

Classic



**INFORMATION
PACK**

www.classicf3.org.uk





British and French cars at Brands Hatch Superprix Round 2015



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Racing in 2016 with the Historic Sports Car Club

INTRODUCING *Classic* FORMULA THREE

History of the Formula

Formula 3 has always been intended as a graduation class for aspiring Grand Prix drivers. Regulations evolved from the 500cc class of the 1950's through Formula Junior to the 1litre class introduced in 1964.

In 1971 the class evolved dramatically as slick tyres, wings and 1600cc engines were introduced. In 1974 the capacity limit was increased to 2 litres and the essential regulations have remained largely unchanged since that date.

This class of racing has always been ultra competitive and never more so than in the 1970's when drivers such as James Hunt, Alan Jones, Riccardo Patrese, Nigel Mansell and Nelson Piquet made their names in Formula 3. Rivalry was also intense between manufacturers with Brabham, Lotus, Lola, Chevron, March and Ralt among many marques competing.

Until 1996 the racing for 1970's F3 cars was split into two categories according to engine size and these categories were catered for by two separate associations:-

- The Historic Formula 3 Register for 1600cc cars built from 1971 to 1973.
- The Toyota Formula 3 Association for 2 litre cars built from 1974 to 1980. (In this period, the Toyota Novamotor engine dominated Formula 3 and all cars raced in this category used that engine hence the title).

Now that all cars from this era are covered by FIA Historic racing categories, the associations came together in 1996 with the Historic Sports Car Club to create the Classic Formula 3 series. This was initially a series of races with two classes, 1600cc and 2 litre and it succeeded the separate series run by the two associations from 1986 to 1995. In 1997 Classic Formula 3 gained Championship status and in 2000 the two associations merged to form the Classic Formula 3 Association to promote the formula's interests.

There are two main reasons for promoting this category:

To put to their intended use the very attractive cars, which were raced in Formula 3 in the 1970's and which from 1980 to 1986, were largely unraced.

To give club racers a chance to run thoroughbred singles seaters with slicks and wings in a formula, which is very closely matched and cost effective.

BUT above all, Classic F3 racing is intended to be **fun!**

The Cars

Many of the cars in both classes have documented successful histories in the British and / or European Formula 3 Championships.

Providing they are to original specifications all Classic F3 cars would fall into FIA Category G, H or I for International Historic racing. All cars raced in Classic F3 must have either FIA or HSCC papers.

1600cc

The 1600cc cars are a mixture of spaceframe construction and early examples of monocoque chassis. They now run on the same slick tyres as the bigger class and have early examples of aerodynamic wings. Marques include March, Brabham, Lotus, Ensign, Dastle and Chevron.

The engine manufacturers include Renault, Alfa Romeo and Ford “Kent” engines but the dominant power unit is the Lotus Twin cam. Power output is around 120bhp. The Hewland Mk8/9 five speed gearbox is universal.



1600 F3's racing at Mallory Park

2 Litre

The 2 litre cars are mostly aluminium monocoque construction and the later models have sidepods showing early examples of ground effect. Period engines are allowed and apart from BMW, Alfa and Ford Twin-Cam most run the Toyota Novamotor 2 litre engine with mechanical fuel injection and the Hewland Mk9 five speed gearbox with limited slip differential. The Novamotor engines are based on the 8 valve Toyota Celica engine but were heavily modified for F3 by the Pedrazzani brothers' Novamotor operation in Italy. BMW and Ford twin-cam engines are run as well. Power output is around 165bhp. From 2012 later period engines were permitted including mechanical injection VW's.

There is a wide variety of chassis, the most common being March 743-803, Chevron B34-47, Ralt RT1, Argo JM1-6, Lola T470-770 and Modus M1

From 2012, later 1981-1984 cars were permitted including March 813, Ralt RT3, Dallara 381-4, Anson SA3/4, Pilbeam MP51, Magnum 813-4, Martini Mk34-42.



Toyota F3's racing at Mallory Park - 1990

THE HSCC *Classic* F3 CHAMPIONSHIP

The Historic Sports Car Club organises a championship comprising of races for Classic Formula 3.

The calendar for 2016 is set out below:

May 21/22	Silverstone GP (DH)
June 4/5	Snetterton (DH)
July 01/02/03	Brands Super Prix (DH + F3C)
Sept 17/18	Brands Indy (DH)
Oct 15	Silverstone

DH – Double Header, F3C – French CF3

Eligibility

All cars must be registered with the HSCC or have FIA Historic Papers. If in any doubt about eligibility of any car, contact the series eligibility registrar.

Cars are run with Avon control tyres. These are cross-ply Formula 3 slicks and wets. They are available through BMTR, who will support the Championship with a tyre service at most HSCC meetings.

Eligible drivers must be racing members of the HSCC and Classic F3 and must hold an RAC MSA National B race licence or higher.

The HSCC also runs Derek Bell Series races for Category G, H and I single seater cars in the UK at most of its race meetings for which CF3 cars are eligible. Other European races are circulated to competitors as they become available.

TYPICAL COSTS

HSCC RACING MEMBERSHIP	£150
CF3A MEMBERSHIP	£50
RACE ENTRY (UK MEETINGS)	£350-450
TYRES:	
FRONT SLICK 7.5/21.0	£214.00 + vat
REAR SLICK 9.2/22.0	£243.00 + vat
FRONT WET 7.5/21.0	£256.00 + vat
REAR WET 9.2/22.0	£271.75 + vat

Engines

The Toyota Novamotor engine has proved reliable over the years. Normal advice is to rebuild after 1200 miles. Bottom end damage or wear is unusual. Most rebuilds concentrate on attention to valve springs, bores and piston rings. Many competitors use engines prepared by Stuart Rolt (2 Litres) or Colin Holt (1600) but a few others now provide a service if required. A large quantity of Toyota Novamotor original spares, dyes and jigs were purchased some years ago and these are available to support these engines. Typical rebuilds cost £2000-3000 depending on work required.

Fuel

Regulations require that cars must use unleaded fuel for all races under the auspices of the RAC MSA. The engines can be tuned (by retarding the ignition timing) to run on super unleaded pump fuel. This can lead to a performance disadvantage and many competitors use Sunoco racing unleaded fuel available at the HSCC meetings.

Tyres

Drivers are limited in the regulations to three set of slick tyres per season with a set of slicks lasting most drivers several race meetings.

PAST CHAMPIONS IN *Classic* F3

1600cc (Historic F3 to 1995)

Year	Driver	Chassis	
1986	Mike Adams	March 733	
1987	Des Burnett	GRD 372	
1988	Malcolm Carter	Ensign LNF3	
1989	Keith Baldwin	March 733	
1990	Peter Gilham	Ensign LNF3	
1991	Barrie Maskell	Palliser	
1992	Barrie Maskell	Palliser	
1993	Barrie Maskell	Palliser	
1994	David Proctor	Brabham BT38	
1995	Nick Crossley	Chevron B20	
1996	Winston Bunn	Ensign LNF3	*
1997	Terry Nightingale	Mallock Mk11B	*
1998	Winston Bunn	Ensign LNF3	*
1999	Mike Campbell-Cole	Brabham BT41	*
2000	Mike Campbell-Cole	Brabham BT41	#
2001	James Parsons	March 713M	#
2002	Richard Walters	Mallock Mk11B	#
2003	Chris Levy	March 713M	*
2004	Chris Levy	March 713M	#
2005	Gareth Walters	Palliser WDF3	#
2006	Albert Clements	Lotus 69	#
2007	Albert Clements	Lotus 69	#
2008	Albert Clements	Lotus 69	#
2009	Albert Clements	Lotus 69	#
2010	Albert Clements	Lotus 69	#
2011	Albert Clements	Lotus 69	#
2012	Graham Kiddy	Dastle Mk10	#
2013	Tony Sinclair	Brabham BT41	#
2014	Gareth Walters	Mallock Mk11B	#
2015	Neil Bowman	Merlyn Mk21	#

* CF3 Champion # Class Winner

PAST CHAMPIONS IN *Classic* F3

2000cc (Toyota F3 to 1995)

Year	Driver	Chassis	
1986	Steve Bradley	Safir RJ01	Pilot series
1987	Tony Broster	Chevron B43	
1988	Steve Bradley	Safir RJ01	
1989	Mark Bailey	March 803	
1990	Rob Moores	Chevron B38	
1991	Steve Maxted	Argo JM6	
1992	Steve Collier	March 793	
1993	John Davies	Argo JM6	
1994	Simon Ford	March 783	
1995	Rob Moores	Chevron B38	
1996	Rob Moores	Chevron B38	#
1997	Rob Moores	Chevron B38	#
1998	Rob Moores	Chevron B38	#
1999	Simon Ford	March 783	#
2000	Peter Williams	Argo JM6	*
2001	Peter Williams	Argo JM6	*
2002	Neil Dunkel	Argo JM3/4	*
2003	Neil Dunkel	Argo JM3/4	#
2004	Steve Maxted	Argo JM6	*
2005	Steve Maxted	Argo JM6	*
2006	Keith White	Ralt RT1	*
2007	Benn Simms	March 803	*
2008	Benn Simms	March 803	*
2009	Bill Coombs	Argo JM6	*
2010	Benn Simms	March 803	*
2011	Jamie Brashaw	March 793	*
2012	Jamie Brashaw	March 793	*
2013	Graham Fennymore	Ralt RT3 (83)	*
2014	David Shaw	Ralt RT1/March 803B*	*
2015	Maxim Bartell	Chevron B34	*

* CF3 Champion # Class Winner



2015 Champion Max Bartell - Chevron B34 (1976)

Important Note

All the information in this pack is provided in good faith to give prospective drivers an introduction into Classic Formula 3 racing. However, the Classic Formula 3 Association cannot be responsible for any errors or omissions. In particular, please note that the Championship regulations (available from the HSCC) will take precedence over information in this pack in all respects. Please refer to our website www.classicf3.org.uk for up to date information

