

2017 BRDC British Formula 3 Championship - Sporting & Technical Regulations



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Dated

30-03-2017

2017 BRDC British Formula 3 Championship - Sporting & Technical Regulations

1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The BRDC British Formula 3 Championship is organised by MotorSport Vision Racing (MSVR) and promoted by MotorSport Vision 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: **CH2017/R004**
Championship Grade: **A**
Race Status: **National A**

1.2 OFFICIALS

1.2.1 Championship Administrator/Coordinator:

Gemma Mole
e: gemma.mole@britishf3.com
t: +44 (0)1297 552697

1.2.2 Eligibility Scrutineer:

Alister Poulter

1.2.3 Championship Stewards

Greg Masters
Eric Cowcill
Mike Dixon
Steve Stringwell
Any three of the above may reach a decision

1.2.4 Clerk of the Course

David Scott or nominated Deputy

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) be members of MSVR and
- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current Members of the MSVR and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National A status Licence, *as a minimum* ((H)26.2.1. applies)
 - (i) as the Championship has been specifically authorised by the MSA in accordance with (H)14.2.3.1. a driver competing in BRDC British F3 for the first time, who has satisfactorily completed an ARDS Advance Course may present a valid MSA Race National 'B' licence.or
- (d) 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, or comparable country. ((H)26.2.1. applies)
- (e) 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 motorsport 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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1.3.4 Membership of MSVR is free on entry.

1.4 Registration

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £1,025+VAT - made payable to: MotorSport Vision.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.

1.5 ROUNDS

1.5.1 The **BRDC British Formula 3 Championship** will consist of race events as set out in the calendar below:

Date	Venue	Races	Organising Club
15/17 April	Oulton Park		MSVR
29/30 Apr	Rockingham		BRSCC
27/28 May	Snetterton		MSVR
10/11 June	Silverstone GP		BRSCC
7/8 July	Spa Francorchamps		Kronos Events
5/6 August	Bands Hatch GP		MSVR
26/27 August	Snetterton 300		MSVR
23/24 September	Donington Park		BRSCC

1.6 SCORING

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

A driver must count their scores from all the races in the Championship.

Race One and Race Three

1 st 35	6 th 17	11 th 10	16 th 5
2 nd 29	7 th 15	12 th 9	17 th 4
3 rd 24	8 th 13	13 th 8	18 th 3
4 th 21	9 th 12	14 th 7	19 th 2
5 th 19	10 th 11	15 th 6	20 th 1

Race Two

1 st 25	6 th 15	11 th 10	16 th 5
2 nd 22	7 th 14	12 th 9	17 th 4
3 rd 20	8 th 13	13 th 8	18 th 3
4 th 18	9 th 12	14 th 7	19 th 2
5 th 16	10 th 11	15 th 6	20 th 1

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- 1.6.2** The totals from all qualifying Events run will determine final Championship points and positions.
- 1.6.3** Ties shall be resolved using the formula in (W)1.3.4 in the current MSA Yearbook.
- 1.6.4** Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
- 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.
- 1.6.6** Only competitors holding licences issued by the MSA or licences bearing an EU Flag are permitted to score championship points.

1.7 AWARDS

- 1.7.1** All trophies and awards will be presented by the promoter.

1.7.2 Per Race:

- Trophies will be presented to: 1st, 2nd and 3rd place finishers
- At each event The Jack Cavill Pole Position Cup will award £150 and a trophy to the polesitter for Race 1 & 3. The pole sitter for Race 2 will receive a trophy

Further awards as may be published from time to time by the Championship organisers.

1.7.3 Per Championship:

The following awards will be made

- At the end of the season, the driver who has accumulated the most pole positions during the Championship will receive a cheque for £1,000 and the Jack Cavill Pole Position Cup.
- At the end of the season the team of the driver that has gained the most pole positions during the Championship will receive a cheque for £1,000 and the David Poole-Warren Team Pole Position Cup.
- In addition, the winner of the Championship will also become a BRDC SuperStar (if British) and receive a major award presented at the BRDC Annual Awards.

Further awards as may be published from time to time by the Championship organisers.

1.7.4 Presentations:

Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.

1.7.5 Entertainment Tax Liability

In accordance with current government legislation, MotorSport Vision Ltd 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, MotorSport Vision Ltd is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

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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 F: 0151 472 6483.

1.7.6 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 CHAMPIONSHIP EVENT RACE MEETINGS & RACE PROCEDURES

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees to the Championship Coordinator prior to the closing date for entry which shall be 14 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 Coordinator 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.

2.1.4 The entry fee for each event is £695+VAT. The late entry fee for each event is £765+VAT.

2.1.5 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. 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 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.

2.1.6 The acceptance of Championship registration and race entries is at the discretion of the Organisers.

2.2 BRIEFINGS

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 QUALIFYING 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 The grid for Race ONE will be set in order of times achieved in qualifying practice;
The grid for Race TWO will be the finishing order of race 1 with the top 8 reversed;
The grid for Race THREE will be according to the driver's fastest lap from race 1 or 2.

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Should two or more drivers set identical times, priority will be given to the driver who set it first. In the event that any competitor fails to set a lap time in Race One or Two, his or her grid position in Race Three will be set according to lap times set in qualifying but behind competitors who have set a lap time in Race One or Two.

If for any force majeure reason qualifying practice is unable to take place then the grid for Race ONE will be set according to Championship position.

2.4 RACES

- 2.4.1** 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)
- 2.4.2** The standard scheduled race distance shall be the number of dry weather laps equating to approximately 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. The maximum race duration will be published in the Final Instructions. The race distance will be announced by Bulletin at each event.

2.5 STARTS

- 2.5.1** 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. Team personnel are not permitted on the grid unless instructed by an official.
- 2.5.2** All starts will be Standing Starts.
- 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.
- 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 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** 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.
- 2.5.6** 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.

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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

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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 respect the pit lane speed limits.

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

2.7.4 Speed Limit: The Pit Lane speed limit will be 60 kph unless otherwise notified in Final Instructions.

2.7.5 Practice & Qualifying: ~45°, nose out, car pushed back by mechanics
Race: parallel parking
Penalties may be imposed for failing to adhere to the above.

2.8 RACE FINISHES

2.8.1 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 their helmets on and harnesses done up while on the circuit or in the pitlane.

Entry to Parc Ferme is permitted only to drivers, Officials and authorised F3 Championship Technical Staff. All other personnel must remain outside the Parc Ferme area at all times until their presence is specifically requested inside.

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (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 or X2 direct powered 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 in the Technical Manuals. 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.

2.10.2 Any competitor who fails to fit a functioning 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.

2.11 OPERATION OF SAFETY CAR

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

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MSA General Regulations.

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

2.12 ONBOARD CAMERAS

2.12.1 Competitors may only use the onboard camera systems in accordance with MSA Regulation J5.21. and these Regulations using mountings specified by the Championship Organisers in the BRDC F3 Technical Manuals. Competitors will occasionally be required to carry supplementary cameras to obtain broadcast material. This will require the consent of the Clerk of the Course and Championship Eligibility Scrutineer

2.12.2 All competitors are required to carry front and rear facing on board cameras for the primary purpose of safety and judicial procedures but also for broadcast purposes. All rights including copyright in relation to footage captured by onboard cameras will belong to the Championship organiser.

2.12.3 The camera must be installed and in working order and set to record so that footage can be reviewed at the end of the session by the Eligibility Scrutineer or Clerk of the Course or any personnel they appoint. Footage from the cameras may be used where there is any incident which is subsequently brought before the Clerk of the Course for investigation. Onboard camera footage may be used where there is insufficient existing information available for the Clerk of the Course to take punitive action.

2.12.4 Any competitor who fails to supply suitable footage from their onboard cameras will be liable to a penalty. Penalties will be in accordance with MSA Regulation C2.1.1 and infringements may also be reported to the Championship Stewards for further sanctions.

2.12.5 It is the competitor's sole responsibility to ensure safe installation and effective, reliable operation of the camera equipment. The cameras must be mounted and be angled so as to give good forward and rearward views of the circuit.

3 CHAMPIONSHIP PENALTIES

3.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.3.

3.1.2 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).

3.1.3 Additional specific Championship penalties

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

3.1.5 Penalties such as Drive Through, Black Flag, etc will be notified to the driver from the signalling position by the appropriate flag and number. The same information will be displayed on official timing screens and teams MUST notify their driver using the pit signalling board.

3.2 GENERAL SAFETY

Any competitor, who stops and abandons a car at the side of the circuit, must leave it in neutral and with the steering wheel in place.

4 TECHNICAL REGULATIONS

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4.1 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.

4.2 GENERAL DESCRIPTION

The BRDC British Formula 3 Championship is for Competitors participating in Tatuus-Cosworth MSV FA-016 single seater racing cars as specified in the Technical Manuals or any Technical Bulletins appended to them which are also defined as part of the Technical Manuals. The definitive copy of the Technical Manuals will be held by the Championship Eligibility Scrutineer and can be made available to Competitors for reference on request. It is the responsibility of each Competitor to ensure that their copies of the Technical Manuals are up to date and that their car complies with the requirements.

4.3 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: K2: K2.2: K3: K5: K6: K7: K8: K9: K10: K11: K13 & K14 (excluding 14.1.5).

Cars must comply with the relevant sections of MSA Technical Regulations Section Q19.
Steering wheels must comply with MSA Regulation J.5.7.

- 4.3.1 A suitable Frontal Head Restraint compatible harness of six-point design and carrying an in date FIA approved label must be fitted according to MSA Regulation K2.1.4.
- 4.3.2 The use of an FIA approved Frontal Head Restraint device (e.g. HANS device) is mandatory.
- 4.3.3 Racewear in accordance with FIA Appendix L to the International Sporting Code: All drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes homologated to FIA 8856-2000 standard.

Drivers must wear gloves of a high-visibility colour which contrasts with the predominant colour of the car, so that the driver can clearly attract the attention of the race starter in case of difficulty.
- 4.3.4 Driver seating position must be in accordance with Appendix J of the FIA regulations, Article 277.

4.4 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.

- 4.4.1 All replacement components for the BRDC F3 car must be supplied by MSV. Parts, original or replacement, must not be modified, nor must their method of installation be changed unless the alteration is specifically stipulated in the Technical Manuals or any Technical Bulletins appended to them.
- 4.4.2 Fasteners may be substituted but their diameter, thread pitch, type and material must remain as original. The grade of material of a substituted fastener must always be equivalent to or superior to the original.
- 4.4.3 Components such as bodywork, wiring looms, pipes, hoses and other mechanical parts may be protected from heat, abrasion or ballistic damage by wrapping in a suitable material provided such protection does not alter the function of the primary component in any way. Any protection shall be easily removable to allow inspection of the component. Cable tie saddles may be bonded to the inside of the bodywork or to the chassis as required to manage the routing of hoses and cables.

It is permitted to repair faulty threads by the use of Keenserts, Helicoils or similar but only to recover a thread to its original location, diameter and pitch.
- 4.4.4 Protections for driver comfort (e.g. foam padding) may be added, provided that their sole function is for

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protection.

- 4.4.5** The car must be dimensionally correct within the adjustment range of the standard components and the parameters set out in the Technical Manuals, supplied by MSV.
- 4.4.6** The car in its entirety must be operated in accordance with the Technical Manuals, supplied by MSV. In the Technical Manuals, unless a setting is specified as adjustable or a component is specified as an alternative part, then the car must remain as originally supplied.
- 4.4.7** Any modifications and/or repairs that are not the direct replacement of standard parts, will only be permitted if it can be demonstrated by the Competitor to the Championship Eligibility Scrutineer before the car is used that such modifications and/or repairs are incapable in any way of enhancing the performance of the car. This will require the submission of a Technical Query Form as per Appendix FOUR. The decision of the Championship Eligibility Scrutineer as to whether to accept the modification and/or repair will be final and that decision will be communicated to the Competitor in writing. Photographic evidence of the modification and/or repair will also be obtained.
- 4.4.8** The Championship Eligibility Scrutineer has the right to remove any part or assembly or assemblies for examination of technical compliance at any time during the event. In this eventuality the competitor will be provided with a substitute standard specification component or components for the duration of the examination. Typical parts or assemblies likely to be examined are as follows:

Anti-Roll Bars
Dampers
Differential components or whole
Diffuser
ECU
Engine sensors
Floor stays
Front splitter and bib
GCU
Gearbox components or whole
Rockers
Silencer
Wheel bearings
Wing endplates
Wing mounting plates
Wing mounting spacers
Wings
Wiring looms

- 4.4.9** The use of quick-release couplings for brake and clutch lines is allowed, provided that FIA approved dry couplings are used.

4.5 CHASSIS

- 4.5.1** MSV FA-016 as detailed in the Technical Manuals.
- 4.5.2** No modifications to the chassis are allowed.
- 4.5.3** Minor repairs to the chassis during events are permitted using original materials and providing that the original shape and dimensions are maintained, and are subject to the specific approval of the Championship Eligibility Scrutineer, by way of the Technical Query Form as per Appendix FOUR. Short term repairs at an event must be made good by the following event to re-achieve the original shape of the component, its surface finish and a high standard of aesthetic appearance.
- 4.5.4** Structural repairs to the chassis are not permitted unless by an MSV appointed supplier and for quality control purposes the repair must be routed via MSV.

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4.6 BODYWORK

- 4.6.1** Must remain as standard as supplied by MSV. The adding of colour or thin adhesive film up to thickness of 0.5mm is not considered as a modification, provided the colour or film fulfils only an optic function.
- 4.6.2** The modification of bodywork parts and bodywork supports is allowed only to ensure proper installation, only accounting for manufacturing tolerances.
- 4.6.3** Minor repairs to bodywork components during events are permitted using original materials and providing that the original shape and dimensions are maintained, and are subject to the specific approval of MSV, by way of the Technical Query Form as per Appendix FOUR. Short term repairs at an event must be made good by the following event to re-achieve the original shape of the component, its surface finish and a high standard of aesthetic appearance.
- 4.6.4** Structural repairs to the Front and Rear Impact Structures are not permitted unless by the MSV appointed supplier and for quality control purposes the repair must be routed via MSV.
- 4.6.5** The head restraint must be painted in commercially available paint or covered with vehicle wrapping vinyl. Low-friction transparent vinyl (of less than 1mm thickness) may also be applied to protect the surface finish but only in the area where there is contact between the driver's helmet and the head restraint.
- 4.6.6** The skid plank fitted under the chassis facing the ground must have at all time a thickness of at least 4mm. In order to establish the conformity of the skid plank after use, the thickness must be above the minimum at at least one point around the circumference of each of the three holes located as shown in Appendix TWO.
- 4.6.7** Measured across the car, the sidepod floors must be parallel to the plane of the underside of the chassis. Measured along the car, the sidepod floors must be parallel to the plane of the underside of the chassis.
- A tolerance of 5.0mm is permitted across their width and length, to allow for potential for discrepancies such as, but not limited to component manufacturing and repair tolerances and imperfection of chassis bottom flatness.
- 4.6.8** All panels which are required to display Championship sponsor or other markings as set out in Appendix ONE must display these logos/markings at all times.

4.7 ENGINE

- 4.7.1** The engine and various engine components will be sealed by MSV. All seals must be in place and undamaged for eligibility purposes. No internal or external modifications or adjustments are allowed. The seals can only be removed with the authority of the Championship Eligibility Scrutineer during events.
- 4.7.2** The engine must be operated as specified in the MSV Technical Manuals. If the engine requires repair or overhaul it must be returned to MSV as detailed in the Engine Use Agreement.
- 4.7.3** The parts comprising the engine assembly are defined in the Technical Manuals.

4.8 EXHAUST SYSTEMS

- 4.8.1** No modifications are permitted.
- 4.8.2** The exhaust manifold between the cylinder head and the 4-into-1 collector may be wrapped in a suitable insulating material provided such wrapping is for protection only and does not alter the function of the primary component in any way. Any protective wrapping shall be easily removable to allow inspection of the manifold.
- 4.8.3** The silencer may be repacked providing the method and materials are the same as the original component.

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4.9 ENGINE CONTROL SYSTEMS

- 4.9.1** The Championship Eligibility Scrutineer retains the right to substitute ECUs at his discretion at any time during an event otherwise the engine and ECU must be paired as supplied by MSV. No modifications to any control system or component part of it is permitted. ECUs shall carry no markings except their original manufacture markings.

4.10 SUSPENSIONS/STEERING

No modifications are permitted.

- 4.10.1** Ride height and camber are free within specified limits as set out in the Technical Manuals.

- 4.10.2** Tracking is adjustable within the range specified in the Technical Manuals.

- 4.10.3** The range of MSV supplied Tatuus branded springs that can be used is specified in the Technical Manuals.

- 4.10.4** Packers and bump rubbers are not permitted.

- 4.10.5** It is permitted to remove or disconnect a front and or rear anti roll bar drop link. If the drop link is disconnected it must be secured in such a way as not to allow interference with adjacent parts.

4.11 TRANSMISSIONS

- 4.11.1** No internal or external modifications are permitted. The gearbox may only comprise the standard SADEV components originally supplied or their direct SADEV replacements. No modifications to the original SADEV surface treatments or finishes are permitted.

- 4.11.2** The differential may only comprise the standard SADEV components originally supplied and listed in the Technical Manuals. No modifications to the original SADEV surface treatments or finishes are permitted.

- 4.11.3** Only the gear ratio sets specified in the Technical Manuals may be used. It is not permitted to modify the gear ratios in any way and the surface finish must be as the standard SADEV part listed in the Technical Manual.

- 4.11.4** No part of the gearbox control or operation system may be modified in any way. Only replacement parts supplied by MSV may be fitted.

4.12 ELECTRICAL SYSTEMS

- 4.12.1** The entire electrical system and all wiring looms must remain exactly as supplied and may not be modified or added to in any way in form or function. Repairs can only be carried out by MSV.

- 4.12.2** The Cosworth Electronics DB1 data logging system must remain as supplied during events. No other data logging system or additional instrumentation is permitted.

- 4.12.3** The Cosworth DB1 data logger must be functioning at all times and be writing data to the CF card reliably. The Championship Organiser may require access to data at any time. Any competitor who fails to supply suitable data will be liable to a penalty. Penalties will be in accordance with MSA Regulation C2.1.1 and infringements may also be reported to the Championship Stewards for further sanctions.

- 4.12.4** Both the use of radio communication to and from the driver and the use of "car to pits" telemetry for data logging purposes are prohibited. Lap time data logging beacons are permitted.

4.13 BRAKES

- 4.13.1** The braking system must remain as standard and as specified in the Technical Manuals.

- 4.13.2** Permitted brake pad materials are those only as specified in the Technical Manuals.

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4.14 WHEELS/STEERING

- 4.14.1 Only F3 specification alloy wheels may be used as supplied by MSV.

4.15 TYRES

- 4.15.1 Slick tyres nominated for use at the start of each event of the Championship must be new tyres. Each competitor may not use more than four front and four rear slick tyres at each event of the Championship.

Wet tyres nominated for use at the start of each event of the Championship may be new or used. Each competitor may not use more than four front wet tyres and four rear wet tyres at each event of the Championship.

A used tyre is defined as a tyre that has been nominated in the Championship. All other tyres are deemed to be new tyres.

Competitors prior to qualifying must present at initial scrutineering to the Championship Eligibility Scrutineer a completed 'Tyre Record Form' as shown in Appendix THREE for all of the tyres they wish to nominate for use for the duration of the whole event. Any competitor found during post qualifying/race scrutineering, to have qualified or raced with a tyre not listed on the 'Tyre Record Form' will be excluded from the results and may be subject to further penalties.

- 4.15.2 Wet tyres can only be used if the track is declared 'Wet' by the Clerk of the Course. The car's rear light must be illuminated at all times when it is running on wet-weather tyres. It shall be at the discretion of the Clerk of the Course to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.

- 4.15.3 Dry weather tyres – FRONT: Pirelli 200/540-13 DM
REAR: Pirelli 250/575-13 DM
Wet weather tyres – FRONT: Pirelli 200/540-13 WS
REAR: Pirelli 250/575-13 WS

- 4.15.4 Only tyres supplied by the MSV nominated supplier may be used. Tyre serial numbers printed on the tyre sidewall under the barcode will be recorded as they are issued and must be used when completing the Tyre Record Form.

- 4.15.5 During an event it is not permitted to turn tyres on their rims in order to change the direction of rotation, unless for safety reasons and then only with the written approval of both the Championship Eligibility Scrutineer and the nominated representative of the Tyre Supplier.

- 4.15.6 If a competitor has damaged a quantity of their nominated tyres to the extent that continued participation in the event is impossible, and in the opinion of the Championship Eligibility Scrutineer the damage was not caused intentionally, supplementary front and/or rear tyres may be nominated and used by that competitor. Such supplementary tyres will be selected from the pool of discarded tyres at the discretion of the Championship Eligibility Scrutineer.

- 4.15.7 The action of artificially raising the temperature of tyres, use of tyre heating/heat retention devices, use of tyre treatments and compounds are all prohibited. Such compounds must not be brought to the event, be in team vehicles or the pit area.

- 4.15.8 Dressing of any part of the surface of the tyre using tools or heat guns is prohibited. In the event that any surface matter needs to be removed on grounds of safety this must be done with the agreement of the Eligibility Scrutineer.

- 4.15.9 Tyres may only be inflated with compressed air.

- 4.15.10 The Championship Eligibility Scrutineer may require competitors to place some or all of their nominated slick tyres in overnight parc ferme during an event.

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4.16 WEIGHT

4.16.1 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. After taking the Chequered Flag cars must not stop in the pit lane and must go directly to Parc Fermé except podium cars on instruction from officials. Any cars in the pit lane when the Chequered Flag is shown fall immediately under Parc Fermé.

4.16.2 The total minimum weight including driver shall be 575kg

4.17 FUEL & LUBRICANTS

4.17.1 Official Championship fuel at all events will be Sunoco CMR. Competitors must use this fuel only as supplied by the MSV nominated supplier. There will be strict compliance controls. A minimum sample of 3 litres must be available via the dry-break connector using the cars’ own fuel pump at the end of any qualifying or race.

4.17.2 It is the competitors’ responsibility to ensure that any fuel samples taken at an event comply with the signature for the Official Championship Fuel.

4.17.3 Permitted lubricants for engine & gearbox are specified in the Technical Manuals.

No additives to fuel or lubricants are allowed, unless specified in the Technical Manuals.

4.17.4 The use of any device, on or off the car which is intended to reduce the temperature of the fuel to below ambient temperature, is not allowed.

4.18 SILENCING

4.18.1 Vehicles must at all times conform to MSA Regulations. 108 dBA at $\frac{3}{4}$ maximum rpm (5250rpm) at 0.5m as set out in the 2017 Competitors’ and Officials’ Yearbook; Regulation J 5.18. The ECU is pre-programmed to automatically achieve the correct rpm for noise testing. See the Technical Manuals.

4.19 NUMBERS and CHAMPIONSHIP DECALS

4.19.1 Numbers must conform to MSA Regulation J4 and Q11.1 to Q11.3 except as provided for below.

Front numbers are to be positioned as per the MSA regulations. Side numbers are to be positioned as per the MSA regulations on each rear wing end plate. The minimum height for numbers should be 150mm, they should have a stroke width of 30mm and they should be on a contrasting background. Any numbers that are not satisfactory must be changed on instruction from the Championship Eligibility Scrutineer.

Driver names located on the cockpit sides should be in the font Arial Italic and should have an upper case letter height of 30mm and a lower case letter height of 21mm. Competitors are responsible for supplying and fitting regulation numbers and backgrounds.

4.19.2 Permanent numbers will be issued to all registered competitors by the coordinator on a ‘first come, first served’ basis according to the date of receipt of a valid Championship Registration. The number ‘ONE’ is reserved for the winner of the BRDC Formula 3 Championship in 2016.

4.19.3 Championship decals which are mandatory will be supplied via the Coordinator. These must be positioned on temporary pit garage walling in locations agreed with the Championship Co-ordinator and on the car in accordance with Appendix ONE.

4.19.4 MSVR decals and other Championship decals must be displayed on each side of the car on the rear wing end plate position shown on Appendix ONE.

4.19.5 An MSVR logo and other Championship logos must be displayed on the drivers’ race suit as shown in

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Appendix ONE.

- 4.19.6** In the event that decals and logos are not displayed the competitor will not be eligible for awards, trophies or prizes.
- 4.19.7** If a competitor has a sponsor or wishes to display any branding that may conflict with a Championship sponsors' business activities, then this issue should be raised with the Championship coordinator in writing and an agreeable solution will be sought. Any agreement to vary Championship branding must be obtained from the organisers in writing.

5 APPENDICES

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

5.1 Race Organising Club

MotorSport Vision Racing
Brands Hatch
Longfield
Kent DA3 8NG
Tel: +44(0)1474 875318
Fax: +44(0)1474 874766
E: david.willey@msv.com

Championship Administrator/Coordinator

Gemma Mole
Tel: +44 (0)1297 552697
E: gemma.mole@britishf3.com

Nominated Tyre Supplier

Pirelli Motorsport
Omega One
Collett
Didcot
Oxfordshire OX11 7AW

Sales:	Protyre Motorsport	01782 411001
	Shaun Chetwyn	shaun.chetwyn@protyre.co.uk
	Jason Buckley	jason.buckley@protyre.co.uk

General & Technical:	Natham Coleman	07752 825277
	natham.coleman.ex@pirelli.com	

Nominated Fuel Supplier

Anglo American Oil Company Ltd
58 Holton Road
Holton Heath Trading Park
Poole BH16 6LT

Enquiries & Sales:	Anders Hilderbrand	01929 551557	anders@aaol.co.uk
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5.2 COMMERCIAL UNDERTAKINGS

- 5.2.1** 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

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consider may prejudice the reputation of the Championship or is otherwise unacceptable.

Good presentation extends to team personnel, transporter and allocated paddock location.

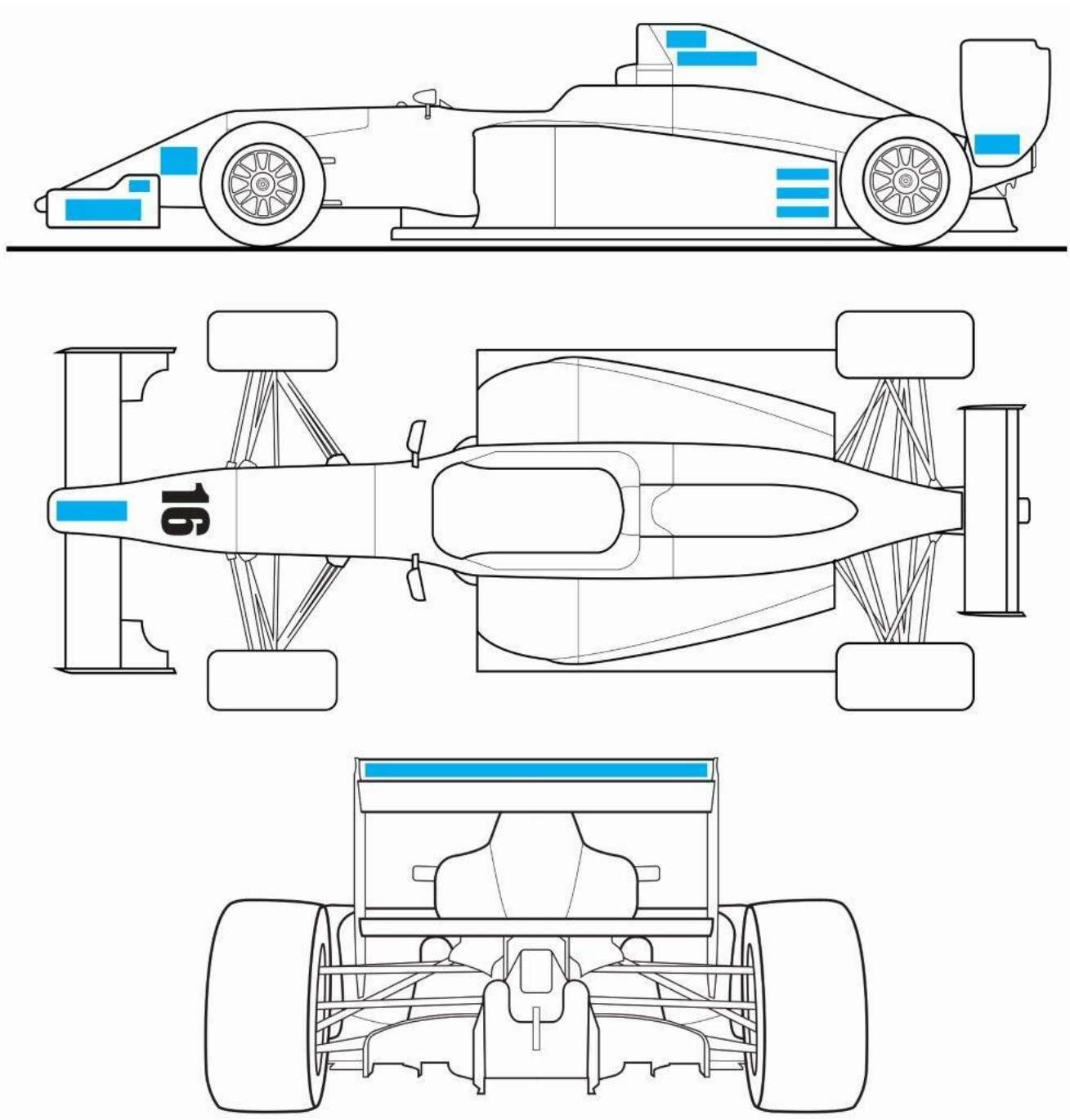
5.2.2 The maximum number of cars that may be operated by any one team is three.

5.2.3 By entering the Championship, Entrants/Drivers are obliged to assist in any promotion of the Championship when requested, particularly for television coverage. All Entrants/Drivers are obliged to assist the nominated TV production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV production company or the Championship Coordinator/Press Officer. All post race television/podium/press interviews shall be conducted while wearing a race suit with the mandatory official race suit badges in place.

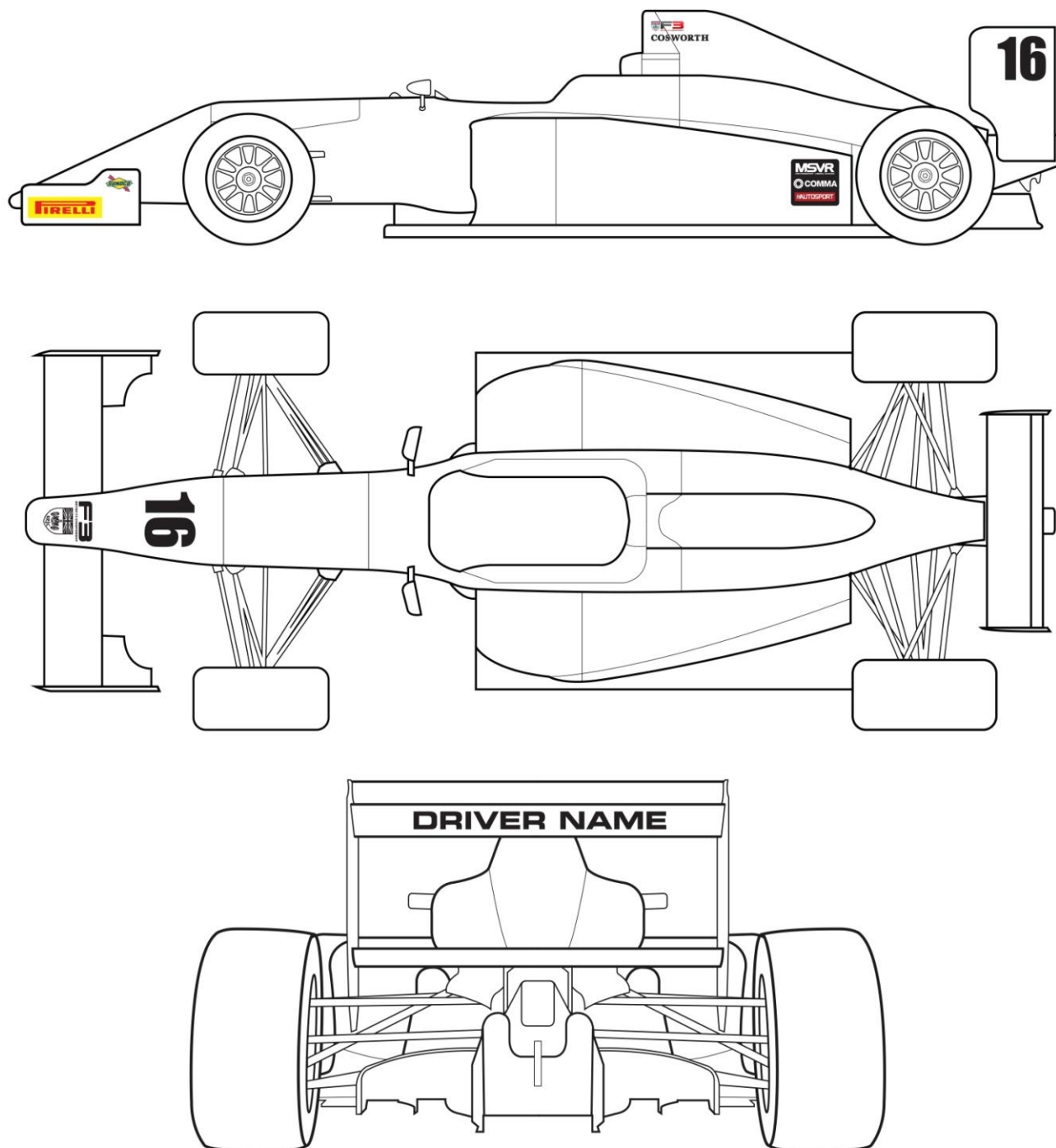
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Appendix ONE

Areas in the blue boxes are reserved for Championship decals.

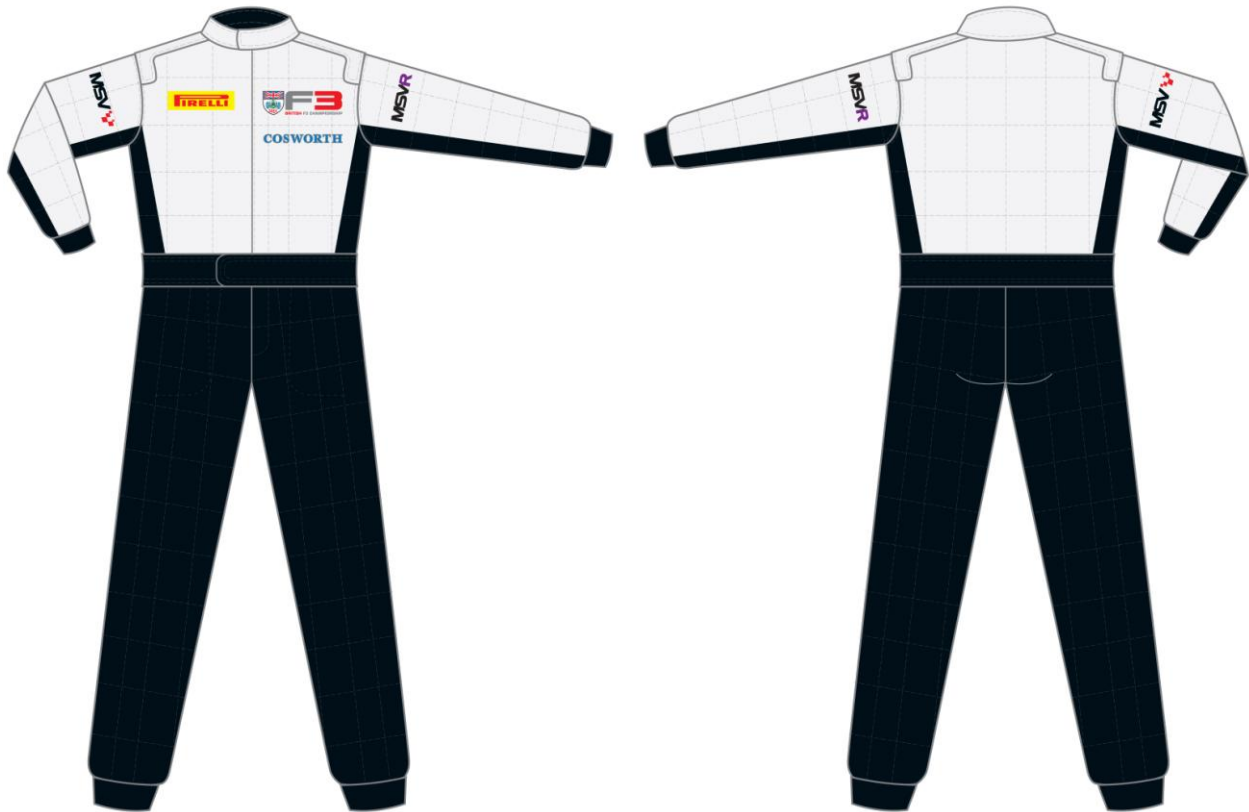


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Race Suit Option ONE



Race Suit Option TWO

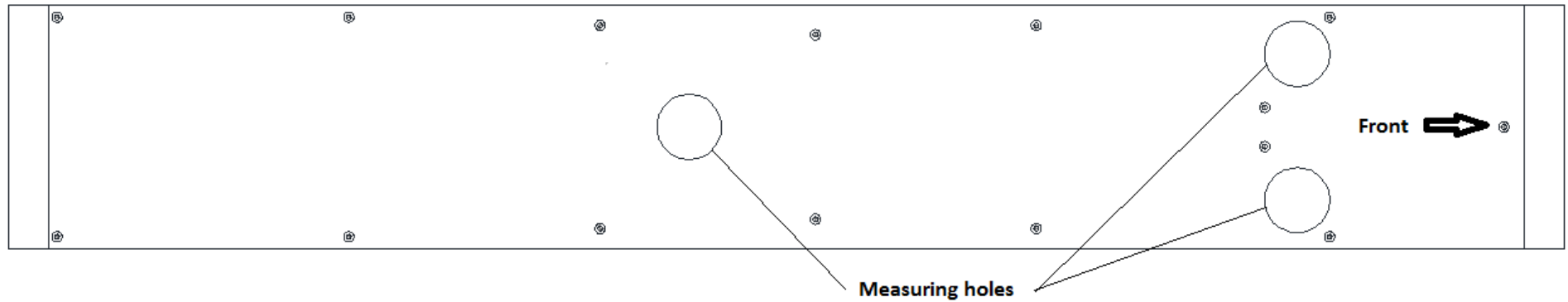


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Appendix TWO

Wear measurement holes are located on the Wooden Skid Plank

Fig. 1 – Wooden Skid Plank



Appendix THREE

BRDC British F3 Championship 2017			
Car No:		  BRITISH F3 CHAMPIONSHIP	
Team:			
Driver:			
Chassis:			
Engine No & ECU No:			
Gearbox No:			
Q1, R1, R2, R3 Declaration		Scanned Tyre Information	
8 WET TYRES	8 SLICK TYRES	WET TYRES	SLICK TYRES
↓ Declaration For Teams to input ↓ TICK BOXES TO APPROVE		Qualifying (Official Use Only)	
4 FRONT	4 FRONT		
		Race 1 (Official Use Only)	
4 REAR	4 REAR		
		Race 2 (Official Use Only)	
		Race 3 (Official Use Only)	
(Team Use Only)			
Name:			
(SIGN)			
Entrant/Team Representative			
(Official Use Only)	MSA Scrutineer		
(SIGN)			

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Appendix FOUR

TECHNICAL QUERY FORM

Car No:

Date:

Chassis:

Engine:

Driver / Entrant (name)

Driver / Entrant (sign)

Query:

Please leave the area below for the response to your query

Reply (MSA official use only):

Name:

Signature:

Date:

Time:

RECIPIENT

Name:

Signature:

Date:

Time: