



SUBJECT TO APPROVAL BY THE MSA

2012 F3 Cup – Sporting & Technical Regulations**1 Sporting Regulations - General****1.1 TITLE & JURISDICTION**

The F3 Cup Championship is organised by MotorSport Vision Racing (MSVR) and administered on its behalf by the 'Monoposto Racing Club' 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.

Race Status: National B

1.2 OFFICIALS**1.2.1 Championship Administrator/Coordinator:**

Simon Davey
1 The Applegarth
Long Buckby
Northampton
NN6 7 EQ
msvf3@talktalk.net
Tel 01327 843056

1.2.2 Eligibility Scrutineer:

Alister Poulter

1.2.3 Clerk of the Course

Brian Poulter

1.2.4 Championship Stewards

Rick Smith
Mike Dixon
Bill Shewan
Tony Johnstone
Any three of the above may reach a decision

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence, where applicable.

1.3.2 Drivers and Entrant Drivers must be fully paid up card holding members of the Monoposto Racing Club, be members of MSVR, be registered for the F3 Cup and in possession of a valid Competition (Racing) National A (minimum) or equivalent (MSA Regulation H26.1.5) 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. Motorsport Ireland licences are acceptable in accordance with MSA GR H26.1.5.

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

1.4 Registration

1.4.1 All drivers 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 £250 and membership of MRC is £30 per annum. Membership of MSVR is free on entry to any event.

1.5 ROUNDS

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

2012 F3 Cup – Sporting & Technical Regulations

Date	Venue	Races	Organising Club
9 April	Oulton Park International	2	MSVR
28/29 April	Donington Park	2	MSVR
12/13 May	Silverstone National	2	MSVR
15-17 June	Spa*	2	Roadbook
30 June/1 July	Snetterton 300	2	MSVR
18/19 August	Brands Hatch GP	2	MSVR
8 September	Anglesey International	2	MSVR
tbc	tbc*	2	tbc
27/28 October	Snetterton 300	2	MSVR

* grids at Spa and tbc to be shared with Monoposto. Entries may be restricted and will be on 'first come, first served' basis. The formation of the grids at Spa and tbc will be set out in specific regulations for each event.

1.6 SCORING

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-
1st 25 points 2nd 18 points 3rd 15 points 4th 12 points 5th 10 points 6th 8 points 7th 6 points 8th 4 points 9th 2 points 10th 1 point

1.6.2 1 point will be awarded to the Competitor setting the fastest lap in each Class during qualifying. If there are 4 (FOUR) or less competitors in that Class, half a point will be awarded.

1.6.3 1 point will be awarded to the Competitor setting the fastest lap in each Class during each race. If there are 4 (FOUR) or less competitors in that Class, half a point will be awarded.

1.6.4 Points will be awarded for classification in each class.

If there are 4 (four) starters or less in each class, the points awarded for that class will be divided by two.

If there are 2 (two) starters or less in each class, the points awarded for that class will be divided by four.

The overall winner of the Championship will be the competitor with the most points regardless of Class.

1.6.5 The totals from all qualifying races less three will determine final championship points and positions.

1.6.6 Cars in the Invitation Class will not score points and will be 'invisible' with respect to points scored by other competitors.

1.6.7 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.

1.6.8 Team Championship

1.6.8.1 Any Teams (2 cars or more with a single entrants licence) wishing to take part in the Championship must register as competitors by confirming their team registration to the Championship Coordinator in writing before the closing date for the first round. Only teams with an entrant licence will be allowed to register for the championship. New teams entering the Championship must confirm their registration in writing 3 days before the first round that they enter.

1.6.8.2 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 Pole Position and Fastest Lap.

2012 F3 Cup – Sporting & Technical Regulations

- 1.6.8.3** Any competing car that is not eligible for Team Points will be 'invisible' to cars in the Team Championship for the allocation of points.
- 1.6.8.4** The totals from all qualifying races will determine final Team championship points and positions.
- 1.6.8.5** The Spa round will not be a points scoring round with regard to Team Points.
- 1.6.9** Ties from either drivers or team Championships shall be resolved using the formula in W1.3.4 in the 2012 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 to:
1st, 2nd and 3rd place finishers in Cup Class and Trophy Class.
1st place in Masters (providing there are 3 or more starters in the class).
- 1.7.4** Championship:
A trophy will be awarded to the overall Champion.
A trophy will be awarded to each Class winner.
A trophy will be awarded to the Team Champion.
- 1.7.5** At the end of the 2012 season a test drive in a Williams F1 designed FIA Formula Two will be awarded to the winner of the Championship.
- 1.7.6** 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.
- 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:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

1.7.7 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 – JUDICIAL PROCEDURES

- 2.1** Races - In accordance with Section C of the 2012 MSA Yearbook and these regulations.
- 2.2** Championship - In accordance with Section C of the 2012 MSA Yearbook and these regulations.

3 SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2012 F3 Cup – Sporting & Technical Regulations

- 3.1.1** 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.
- 3.1.2** 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.
- 3.1.3** 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 with, Final Instructions, the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 3.1.4** Entry fees will be specified in the Entry Form for each event.
- 3.1.5** 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 3.13 of these Regulations.
- 3.1.6** 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 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 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.
- 3.1.7** The acceptance of Championship registration and race entries is at the discretion of the Organisers
- 3.2 BRIEFINGS**
- 3.2.1** 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.
- 3.3 PRACTICE**
- 3.3.1** The minimum scheduled period of practice to be provided will be in accordance with the track licence.
- 3.3.2** Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 3.4 QUALIFICATION**
- 3.4.1** Each driver should complete a minimum of 3 laps practice in the car to be raced, and in the correct session, in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.
- 3.4.2** In the event of a Double Header, where only one qualifying session has been scheduled, the grid positions for the second race will be determined using the fastest lap recorded by that driver during Race One. Should two or more drivers set identical times, priority will be given to the driver who set it at the earliest point in the race. In the event that any competitor fails to set a lap time in Race One, his or her grid position in Race Two will be set according to lap times set in qualifying but behind competitors who have set a lap time in Race One.
- 3.5 RACES**

2012 F3 Cup – Sporting & Technical Regulations

3.5.1 The standard minimum scheduled distance shall be 20 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

3.5.2 At certain events there will be a combined grid with other series or Championships. This will be notified to all competitors on the race entry form and the method of selection for the event (if start numbers are restricted) and the method of grid selection will be notified in specific instructions for the event.

3.6 STARTS

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 All starts will be Standing Starts (except Spa – see 3.6.7).

The minimum Countdown procedures/audible warnings sequence shall be:-
1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.

3.6.3 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.

3.6.4 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 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.

3.6.5 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

3.6.6 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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.

3.6.7 The start at Spa may be a rolling start and this will be confirmed in specific instructions for the event.

3.7 RACE STOPS

3.7.1 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.

3.7.2 Case A - Less than two laps completed by Race leader.
Any race stopped before the leader has completed two laps will be declared a "No Contest" and available cars will restart from their original grid positions.

3.7.3 Case B - Any race stopped after the leader has completed more than two laps, but less than 75% of its duration, will be considered as the first part of a two part race.
Cars will be restarted from a grid set out in the finishing order, which shall be based upon the order of

2012 F3 Cup – Sporting & Technical Regulations

crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified. The result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise.

- 3.7.4** Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified. If run as a two part race 5.4.2 will apply.

3.8 RE-SCRUTINY

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 PITS & PITLANE SAFETY

- 3.9.1** Pits. Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

- 3.9.2** 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.

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

- 3.9.4** The Pit Lane speed limit will be 60 kmh unless otherwise notified in Final Instructions.

3.10 RACE FINISHES

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 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.

3.12 TIMING MODULES

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

- 3.12.2** 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 on the results of the race, irrespective of their finishing position.

- 3.12.3** 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.

3.13 QUALIFICATION RACES

2012 F3 Cup – Sporting & Technical Regulations

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

3.14 OPERATION OF SAFETY CAR

3.14.1 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 or races.

4 CHAMPIONSHIP RACE PENALTIES

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 and/or Stewards of the Meeting are to 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 The Clerk of the Course has the right to impose a grid place penalty of up to ten grid places at the next race in which the competitor takes part.

4.1.6 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 that particular chassis/upgrade sequence. Should a competitor discover that any original pattern parts, panels, wings etc. are unavailable then an application to use alternative parts must be made in writing to the F3 Cup Championship Coordinator. Written approval must be received, before they may be used in a Championship round. Each such application will then be individually judged by the Championship Eligibility Scrutineer and any decisions will be advised in writing to be individual competitor and will be published in a Championship document.

5.2 GENERAL DESCRIPTION

5.2.1 The F3 Cup championship is for drivers participating in Formula 3 single-seater cars with a (2000cc) restricted engine built and raced between 1st January 1981 and 31st December 2007, racing in three classes as set out in 5.7.

Cup Class: For cars and engines/ECU's built and raced between 1st January 2002 and 31st December 2007, with a maximum engine air restriction of 26.00mm diameter*some exceptions see 5.7.1 note 3.

2012 F3 Cup – Sporting & Technical Regulations

Trophy Class: For cars and engines/ECU's built and raced between 1st January 1997 and 31st December 2001, with a maximum engine air restriction of 26.00mm diameter.

Masters Class: For cars and any engines/ECU's built and raced between 1st January 1981 and 31st December 1996, with a maximum engine air restriction of 26.00 mm diameter.

See also Art 5.7.1 and Art 5.7.6.3

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 The use of an approved Frontal Head Restraint device is highly recommended. To ensure correct fitment, please refer to the document published by the FIA Institute for Motor Sport Safety entitled "Guide for the use of HANS in international motor sport".
(http://www.fiainstitute.com/publications/Documents/HANS_Guide.pdf)

5.3.3 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). 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).

2012 F3 Cup – Sporting & Technical Regulations

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 and appended to these Series Regulations.

5.7 ENGINE (incorporating 5.7.1 & 5.7.2 – modifications)

5.7.1 Cup Class – For any 2 litre (2000cc) recognised 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 air restriction of 26mm diameter regardless of manufacturer* some exceptions see note 3.

Trophy Class - For 2 litre (2000cc) recognised 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 air restriction of 26mm diameter regardless of manufacturer.

Masters Class - The 2 litre (2000cc) engines allowed within this class can be either mechanically or electronically injected with up to a maximum engine air restriction of 26.00 mm diameter. All engines must use management/ecu systems that were available during the years defined in the class (5.2.1).

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, 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 2012 F3 Cup must be fitted with seals by Piedrafita – [jose.aracil@piedrafita.com] or their authorised agent.

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 2012 F3 Cup must be sealed by Spiess or their authorised agent.

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 recognised Championship/series which the engines ran in.

Note 4: The Spiess OPC or Toyota 3SGE engines may not be used in the Masters Class and can only be used in chassis that were eligible with the particular engine in period. They must have been eligible to compete in a recognised national championship with the engine/chassis combination.

Note 5: A MONO specification F3 car may run in the Invitation Class of the 2012 F3 Cup subject to the following:

- a) The car must comply with all MONO 2000 technical regulations (including 40mm ride height) except as follows:
 - i) The car must run the tyres specified in 5.13 of these regulations.
 - ii) The car must use fuel supplied by the nominated fuel supplier as set out in 5.15 of these regulations.
 - iii) The car must display the decals/badges specified in Appendix ONE of these regulations.

In either 'Cup', 'Trophy' or 'Masters' Class 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.

2012 F3 Cup – Sporting & Technical Regulations

In all classes the organisers may define any engine which must be sealed prior to use or must retain any engine builders 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 provided that it is not porous. The total air box system must be capable of sustaining a vacuum of '4 inches' of mercury when using a pump drawing a maximum of 0.9 cubic feet per minute of free air.

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 but must conform to the MSA Regulations J5.16 and J5.17 & J5.18.

The maximum noise permitted is 108db(A) when measured at $\frac{3}{4}$ maximum engine RPM and at 0.5 metres from the exhaust as set out in MSA J5.18.

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

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 both Cup & Trophy 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. [Masters Class are free to use any available suspension parts for their chassis].

5.8.1 Dampers and springs are free.

5.9 TRANSMISSIONS

5.9.1 The gearbox, consisting of not more than five (six for cars built from 1/01/02 to 31/12/07) forward gear and a mandatory reverse gear, must be of a type originally fitted to a Formula 3 chassis prior to 31/12/07.

2012 F3 Cup – Sporting & Technical Regulations

The method of gear selection/ operation must be identical to that used during the year of manufacture of the original car.

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.

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.

5.11 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 Class in for 2012 are AVON Radial tyres as follows:-

Slick Front – 180/550R13 Spec No:- 9903S

Slick Rear – 250/570R13 Spec No:- 9906S

Wet Front – 180/550R13 8662M

Wet Rear – 250/570R13 8663M

Masters Class may use the radial tyre above or cross ply (CP) tyres as follows:-

Slick Front - 7.5/21.0-13 7342S

Slick Rear - 9.2/22.0-13 7343S

Wet Front - 7.5/21.0-13 7277W

Wet Rear - 9.2/22.0-13 7278W

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 '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).

2012 F3 Cup – Sporting & Technical Regulations

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 At Spa 8 (eight) 'slick' tyres will be permitted.

5.13.2 Nominated Manufacture: **AVON**

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 555 kgs for 02-04 chassis and 565 kgs for 05-07 chassis.

Trophy Class – The total minimum weight (including driver) shall be 555 kgs.

Masters Class - The total minimum weight is free for chassis 81 – 91 and 540 kgs for chassis 92 - 96.

Invitation Class - The total minimum weight (including driver) for all chassis shall be per class year.

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 GR J5.13.4, competitors are permitted to use fuel complying with 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.
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.

5.15.3 Competitors are permitted to use a lower grade of fuel but this fuel must be from the nominated fuel supplier as set out in 5.15.2

5.16 SILENCING

5.16.1 The silencer is free but it must conform to the MSA Regulations (see Exhaust Systems 5.7.6). Unless stated otherwise in the Final Instructions vehicles must at all times conform to MSA Regulations (108 dBA at ¼ rpm at 0.5m) as set out in the 2012 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

2012 F3 Cup – Sporting & Technical Regulations

- 5.17.1** Numbers must conform to MSA Regulation J4 and Q11.1 to Q11.3. 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.
- 5.17.2** Permanent numbers will be issued to all registered competitors by the coordinator.
Class: Cup - Black numbers on a WHITE background.
Class: Trophy – Black numbers on a YELLOW background
Class: Masters & Invitation - White numbers on a BLACK background.
- 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.
- 5.17.8** Other decals and patches as may be required from time to time must be displayed.
- 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**
- 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/MSV.

6.1 Organising Club & Commercial rights holder

MotorSport Vision Racing
Brands Hatch
Longfield
Kent
DA3 8NG
Tel: 01474 875318
Fax: 01474 874766
E: alex.shaw@motorsportvision.co.uk

Championship Administrator/Coordinator

Simon Davey
1 The Applegarth
Long Buckby

2012 F3 Cup – Sporting & Technical Regulations

Northampton
NN6 7 EQ
Tel: 01327 843056
E: msvf3@talktalk.net

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

Birmingham Motor Tyres Ltd,
103 -115 Walsall Rd,
Perry Barr,
Birmingham,
B42 1TU
Tel - 0121 331 1122
Fax - 0121 331 1144
e-mail - sales@bmtr.co.uk

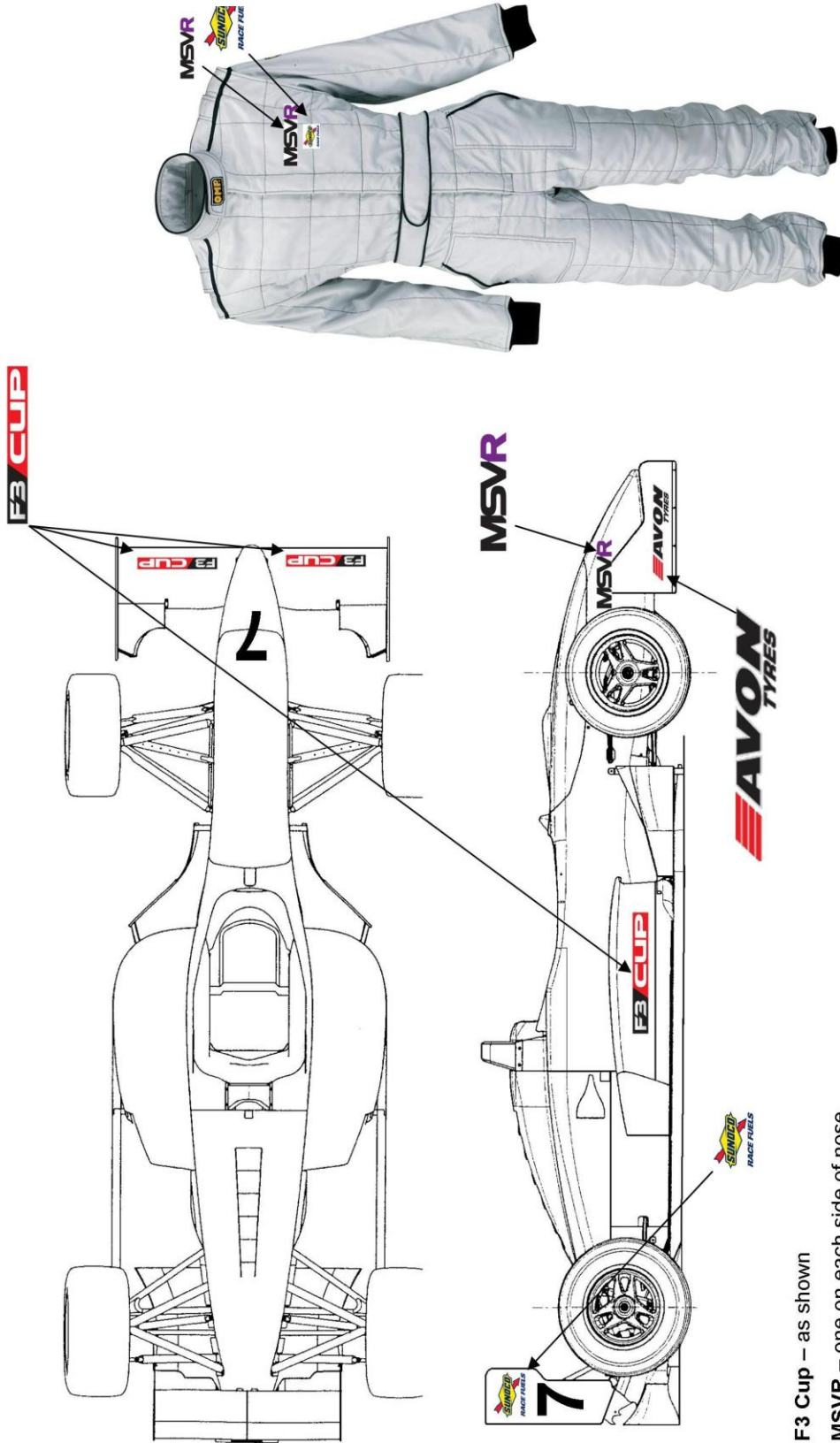
Championship Ambassador

John Gray
14 Bryn-Y-Gwynt
Pentre Halkyn
Flintshire
CH8 8HU

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 – as shown

MSVR – one on each side of nose

Avon – one on each front wing end plate

Sunoco - one on each side of rear wing outer surface


MSV F3 Cup – Sporting & Technical Regulations – Appendix TWO

7 December 2011

Appendix TWO

F3 CUP			
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)			
<div style="text-align: center; font-size: 2em; opacity: 0.2; transform: rotate(-45deg); pointer-events: none;"> SUBJECT TO APPROVAL BY THE MSA </div>			
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

 Technical Query Form			
Car No.:	<input type="text"/>	Date:	<input type="text"/>
Class:	<input type="text"/>	Chassis:	<input type="text"/>
		Engine:	<input type="text"/>
Driver / Entrant (Print)		Driver / Entrant (Signature)	
<input type="text"/>		<input type="text"/>	
Request			
<i>Please leave the area below for the response to your query.</i>			
Reply	<input type="text"/>	Date:	<input 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.