Ties from either drivers or team Championships shall be resolved using the formula in W1.3.4 in the current MSA Yearbook.
- 1.7 AWARDS**
- 1.7.1** All trophies and awards will be presented by MSVR.
- 1.7.2** Drivers are required to attend trophy presentations.
- 1.7.3** Per Race:
Trophies will be presented as follows: 1st, 2nd, 3rd in each Class
1st place trophy provided there are 3 or more starters in each class
2nd place trophy provided there are 5 or more starters in the class
3rd place trophy provided there are 7 or more starters in the class
- 1.7.4** Deleted
- 1.7.5** Championship:
A trophy will be awarded to the overall Champion.
A trophy will be awarded to the first three in each Class.
A trophy will be awarded to the Team Champion.
- 1.7.6** Deleted
- 1.7.7** At the end of the 2018 season 2 PalmerSport days will be awarded to the overall winning driver and 2 PalmerSport days will be awarded to the winning driver in the Trophy Class. See www.palmersport.com for details.

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The winning driver in the Open Class will receive 1 PalmerSport day.

- 1.7.8** At the end of the 2018 season Stand 21 and Marchand Watch Company will award prizes to the top three overall drivers.
- 1.7.9** Other prizes and awards may be added from time to time by the organisers.
- 1.7.10** Entertainment Tax Liability

In accordance with current government legislation, MSVR is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MSVR is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 Fax: 0151 472 6483.

- 1.7.11** Title to all trophies/awards
In the event of any Provisional Results being revised after any provisional awards presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to the Co-ordinator in good condition within 7 days.

2 SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

- 2.1.1** Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry dates, which shall be 3 days before each round.
- 2.1.2** Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct, and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3** Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Championship Administrator in writing. If Driver/Vehicle changes are made after publication of Entry Lists the Competitor concerned must apply for approval of acceptance by the Secretary of the Meeting BEFORE Signing-On in accordance with MSA Regulation D25.1.12.
- 2.1.4** Entry fees will be specified in the Entry Form for each event.
- 2.1.5** In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the coordinator may at their discretion run Qualification Races. For Qualification Race Procedures see 2.11 of these Regulations.
- 2.1.6** Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order, irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in Qualifying Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet, and prior to cars being collected in the Official "Assembly Areas", they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in

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the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP, or the last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

- 2.1.7** The acceptance of Championship registration and race entries is at the discretion of the Organisers

2.2 BRIEFINGS

- 2.2.1** Competitors will be notified of the times and location for all briefings in the Final Instructions for the meetings, either electronically, or at the event. Competitors must attend all briefings or be subject to a penalty.

2.3 QUALIFICATION PRACTICE

- 2.3.1** Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2** Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).
- 2.3.3** For the first meeting of the year, cars will be released for qualifying in the order in which registrations were received by the organisers. For the second meeting, cars will be released in order of the championship standings. For the third meeting, cars will be released in reverse order of the championship standings. For the fourth meeting, cars will be released in order of the championship standings, then reversed for the fifth meeting, etc.

In the event that there are THREE races in a 2 day format, the grid for Race One will be set according to the fastest lap times achieved in qualifying. Race Two grid will be according to the 2nd fastest lap times achieved in qualifying. Race Three grid will be according to the finishing positions in Race Two.

In the event that there are two races in a meeting the grid for Race One will be set according to the fastest lap achieved in qualifying. Race Two grid will be according to the 2nd fastest lap achieved qualifying unless otherwise specified in the SR's.

2.4 RACES

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

2.5 STARTS

- 2.5.1** All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2** All starts will be Standing Starts.

The minimum Countdown procedures/audible warnings sequence shall be:-

- I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.
- V. When the Red Lights are extinguished, the start is given.

- 2.5.3** Any cars removed from the grid after the 1 minute stage, or driven into pits on Green Flag lap, shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 2.5.4** Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers unable to maintain grid positions

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on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

Any alternative starting signal will be notified to competitors in Final Instructions.

2.5.6 Deleted

2.6 SESSION RED FLAG

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

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 PITS, PADDOCK & PITLANE SAFETY

2.7.1 Pits & Paddock Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes.

2.7.3 Refuelling: May only be carried out in accordance with MSA Regulation Q13, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 The Pit Lane speed limit will be 60 km/h unless otherwise notified in Final Instructions.

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down
- II. remain behind any competitors ahead of them
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed
- IV. comply with any directions given by Marshals or Officials
- V. keep the helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 RESULTS

The Results become Final when the Protest time has expired and all official enquiries by the Clerk of the Course and/or Race Director, all technical matters and all outstanding Protests and Appeals have been settled. (MSA regulation (D)26.3.)

2.10 TIMING MODULES

2.10.1 All competitors will be required to supply and fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The type is AMB TranX 260 either direct powered or battery transponder. These are available for purchase from TSL-Timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all

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Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers.

2.10.2 Any competitor who fails to fit a transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature in the results of the race, irrespective of their finishing position.

2.10.3 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

The Clerk of the Course has the option to deploy the Safety Car during practice, qualifying practice or races.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

If a competitor abandons his car he must leave it with the steering wheel in place.

4 SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current MSA Yearbook and these regulations.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.1.3 Additional specific championship penalties

4.1.4 The Clerk of the Course has the option to impose Stop-Go and Drive Through penalties in accordance with MSA regulation Q 12.6

4.1.5 Any penalty imposed by the Clerk of the Course that results in penalty points being given, will result in the same number of Championship points being deducted even if this results in a minus score.

5 TECHNICAL REGULATIONS

5.1.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the MSA 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.

5.1.2 For each class all bodywork, under floors, rear floors, diffusers, nappies, suspension components, front and rear wing must be to the original size, shape, pattern and fitted in the same position as supplied by the chassis manufacturer, during the period of manufacture of

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that particular chassis/upgrade sequence. It is acceptable for a competitor to use alternative parts providing they are to the original size, shape, material, weight & pattern and fitted in the same position as supplied by the chassis manufacturer, during the period of manufacture of that particular chassis/upgrade sequence. The Championship Eligibility Scrutineer's decision as to whether any such part is eligible for the Championship will be final.

5.2 GENERAL DESCRIPTION

5.2.1 The F3 Cup championship is for drivers & teams participating in Formula 3 single-seater cars using engines with a nominal capacity of 2000cc. There are 3 Classes in which car eligibility is specified primarily by chassis date and/or type of engine. There is also an Invitation Class. The Classes and engine specifications are set out in 5.7.

Cup Class: For cars and engines/ECUs built and raced between 1st January 2008 and 31st December 2016, with a maximum engine air restriction of 26.00mm diameter . *some exceptions see 5.7.1 note 3 and 5. For permitted chassis and engines see Art 5.7.1 including the Notes.

Trophy Class: For cars and engines/ECUs built and raced between 1st January 1981 and 31st December 2007, with a maximum engine air restriction of 26.00mm diameter. *some exceptions see 5.7.1 and note 3. For permitted chassis and engines see Art 5.7.1

Open Class: For any F3 chassis built after 1st January 1997 and fitted with a 2000cc four cylinder normally aspirated engine. For permitted chassis and engines see Art 5.7.1
In addition:

Invitation Class: For any other Formula Three car that the organisers have given permission to join the Championship or single events.

5.3 SAFETY REQUIREMENTS

The following articles of MSA Section K safety criteria Regulations will apply: K1: K1.2.1 & K1.2.2: K1.4: K1.6.3: K1.6.4: K2: K2.2: K3: K4: K5: K6: K7: K8: K9: K10: K11 & K13. Cars must comply with the relevant sections of MSA Technical Regulations Section Q19. Steering wheels must comply with MSA Regulation J.5.7

5.3.1 A suitable harness of six-point design and carrying an in date FIA approved label must be fitted according to MSA Regulation K 2.1.4

5.3.2 When seated in the car the dimension 'G' from MSA Regulation Q drawing number 19.17 should be complied with.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

All cars must comply with the requirements of sections J and Q of the current MSA yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained.

5.5 CHASSIS

The chassis used must have been eligible to have competed in a recognised Formula 3 Championship during the periods defined in 5.2.1.

5.6 BODYWORK

For all Classes cars, all bodywork, under floors, rear floors, diffusers, nappies, must be to the original size, shape, pattern and fitted in the same position as supplied by the chassis manufacturer, during the period of manufacture of that particular chassis/upgrade sequence. (See also 5.1.2).

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Chassis configurations including bodywork and aerodynamic devices must be as raced in FIA F3 up to and including 2016. Those which have not been raced in FIA F3 events in 2016 or earlier are not permitted. For the avoidance of doubt: Euroformula Open events are not classified as FIA F3 events.

The Body/Chassis of the cars up to 31st December 1994 must incorporate a flat bottom as follows:

“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. All of these parts must produce a uniform, solid, hard, rigid (no degree of freedom 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 5cm.”

All post 31st December 1994 cars must run to the standard factory (stepped bottom floor) specification for their year.

Any specific part of the car influencing its aerodynamic performance must comply with the rules relating to coachwork and must be rigidly secured to the entire sprung part of the car (“rigidly secured” means not having any degree of freedom).

Bodywork 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 parts of the car and the ground is prohibited under all circumstances.

No part having an aerodynamic influence and no part of the coachwork may, under any circumstances, project below the geometric plane generated by the plane surface provided by or for this article.

The rear wings and the front wings where appropriate, shall agree with the overall dimensions and positions shown on the Technical Data Sheet for the relevant chassis and year of manufacture.

The 2017 Dallara upgrade kit is NOT permitted for the Dallara F312 in the 2018 F3 Cup.

5.7 ENGINE (incorporating 5.7.1 & 5.7.2 – modifications)

5.7.1 Cup Class – For any 2 litre (2000cc) FIA homologated Formula 3 engine and chassis configuration that were built and raced between the defined dates of this class (5.2.1). FIA-spec F3 engines not based on series production engines and their ECUs, which were introduced into F3 from 2012, are not permitted in any chassis. Engines fitted to 2008-onwards chassis will run a 26.00 diameter air restrictor. *some exceptions see note 3 & 5.

Trophy Class - For any 2 litre (2000cc) FIA homologated Formula 3 engine and or chassis configuration that were built and raced between the defined dates of this class (5.2.1). All engines in this class will run with a maximum engine air restriction of 26.00 mm diameter regardless of manufacturer. * some exceptions see note 3. All engines must use management/ecu systems that were available during the years defined in the class (5.2.1). Cars manufactured between 1981-1996 can be either mechanically or electronically injected

Open Class: For any F3 chassis built after 1st January 1997 fitted with a 2000cc four cylinder normally aspirated engine. Permitted engines must comply with the following:

Eligible engines are based on production engines up to 2000cc with non-variable valve timing. Engines based on the Vauxhall C20XE, the Toyota 3SGE (up to and including 3rd Generation) and the 2 litre Ford Zetec are eligible provided they comply with these Regulations. Other engines may be deemed to be eligible at the discretion of the Organisers. Entrants wishing to use an engine other than the three specified above must consult with the Organisers to establish the eligibility of the engine prior to Registering for the Championship. Any engine to be considered eligible must be an engine produced with a minimum number of 1000 units in any one year for any one EU member state. Engines with

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variable camshaft timing as original specification will not be considered eligible even if camshaft timing has been permanently fixed.

Modifications Permitted:

- Fuel injection systems including ECU, are free.
- Original specification fuel injection may be replaced by carburettors. Throttle body fuel injection may be used. Restrictor plates, with specified apertures to effectively reduce performance, may be required following notice.
- ECU and wiring loom are free.
- Ignition system is free.
- Standard flywheel may be replaced. Flywheel and clutch are free.
- Big end bolts free.
- Valve guide material: free
- Valve spring retaining cap material: any ferrous metal
- A re-bore allowance 0.5mm; together with manufacturers specification replacement pistons is permitted. No additional machining to recover original compression ratio is required or permitted as a result of this modification only.
- Cylinder head gasket plane may be machined in order to recover a warped head. Original specification compression ratio is allowed to decrease but must not be increased.
- For engines based on the 2 litre Ford Zetec valve timing is free: camshaft and crankshaft valve timing pulleys must remain standard.
- Cam cover can be replaced with alternative to allow engine fitting.
- Sump casting can be replaced with alternative to allow engine fitting and/or fitment of a dry sump lubrication system.

Modifications Prohibited: Modifications other than those specified above.

Competitors in the Class **MUST** complete the declaration in Appendix FOUR and return it to the coordinator at least four weeks prior to the first round entered.

Invitation Class: For any other Formula Three car that the organisers have given permission to join the Championship or single events.

For the avoidance of doubt, with the exception of Open Class and Invitation Class the engine/chassis combination must have been eligible in period. For example a 2007 engine cannot be fitted in a 2003 chassis.

Note 1: It is permissible to use the Toyota 3SGE-SXE10 engine in the specification prescribed for in the European F3 Open Championship. Any Toyota 3SGE-SXE10 engine used in the 2018 F3 Cup must be fitted with seals by Piedrafita – [jose.aracil@piedrafita.com]. (Cup & Trophy Class only)

Note 2: It is permissible to use the Spiess OPC engine in the specification prescribed for in the ATS Formula 3 Cup. Any Spiess OPC engine used in the 2018 F3 Cup must be sealed by Spiess or their authorised agent. (Cup & Trophy Class only)

Note 3: The Toyota 3SGE-SXE10 and Spiess OPC engine air restriction may vary in size from the maximum air restrictor for the class. This must be in accordance with the Championship/series which the engines ran in. (Cup & Trophy Class only)

Note 4: It is permissible to use the Neil Brown Engineering British National Class Engine in the specification as prescribed for the British Formula 3 National Championship during the period that it was permitted. This is to be used with a 26.35mm air restrictor. In the event of any dispute regarding the eligibility of NBE engines in F3 Cup, the engine will be inspected by Neil Brown Engineering and the costs of such inspection will be borne by the competitor.

The Series Eligibility Scrutineer may at any time, make a request for an engine to be stripped and checked for eligibility at the expense of the competitor.

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In all classes the organisers may define any engine which must be sealed prior to use or must retain any engine builder's seals in an undamaged condition.

The decision of the Championship Eligibility Scrutineer will be final.

See also Art 5.2 and Art 5.7.6.3 of these regulations.

5.7.2 LOCATION

Engine location in the car, must be as per the original location.

5.7.3 OIL/WATER COOLING

Free

5.7.4 INDUCTION SYSTEMS

As per 5.7.1 and 5.7.2. The material for the air box is free providing that it is not porous. The total air box system must be capable of sustaining a vacuum of '3 inches' of mercury when using a pump drawing a maximum of 0.9 cubic feet per minute of free air.

In the event of a failure of the vacuum pump test the following secondary test will be offered to the competitor concerned. With the engine at tick over, when putting a plug on the air restrictor of the intake system, the engine shall be stopped in less than 2 seconds.

Declining the secondary test will be considered as a failure to comply.

Any device or construction that is designed to adjust or alter the size, shape or length of the inlet tract/trumpets, or improve airflow, operated by any manner (electrical, mechanical, hydraulic or pneumatic) whilst the car and engine are in use, is prohibited under all circumstances.

The engine shall have no mechanism which is capable of adjusting the valve timing following a mechanical, hydraulic pneumatic or electrical input whilst the engine is in operation.

5.7.5 EXHAUST SYSTEMS

Exhausts and silencers are free. See also 5.16.

5.7.6 IGNITION SYSTEMS

5.7.6.1 Ignition Management Systems Manufactures are free provided they were commercially available during the years of manufacture of the chassis (see 5.2.1). No system may provide any additional control which was not available at the time of the vehicle original manufacture.

ECU's & wiring looms are 'free' for the Open Class.

5.7.6.2 The Championship Eligibility Scrutineer retains the right to substitute ECUs at his discretion.

5.7.6.3 Any departure from the ECU or Ignition Management System specification as set out in 5.2.1 and 5.7.1 must be agreed in writing with the organisers using the form in Appendix THREE.

5.8 SUSPENSIONS

For Cup , Trophy & Open Class cars, all suspension components must be to the original size, shape, pattern and fitted in the same position as supplied by the chassis manufacturer, during the period of manufacture of that particular chassis/upgrade sequence.

Camber/castor/tow in/out angles and push rod lengths and general suspension settings and ride heights are free. [Pre-1996 cars are free to use any available suspension parts for their chassis].

5.8.1 Dampers and springs are free.

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5.9 TRANSMISSIONS

5.9.1 The gearbox, consisting of not more than five (six for cars built from 01/01/02 to 31/12/16) forward gear and a mandatory reverse gear, must be of a type originally fitted to a Formula 3 chassis in the same chassis design period.

The method of gear selection/ operation must be identical to that used during the year of manufacture of the chassis. So-called paddle shift or "flappy-paddle" gear change mechanisms are not permitted.

5.9.2 Limited slip differentials are permitted, but fluid and electric differentials are not permitted

5.10 ELECTRICS

5.10.1 Cars must be fitted with driver operable electric starters. A push start may be permitted, but only with the Eligibility Scrutineer's prior approval (or on specific instruction from an official of the meeting).

5.10.2 Data logging systems are permitted. (see 5.13.2)

5.10.3 Battery location and type are free.

5.10.4 No car or driver is permitted to use radio links or "car to pits" telemetry for data logging purposes, other than approved lap time data logging beacons.

5.10.5 An approved rearward facing warning light must be fitted of a type RED LED's that flash continuously. Only Cartek CK-LR-F3, Melectronics F3_2009 or Lifeline LL421-100-005 can be used. See also 5.13.1.3

5.11 BRAKES

5.11.1 Pad materials are free.

5.12 WHEELS/STEERING

5.12.1 For safety reasons the front and rear wheels need not be of original manufacture but must conform either to period or current FIA Formula 3 regulations.

5.12.2 All Wheel retention nuts must be fitted with Spring clips painted in a bright (Day Glow) colour and in place for all practice sessions, races and scrutineering. Self-locking nuts are prohibited.

5.13 TYRES

5.13.1 Both slick and wet tyres shall conform to the size, manufacture and compound as those agreed and specified for the F3 Cup. The only permitted tyres for Cup, Trophy and Open Class in 2017 are Pirelli tyres as follows:-

Slick Front – 200/540-13 – Slick DM

Slick Rear – 250/575-13 – Slick DM

Wet Front – 200/540-13 – Wet WS

Wet Rear – 250/575-13 – Wet WS

In exceptional circumstances the organisers may permit alternative sizes. Any such change must be confirmed, by the organisers, in writing 2 weeks before any use at an event.

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

5.13.1.2 Only four 'slick' tyres per meeting (including Double Header Meetings) are permitted per car. Competitors prior to qualifying must present to the Championship Scrutineer a completed

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'Tyre Record Form' for the four 'slick' tyres they wish to use for the duration of the whole meeting. Should a wheel/tyre which has been nominated be damaged, then a replacement wheel/tyre may be fitted, once approval from the Championship Scrutineer has been obtained. A record of 'Approved Changes' must be made to the 'Tyre Record Form' to record the replaced and new tyre/tyres identification number/numbers. (Note: - Any wheel/tyre which has been replaced must be presented in conjunction with the relevant car at post qualifying/race scrutineering).

The 'Tyre Record Form' can be found in Appendix TWO.

Any competitor found during post qualifying/race scrutineering, to have qualified or raced with a tyre not listed on the 'Tyre Record Form' will have their qualifying times disregarded and placed at the rear of the grid or their race results declared null and void.

The number of wet tyres per meeting is free.

5.13.1.3 Wet tyres can only be used if the track is declared 'Wet' by the Clerk of the Course.

5.13.1.4 The car's rear light must be illuminated at all times when it is running on wet-weather tyres.

5.13.2 Tyre pressure sensors are allowed to be fitted to the car and to show information to the driver. Data can be recorded within the car under the rules of data logging. (see 5.10.2)

5.13.3 Nominated Manufacturer: **PIRELLI**

5.14 WEIGHT

Cars will be weighed "as finished" qualifying and/or race inclusive of all liquids, with the driver on-board.

Competitors are not permitted to top-up liquids or add any additional weight to the car between the end of qualifying and/or races prior to scrutineering.

Cup Class – The total minimum weight (including driver) shall be:
560 kgs

Trophy Class – The total minimum weight (including driver) shall be
550 kgs (2002 – 2007)
540 kgs (1997 - 2001)
Weight is free for 1996 and older cars

Open Class – 560 kgs

Invitation Class - The total minimum weight (including driver) for all chassis shall be per class year or as otherwise required by the organisers.

To ensure the reasonable equality of chassis performance the organisers reserve the right to vary these minimum weights on no more than three occasions during the season.

5.15 FUEL TANK/FUEL

5.15.1 Pursuant to MSA Regulation J5.13.4, competitors are permitted to use fuel complying with 2015 FIA Appendix J – Article 252 – Article 9 as supplied by the nominated fuel supplier as set out in 5.15.2

5.15.2 Only Sunoco FR unleaded FIA racing fuel is permitted to be used as supplied by the official Series fuel supplier Anglo American Oil Company.
Competitors must use the specification of fuel as supplied. It is not permitted to mix the fuel or adjust the specification supplied in any way. The onus will be on the Competitor to ensure that there are no residual traces of non-approved fuels remaining in tanks/fuel systems at an event.

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The use of this control fuel is mandatory during practice, qualifying and races. The supplier will hold an identifying sample of the fuel and the Organisers reserve the right to take fuel samples from competitors' race cars at any time before, during or after practice, qualifying or racing, to be analysed for conformity with this identifying sample. As the control fuel tests will be carried out at the race meeting on the day of the sampling, the procedures as outlined in the MSA regulations D34.3 apply. Should tests prove that the fuel sampled is not that specified for the Championship, then the competitor will be deemed to be in breach of the Championship Technical Regulations and be penalised accordingly.

5.16 SILENCING

5.16.1 The silencer is free but it must conform to the MSA Regulations (see Exhaust Systems 5.7.5). Unless stated otherwise in the Final Instructions vehicles must at all times conform to MSA Regulations (108 dBA at $\frac{3}{4}$ rpm at 0.5m) as set out in the current Competitors' and Officials' Yearbook; J 5.18. The method used for rear engine cars may be to the requirements of the MSA Regulations.

5.17 NUMBERS and CHAMPIONSHIP DECALS

5.17.1 Front numbers are to be positioned on the nose as per MSA Regulations. Side numbers are to be positioned as per MSA regulations on each of the rear wing side plates. Competitors are responsible for supplying and fitting regulation numbers and backgrounds. The minimum height for numbers is 15cm. Any numbers that are not satisfactory must be changed on instruction from the Championship Eligibility Scrutineer.

5.17.2 Permanent numbers will be issued to all registered competitors by the coordinator and must be displayed on the foremost part of the nose and on each rear wing end plate.

5.17.3 Championship decals which are mandatory will be supplied via the F3 Cup Coordinator. These must be positioned on the car in accordance with Appendix ONE.

5.17.4 MSVR decals must be displayed on each side of the car in the position shown on Appendix 1.

5.17.5 An MSVR patch must be displayed on the drivers' race suit as shown in Appendix 1.

5.17.6 A Sunoco patch must be displayed on the drivers' race suit as shown in Appendix 1.

Pirelli decals must be displayed on each side of the car in the position shown on Appendix 1.

Stand 21 decals must be displayed on each side of the car in the position shown on Appendix 1.

BRM Watches decals must be displayed on each side of the car in the position shown on Appendix 1.

5.17.7 Deleted

5.17.8 Other decals and patches as may be required from time to time must be displayed. (see Appendix One)

5.17.9 In the event that decals and patches are not displayed, championship points will not be awarded and the competitor will not be eligible for awards, trophies or prizes.

5.18 Equalisation of performance

5.18.1 The Championship organisers reserve the right to equalise performance by whatever means including but not limited to adjusting the minimum weight of the car.

5.19 Miscellaneous

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- 5.19.1** Any component which was fitted to any car for less than one year and was then prohibited by the original organisers may not be used in this championship.
- 5.19.2** The entrant will at all times be responsible for providing proof that the components in use were of the same type and method of use as those used in the original car.
- 5.19.3** Any departure from these technical regulations must be approved in writing by the Championship organisers using the form in Appendix THREE.

6 APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSC.

6.1 Organising Club & Commercial rights holder

MotorSport Vision Racing
Brands Hatch
Longfield
Kent
DA3 8NG
Tel: 01474 875263
Fax: 01474 874766
E: simon.gp@msv.com

Championship Administrator/Coordinator

Gemma Mole
c/o MotorSport Vision Racing
Brands Hatch Circuit
Fawkham
Kent
DA3 8NG
07747 772184
E: f3cup@msvracing.co.uk

Nominated Fuel Supplier

Sunoco Race Fuels
Shaun Williams
Anglo American Oil Company Ltd
Sandford
Wareham, BH20 7QE
01929 551557
shaun@aaoil.co.uk

Orders for fuel must be placed and paid for at the latest by the Monday before the race.

Nominated Tyre Supplier

Pirelli Motorsport,
Omega One
Collett
Didcot
Oxfordshire
OX11 7AW
e-mail - shaun.marriott@pirellif1.com

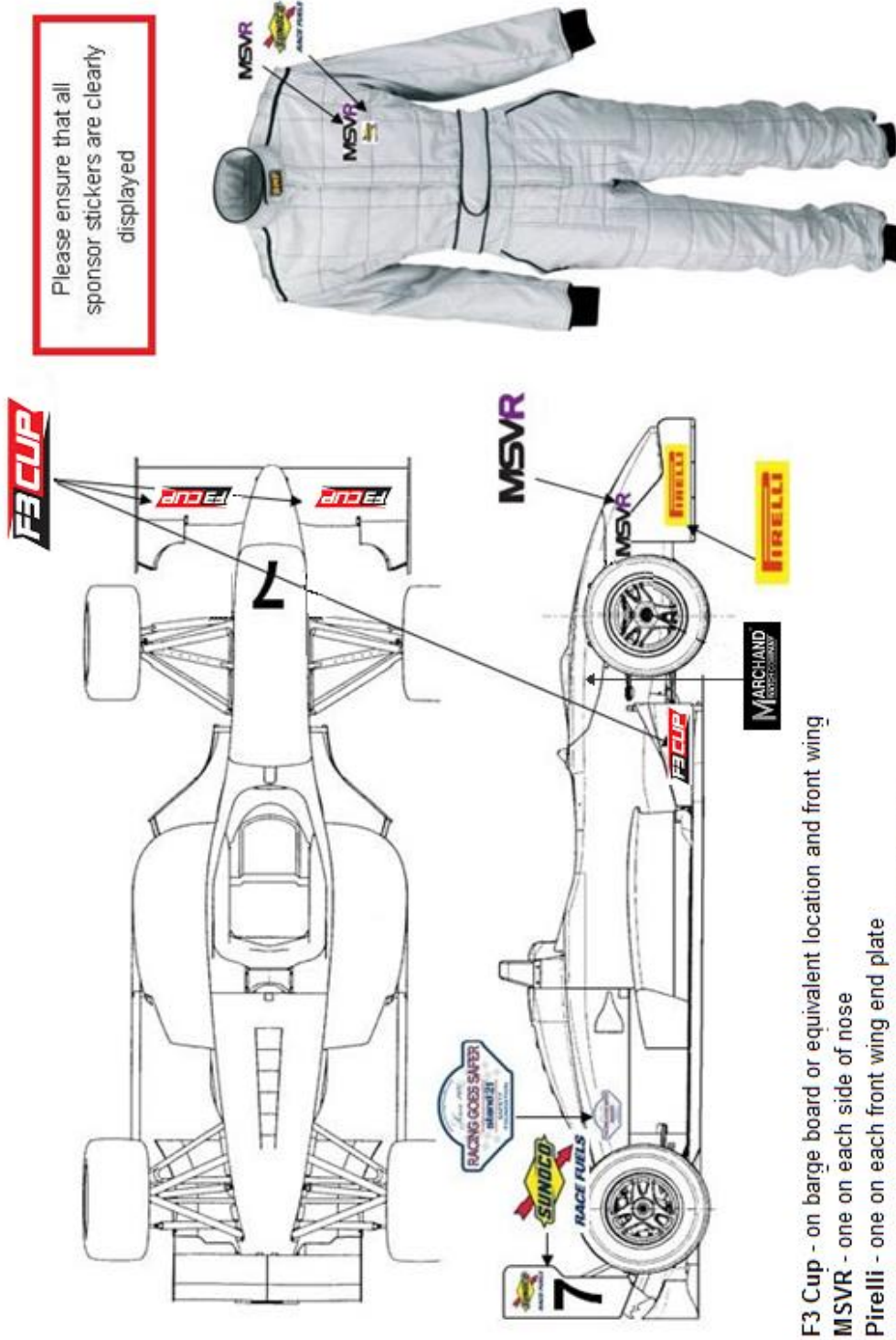
Tyre logistics & technical support :
Natham Coleman - email: natham@cmd-tyres.co.uk
telephone: 07752 825 277

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6.2 COMMERCIAL UNDERTAKINGS

- 6.2.1 The presentation of the car is fundamental to the profile of the championship, its sponsors and its audience. Therefore in considering whether to permit any car to the race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation they may exclude any car which they consider may prejudice the reputation of the series or is otherwise unacceptable. Good presentation extends to team personnel, transporter and allocated paddock location.

Appendix One



- F3 Cup - on barge board or equivalent location and front wing
- MSVR - one on each side of nose
- Pirelli - one on each front wing end plate
- Sunoco - one on each side of rear wing outer surface
- Stand 21 Safety Foundation - one on each side of engine cover
- Marchand Watches - one on each side above and in line with the forward part of the wishbone

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Appendix TWO



Tyre Record Form

Car No.:	<input type="text"/>	Date:	<input type="text"/>
Circuit:	<input type="text"/>	Class:	<input type="text"/>
Front Tyres	Tyre Identification Number <input type="text"/> <input type="text"/>	Rear Tyres	Tyre Identification Number <input type="text"/> <input type="text"/>
Driver / Representative (Print)		Scrutineer (Print)	
Driver / Representative (Signature)		Scrutineer (Signature)	
Record of Approved Changes (e.g. Replacement Tyres)			
Driver / Representative (Print)		Scrutineer (Print)	
Driver / Representative (Signature)		Scrutineer (Signature)	
1 set of tyres, 2 front, 2 rear per car per race meeting			



Appendix THREE

<h2 style="margin: 0;">Technical Query Form</h2>			
Car No.:	<input style="width: 95%;" type="text"/>	Date:	<input style="width: 95%;" type="text"/>
Class:	<input style="width: 95%;" type="text"/>	Chassis:	<input style="width: 95%;" type="text"/>
		Engine:	<input style="width: 95%;" type="text"/>
Driver / Entrant (Print)		Driver / Entrant (Signature)	
<input style="width: 95%;" type="text"/>		<input style="width: 95%;" type="text"/>	
Request			
<i>Please leave the area below for the response to your query.</i>			
Reply	<input style="width: 95%;" type="text"/>	Date:	<input style="width: 95%;" type="text"/>
Name:		Position:	

Competitors will receive a response to this Technical Query form and the response will be available to all competitors on the F3 Cup website.

Appendix Four

Open Class Engine Declaration

This form must be completed & submitted to the Championship coordinator not less than 14 days prior to the first round entered.

Valve Head Diameter – Intake		
Valve Head Diameter – Exhaust		
Height of Block	Specified as measured between head face and the sump gasket face	
Height of Head	Specified as measured between head face and the cam cover gasket face	
Combustion Chamber Volume	Measured by liquid volume	
Bore Diameter		
Stroke		
Weight of the Piston	Specified including rings, gudgeon pin and circlips	
No Piston Rings		
Piston Head Volume	Measured by liquid volume	
Protrusion of Piston from the Block		
Weight of Connecting Rod	Specified including connecting rod bolts or studs/nuts and little end bearing	
Minimum Head Gasket Thickness	Specified as measured on disassembly	
Head Gasket cylinder hole Diameter	Specified as measured on disassembly	
Compression Ratio		
Crank Journal Diameters		
Cam Lobe Base Diameter - Intake		
Cam Lobe Base to Max lift - Intake		
Cam Lobe Base Diameter - Exhaust		
Cam Lobe Base to Max lift - Exhaust		
Cam timing - Intake	Specified in degrees for maximum valve lift to be reached After Top Dead Centre	
Cam timing - Exhaust	Specified in degrees for maximum valve lift to be reached After Top Dead Centre	

Name of Entrant

Signed

Date

Engine Make/Model

Engine Number

Engine last built by: