



## ***FUN CUP SEASON 2025 – GENERAL AND SPORTING REGULATIONS***

### **Article 1 – Organisation**

The company M3 is the promoter and organizer of the Fun Cup 2025, in accordance with the provisions of the FIA International Sporting Code 2025, the general FFSA regulations and the standard asphalt circuit regulations, as well as the present sporting regulations and any specific supplementary regulations, all of which participants agree to comply with by the sole fact of their registration. Each member of the entered teams must have read the entire regulations and its appendices.

The company M3 is also the exclusive technical supplier of homologated spare parts for the Fun Cup.

#### **M3**

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The present regulations have been registered by the FFSA under organization permit no. ... dated ...

M3 is vested with full authority to organize the series of events.

The Fun Cup 2025 will be held over 5 rounds:

- March 21, 22, 23: Castellet
- April 11, 12, 13: Dijon
- May 23, 24: Magny-Cours
- September 5, 6, 7: Le Mans
- September 26, 27, 28: Nogaro

These dates are given for reference and are subject to change.





## Article 2 – Entry

### 2.1 Entry by Invitation

Fun Cup races are private events, by invitation only. An invitation granted in year N does not grant any right to invitation in year N+1.

All cars must pay the entry fee to M3 at least 15 days before the race.

Entry fees remain with M3 even if the participant does not start. No refund will be granted. Similarly, no total or partial refund will be granted to participants disqualified from the race by Race Direction or by M3.

M3 reserves the right to refuse any participation.

Entries are personal and granted *intuitu personae*, meaning they may not be transferred or resold.

### 2.2 Administrative Checks for Drivers

All drivers (without exception) wishing to participate in Fun Cup races must:

#### For drivers of French nationality:

- Hold a valid FFSA license, to be obtained from your ASA:
  - International Competitor Driver Auto
  - National Competitor Driver Auto
  - Regional Competitor Driver Auto
- OR purchase an FFSA Regional Circuit Participation Permit through M3 during administrative checks for French races.

#### For drivers of foreign nationality:

- Hold a valid license from their International or National Federation with authorization to race abroad.
- OR purchase a Non-Resident Foreign Participation Permit through M3 during administrative checks, accompanied by an optional personal accident insurance for the weekend.

#### In addition:

- Each driver must register on the Fun Racing Cars portal to complete and sign documents online: <https://portail.funracingcars.com/>
- Each novice or considered novice driver must attend mandatory pre-race theory courses. These courses are compulsory before taking to the track in private or free





practice sessions, under penalty of not being allowed to drive. M3 reserves the discretionary right to waive this requirement for a driver.

Once all these obligations are fulfilled, without exception, the driver will be allowed to access qualifying sessions. Failure to comply with any obligation results in exclusion.

### *2.3 Driver Equipment*

Drivers must wear a suit, underwear, helmet, frontal head restraint device, gloves, shoes, and balaclava meeting current FFSA standards during all official or non-official practice sessions and races. This applies to all drivers.

### *2.4 Mechanics' Equipment*

Wearing a suit is not mandatory but recommended.

Each team is responsible for ensuring appropriate clothing for pitlane personnel (no shorts, no open shoes).

## **Article 3 – Cars and Equipment**

### **3.1 General**

A driver may use only one car per event. The car must comply at all times with the current technical and sporting regulations as well as with the Fun Cup EVO 3 homologation document issued by the RACB (available on request).

### **3.2 Admitted Cars**

The Fun Cup is exclusively reserved for Fun Cup cars approved by M3. Engines are prepared exclusively by M3. The Fun Cup is open to both single-seater and two-seater cars. Races will take place with only one driver on board; passengers are strictly prohibited except during private tests (passenger must be a properly registered race driver).

M3 reserves the right to refuse any car.

### **3.3 Fuel – Tires – Equipment**

#### *3.3.1 Fuel*

Any storage and handling of fuel is strictly prohibited on the event site. Only fuel supplied on site by Team FJ is permitted. Any additive is prohibited.

#### *3.3.2 Tires*

Fun Cup competitors must exclusively use tires supplied by M3, in the sizes specified by the 2024 Fun Cup technical regulations.





### *3.3.3 Transponder*

Competitors must equip their car with a wired Protime Elite transponder (can be ordered directly from M3).

### *3.3.4 OLED*

The OLED system or equivalent is prohibited.

### *3.3.5 Radio*

Competitors must equip their car and drivers with a radio system enabling Race Direction to communicate with drivers.

The equipment used must be approved by M3. Non-functioning radios will be considered technical non-compliance. The car will be immediately stopped by a technical flag and allowed to rejoin once compliance is restored.

Any radio communication between the car and its team is forbidden under penalty of exclusion.

### *3.3.6 MyLaps System*

The My Laps Race Link X2 system is mandatory for all cars. It must remain active and functional throughout the entire event.

## **3.4 Race Numbers**

- Promoters and organizers assign a number per car for the season, normally matching the chassis number. Exceptions may be granted by M3.
- Numbers must be affixed before technical checks and must remain throughout the event. They are not supplied by the organizer.
- Numbers must be black (minimum 20 cm high and 4 cm stroke thickness) on a white circle of at least 40 cm diameter, placed on both car sides between the front and rear fenders, using “Anton regular” font.
- A yellow race number (minimum 7.5 cm high) must also be applied to the lower right of the windshield and rear window. Not supplied by the organizer.
- For night races, race numbers must be either illuminated or self-reflective.





## **Article 4 – Advertising**

### **4.1 Mandatory Advertising Placement for M3**

- Windshield banner
- Entire car sills on both sides, front and rear, 15 cm high from the body bottom
- Front headlight area
- Rear wing of the rear hood
- Door number panels

### **4.2 Stickers**

Stickers provided as part of mandatory advertising must be affixed in designated areas, as supplied, with no alteration to background, size, or color. They are supplied by M3. Each crew is responsible for applying them.

### **4.3 Application and Compliance**

Advertising must be applied before technical checks and remain in place for the entire weekend.

Track access may be denied to any car not in compliance, and correction may be required before rejoining the event.

If any mandatory advertising is missing during practice, the car will start from the back of the grid. If missing during the race, the car will be irrevocably disqualified.

### **4.4 Conflicting Advertising**

Any advertising conflicting with or opposing M3 sponsors is prohibited on cars, suits, helmets, or gloves, under penalty of disqualification.

### **4.5 Rear Window**

The rear window must remain free of decoration or advertising (unless M3 grants an exemption).

## **Article 5 – Venue and Infrastructure**

### **5.1 Pit Lane**

Speed is limited to **50 km/h** in the pit lane under penalty of sanctions.

The pit lane is prohibited to accompanying adults or children. The pit wall is off-limits to children under 16 years old.

### **5.2 Pits, Paddock and Track**

A technical area will be established at each circuit: garages and garage rear areas. The team agrees to park its car there during the event, between each practice session, before the start, and after the finish of each race or heat. This does not override parc fermé rules. Depending





on the specific event regulations, this technical area may also be placed under parc fermé conditions during certain periods.

No mechanical work is allowed outside this area or under parc fermé without M3's authorization. Any breach is punishable by disqualification from the race, heat, or event.

During each event, Race Direction may require a 30-minute parc fermé after the race.

Any form of hospitality or technical structure (tent, awning, etc.) may only be set up with M3 authorization.

Garages must be returned empty, cleaned, and in the same condition as received. Any damage may be billed to teams.

Depending on the circuit, cars causing damage to the track (barriers, protections, etc.) may be held financially responsible.

It is forbidden to leave used tires or other bulky waste in the paddock at the end of race weekends. Any breach may incur billing.

## ***Article 6 – Running of Events***

### **6.1 Schedules**

Detailed schedules for each event will be included in the specific regulations for that event.

### **6.2 Administrative Checks**

All drivers must have completed and signed the online documents beforehand via the Fun Racing Cars portal.

The team manager must collect driver wristbands and private practice passes before the car takes to the track.

### **6.3 Technical Checks**

All cars must be presented for scrutineering.

### **6.4 Briefing**

All drivers must attend the full drivers' briefing. Attendance sheets must be signed.

Absence from the briefing will incur a **€150 fine** per FFSA general regulations.

The briefing must also be signed electronically via the Fun Racing Cars portal.





## 6.5 Qualifying

Each team must take part in qualifying with at least **one timed lap per driver**. Driver presence is checked by officials. Except where waived by the Stewards, any driver arriving after qualifying may not take part in the race.

The duration of qualifying may be adjusted by Race Direction or M3 depending on circumstances.

All drivers must wear an M3-issued wristband during practice and the race to access paddocks, pits, and track.

The starting grid is set by **lot draw**, except at Magny-Cours where it is set by qualifying results. The draw is public, using “pools” based on:

- total number of cars divided into two, three, or four groups (taking into account cars or teams starting from the back of the grid),
- times achieved during official qualifying.

Private paid practice sessions may be organized. During these sessions, two-seaters may carry passengers, but only registered race drivers with wristbands. No passengers are allowed in official practice or races.

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## 6.6 Races

### 6.6.1 Crew

During endurance events, regardless of length, each team must have **2 to 6 drivers**. Only registered drivers appearing on the official qualifying list may race. A driver may only drive **one car** in qualifying and the race.

### 6.6.2 Driver Changes

- A mandatory pit stop must occur within a **20-minute window** marked by a CHANGE board.
- Not compulsory to pass at least once under the CHANGE panel — timing is set by M3.
- Any driver change outside this window remains valid but must still occur during the event.
- Any car entering pit lane after the closing time will be penalized.
- LAST CHANGE panel is removed.
- In case of full-course yellow or safety car, the closing time is delayed accordingly.
- **Double stints prohibited** (a driver may not drive two consecutive stints).
- Stop intervals:
  - every **35 minutes** for 3.5h or 7h races
  - every **40 minutes** for 4h or 8h races
  - every **60 minutes** for 12h races





A car stationary for at least **10 minutes straddling the opening of the window** does not need an additional stop during that window.

Any car not respecting the required number of stops will be penalized.

#### *6.6.3 Start Procedure*

- Details given at the briefing.
- Any car with a problem during the formation lap starts from the back of the grid or pit lane.
- Rolling start behind the safety car. Green flag **or lights** will indicate race start.
- No overtaking before the green flag at the timing line; any infringement = jump start.
- Pit lane closed during grid formation. Cars entering pits during procedure are penalized.

#### *6.6.4 Safety Car Procedure*

- Emergency procedure. Marshals display "SC" panels plus waved yellows.
- Pit lane closed at least one lap until the safety car catches the leader.
- Race Direction will reopen pit lane via radio.
- Entry into pit lane before SC trigger is validated by video.
- Pit lane remains open for cars with technical issues.

#### *6.6.5 Finish*

- Race duration may be adjusted. Teams informed by Race Director.
- Checkered flag shown once leader completes race time.
- Leader's last lap must be under **15 minutes**.
- If laps are officially counted electronically, no claims will be accepted. Teams are responsible for their timing devices.

#### *6.6.6 Race Stoppage*

- All cars classified regardless of distance.
- Disabled cars will be brought back to pits where possible.
- If race is stopped:
  - **No points** if <25% race completed
  - **Half points** if 25-75% completed
  - **Full points** if >75% completed
- If <75% completed, a second race segment may be organized (remaining percentage minus 2 laps).
- Red flag: cars line up on grid unless directed otherwise.
- No pit stop unless directed.
- Grid for second segment = classification of last full lap before interruption.

#### *6.6.7 Flag Signals*

All flag regulations are as per FIA standards. Drivers are responsible for knowing them.







#### 6.6.8 Pit Stops

- Driver changes only; max two helpers may assist driver.
- **No mechanical work** in pit lane; car must be pushed into garage for repairs.
- Engine must be stopped during driver swap; harness may not be undone until complete stop.
- Car may only reverse with engine off.
- Refueling only in designated zone by **Team FJ staff only** — no team members allowed.
- No work on car during refueling.
- Harness and helmet must be properly secured before leaving garage.
- Max **4 mechanics** may work on a car at once.
- Team responsible for safe release of car — no blocking cars in fast lane.

#### 6.6.10 Miscellaneous

- Any issue not covered by regulations will be decided by M3.
- Sporting disputes are subject to FFSA addendums; M3 cannot modify safety rules.
- No refund for disqualified entrants.
- Team managers are responsible for ensuring compliance by all members; misconduct may lead to disqualification.
- Drivers must sign the online code of conduct before each race.

### Article 7 – Penalties

All penalties are at the discretion of Race Direction and/or the Panel of Stewards.

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### Article 8 – Sporting Disputes

#### 8.1 General Conduct

Drivers and competitors must first comply with regulations and demonstrate correct behavior. The event's Race Direction has full authority to resolve disputes and sporting issues. Their decisions are final and taken in consultation with the promoter.

Only penalties such as drive-through, stop-and-go, grid-place drops, etc., cannot be appealed or contested.

#### 8.2 Jurisdiction

Drivers, competitors, organizers, and officials cannot submit any sporting dispute or matter arising from a sporting issue to criminal, civil, or commercial courts.

#### 8.3 Liability Waiver





By participating, each team and/or driver releases M3, the organizers, their representatives, and staff from any liability regarding actions, costs, expenses, claims, or demands related to fatal or other injuries, personal or property damage, whether directly or indirectly caused by negligence or fault of the organizers, their representatives, or staff, arising from participation in the event.

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## **Article 9 – Classification**

### **9.1 General Classification per Race**

A classification will be established at the end of each race.  
No distinction will be made between EVO 1 and EVO 3 cars in this classification.

### **9.2 Points Allocation**

At the end of the series events, points will be awarded as follows:

- Winner: **100 points** regardless of the number of starters
- Second: **100 – 5 = 95 points**
- Third: **100 – 7 = 93 points**
- Fourth: **100 – 9 = 91 points**
- Fifth: **100 – 11 = 89 points**
- Sixth: **100 – 12 = 88 points**
- ... and so on down to the last classified team.

### **9.3 Overall Season Classification and Corporate Classification**

This classification will be established based on the total points scored by a car throughout the season, minus its **worst result (joker)** among the races it entered.

To benefit from this joker and be eligible for the final championship standings:

- The car must be registered for the entire season, and
- Must have started every race (except for specific cases examined by M3).

In case of a tie:

- The winner is the one with the **most race victories**,
- If still tied, then the **most 2nd places**, then **most 3rd places**, and so on.

