



FUN CUP SEASON 2025 – TECHNICAL REGULATIONS

M3 is the promoter and organizer of the Fun Cup 2024 and the exclusive supplier of Fun Cup parts.

All participants agree, by the sole fact of their registration, to comply with these regulations as well as any supplementary regulations for each race. Every team member is deemed to have read the full regulations.

These regulations are written in terms of **authorizations**.

Therefore, any modification is prohibited unless expressly authorized by these regulations.

Furthermore, an authorized modification does not justify any unauthorized modification.

If there is any conflict between these regulations and the homologation sheet due to an update, **the homologation sheet prevails**.

These regulations have been registered with the FFSA under organization permit no. ... dated ...

Article 1 – Modifications

- The replacement of any parts, for any reason, may only be done using parts sold by M3.
- The car must at all times comply with the applicable technical and sporting regulations as well as the Fun Cup EVO 3 homologation sheet (available on request).

Article 2 – Safety

2.1 Mandatory Equipment

- All cars participating in the Fun Cup must be equipped with the safety devices required by **Article 253 of FIA Appendix J** in force.
- Drivers must wear the safety equipment specified by the FFSA general regulations.
- The use of a **Frontal Head Restraint (FHR / HANS)** is mandatory.

2.2 General Safety

- All Fun Cup cars must be in good working order and presentation condition.
- Technical scrutineers reserve the right to report to the Panel of Stewards, who will decide whether a car may take part in the event.





Article 3 – Vehicle Configuration

3.1 Eligible Cars

3.1.1 The Fun Cup is exclusively reserved for Fun Cup EVO 3 cars approved by M3. Engines are prepared by M3. Both single-seater and two-seater cars are permitted. Races will take place with one driver on board only; passengers are strictly prohibited. M3 reserves the right to refuse any car.

3.1.2 A car may only participate when the owners, renters, or users have settled all fees requested by M3 at the start of the season or before each event. M3 reserves the right to refuse any car for any reason.

3.1.3 Only parts supplied by M3 are authorized. They may be checked by M3 at any time.

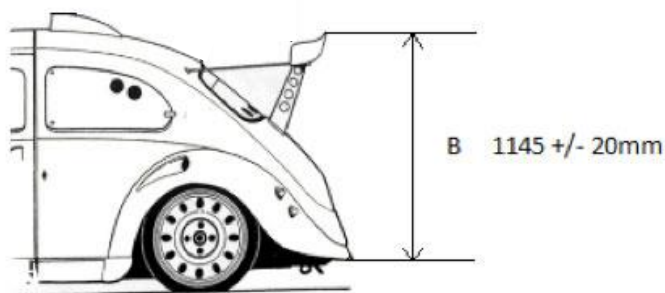
3.1.4 Engines have been bench balanced and deliver:

- EVO 3: 173 hp (+/- 3 hp) for 1983 cc displacement.

3.1.5 Teams agree not to modify the car's appearance.

3.1.6 The rear wing must comply with the following:

- The wing must fit inside a box 210 mm × 210 mm × 1420 mm (including mounting).
- It must match EVO 3 homologation sheet (model WRT – Photo 9 I).
- The reinforced wing mount must match EVO 3 homologation sheet (model WRT – Photo 9 J) and must be fixed directly to the rear hood with no intermediate part.
- The wing must be mounted directly to its support with no intermediate part.
- Position measurement: vertical distance between upper rear edge of the wing and bottom of rear hood must be **minimum 1145 mm, tolerance ±20 mm**.





3.1.7 Bodywork elements, including the mandatory “spoiler evolution 1” (WRT version) from M3, must be fitted during official tests and races.

- The **front spoiler clearance** from ground: minimum **85 mm at all times**.
- The **rear body clearance** at the median plane: minimum **255 mm at all times** (lowest rear body point).
- Adding parts or material between the hood and spoiler is forbidden.

3.1.8 The **rear window must remain perfectly transparent and free of stickers or covering**, except mandatory stickers.

3.1.9 Race Direction and Stewards alone decide on compulsory replacement of any majorly damaged bodywork element.

3.1.10 Any replacement parts must come from M3 unless listed in Articles 3.10.2 or 3.10.3.

3.1.11 Radios and other car-to-pit communication systems are prohibited (except during the 25 Hours of Spa).

3.2 Engines, Gearbox and Accessories

3.2.1 EVO 3 engine and accessories must remain as supplied by M3, including all EVO 3 kit elements.

3.2.2 No engine modifications are permitted — neither block nor accessories (clutch, air filter, spark plugs, alternator, carburetor). Engines and gearboxes are sealed.

- If mechanical problems occur, the engine must be returned to M3 for repair at competitor’s expense.

3.2.3 Opening the engine or removing accessories is strictly prohibited. Only M3 mechanics may do so under scrutineer supervision.

3.2.3(a) Gearboxes may not be opened or modified without M3 authorization. Only M3 technicians may open gearboxes under scrutineer supervision.

- Sequential gearbox ratios are original (long type).
- A gearbox cooling kit supplied by M3 is allowed.
- Gear linkage modification is prohibited.

3.2.3(b) The differential section of sequential gearboxes may not be opened or modified. Only Sadev technicians may do so under scrutineer supervision.





- Only SADEV “France EVO 1” original transmissions are allowed (unless M3 grants exemption).

3.2.3(c) Power steering supplied by M3 is allowed, as well as the 11-tooth rack.

3.2.4 M3 reserves the right to replace engines, gearboxes, or other suspicious components at any time, and to seal or impound cars for checks at competitor’s expense.

- Competitors are responsible for seals and must have resealing done before leaving parc fermé or risk exclusion.

3.3 Wheels and Tires

3.3.1 Tires supplied by M3 are mandatory in all conditions and must be purchased at the series’ exclusive supplier.

3.3.2 Tires must retain sufficient tread at all times to avoid visible carcass.

3.3.3 Authorized tires: **HANKOOK 195/50/15**, with M3-supplied wheels:

- Front: 7×15 aluminum wheels
- Rear: 8×15 aluminum wheels

3.3.4 No limit on number of tires used.

3.4 Brakes

3.4.1 Only M3 brake pads are authorized. M3 “big brake kits” are allowed at the front.

3.4.2 Brake cooling:

- Front: max 70 mm diameter duct per wheel, within bodywork limits.
- Rear: max 70 mm diameter duct or NACA inlet per wheel in forward section of rear fender.

3.5 Suspension

3.5.1 McPherson suspension is required.

- Only three types of M3-stamped springs are authorized.
- Only M3-supplied struts are authorized.





- No spacers (washers) between driveshaft and hub.
- French and Belgian mounting types are allowed.

Ground clearance: minimum **155 mm at all times** at front and rear axles.

- Springs must remain compressed between upper/lower perches even when wheels are lifted.
- Bushings must sit inside ball joint carrier and be clamped between uniball and damper nut.
- Drilling a 3 mm hole at the bottom of dampers to drain water is allowed.

Spring	Total spiral number	Working spiral number	Height	Inside diameter	Spiral diameter
390 measure : 67 kg/cm +/- 2 kg/cm	7	5,5	152,5 mm +/- 2,5 mm	57 à 58 mm	10,30 < X < 10,70 mm
500 measure : 82 kg/cm +/- 4 kg/cm	7	5,5	152,5 mm +/- 2,5 mm	57 à 58 cm	11,05 < X < 11,30 mm
600 measure : 103 kg/cm +/- 3 kg/cm	7	5,5	152,5 mm +/- 2,5 mm	57 à 58 mm	11,80 < X < 12,10 mm
compensation spring new measure : 26 kg/cm +/- 1 kg/cm old measure : 22,5 kg/cm +/- 1 kg/cm	3 4,5	1,5 3	55/56 mm 45/46 mm	57 à 58 mm 62 à 63 mm	5,9 < X < 6,1 mm 5,2 < X < 5,5 mm

3.5.2 Front anti-roll bar may be removed. If installed, it must use original mounts. Aluminum hubs are authorized.

3.6 Weight

3.6.1 Minimum weight: **750 kg**, including fluids (lubrication, cooling, brakes) at normal levels, **without driver**.

- The car must never weigh less than this minimum during the event.

3.6.2 Cars may be weighed at any time. If disputed, scrutineers may drain the fuel tank to verify weight.





3.6.3 Only the official scrutineering scale is valid.

- No tolerance for non-damaged cars.
- For damaged cars (missing bodywork parts), a 5 kg tolerance applies. Teams must stop for repairs if they believe damage exceeds this tolerance.

3.6.4 Ballast: two locations are provided for mounting M3 ballast boxes. Plates must be mounted per M3 specifications.

3.7 Fuel – Tank – Refueling

3.7.1 Only pump unleaded 98 fuel sold by Team FJ at races is authorized (no racing fuel). Additives prohibited. No fuel storage allowed on site.

3.7.2 Only FIA-approved flexible tanks supplied by M3 are permitted, capacity **46 L**. Cap must be EVO MONZA type supplied by M3.

3.7.3 Any onboard system to measure or manage fuel quantity/reserve is forbidden.

3.7.4 Fuel must flow from tank to pump through a single armored flexible line without intermediate joints (except filters).

3.8 Safety and Lighting

3.8.1 A rear crash light (minimum 21 W, like a 3rd brake light) must be mounted at rear window height, operable at any time by Race Direction.

3.8.2 Two projector headlights must be mounted at the front inside the bodywork.

3.8.3 Race Direction may require crash lights to stay on continuously in adverse weather.

3.9 Ventilation

3.9.1 Engine bay ventilation: drilling up to **5×50 mm holes** in the rear window, horizontally aligned and centered, is authorized (not in mandatory advertising area).

- Drilling up to **2×50 mm holes** in rear side windows is authorized.
- Partial cutting of front hood to improve radiator cooling is authorized.

3.9.2 Cockpit ventilation: up to **50 mm duct** at left/right front side windows is authorized.





3.9.3 Lifting rear side windows or rear window is authorized.

3.9.4 NACA ducts for upper rear hood allowed only for paddle shift cooling (with cooling hose) — not authorized in Belgian races.

3.10 Free or Adjustable Items

3.10.1 Adjustable settings:

- Ground clearance (minimum 155 mm)
- Brake bias
- Wheel camber and toe
- Removal of front stabilizer bar

3.10.2 Mandatory free items (FIA standards):

- Master switch (cuts all circuits and engine, operable inside/outside, marked with red lightning in blue triangle).
- FIA seat (8855-1999 or 8862-2009 only valid).
- FIA 6-point harness (8853/98).
- FIA extinguisher (min. 2 kg, securely mounted with double straps and metal quick-release).
- Steering wheel and hub.
- Left/right exterior mirrors (min. 90 cm²).
- Wiper motor, arms and blades.
- Lighting compliant with road regulations.
- Rear crash light type.
- Dashboard instrumentation.
- Electrical wiring (except EVO 3 kit harness).
- Tow hooks: rigid steel, 30-100 mm ID, ≥5 mm thick, painted yellow/orange/red, securely fixed to chassis, not protruding beyond body, clearly marked with arrow.

3.10.3 Optional free accessories:

- Interior mirror
- Rear-view camera

Article 4 – Technical Scrutineering

- Any unauthorized modification is solely the responsibility of the car owner.
- Holding private or paid free practice does **not** exempt competitors from mandatory technical checks.
- Scrutineering schedules must be strictly observed under penalty of fines or exclusion.





- Technical checks (see also Article 15) may take place at any time during or after an event. Cars must comply with technical regulations at all times.
- Random scrutineering will take place at each event.
 - The cars to be checked will be drawn by lot.
 - Results will be shared with all teams.
 - Each team is responsible for ensuring its car is compliant throughout the weekend.
- Any non-compliance will result in sanctions.

Article 5 – Interpretation

- Only **M3** is authorized to interpret any ambiguities arising from these regulations.
- Disputes or protests will be decided by **Race Direction**.

