

Introduction of F3 National Class from 2008

To whom it may concern

With not so many but young talented drivers on the 2007 grid the Japanese Formula 3 Championship has advanced step by step to produce drivers who are able to make it worldwide.

Nippon Formula 3 Association would like to officially announce that in order to encourage more drivers to run in the Japanese Formula 3 Series we have decided to introduce a national class in 2008 to be run together with the championship class. We believe that will improve young drivers' skills, put a brake on the decreasing number of entries and eventually lead to further development of Japanese Formula 3 Championship.

For the details of the new class please find the following outline and the attached document :

■ Chassis

Chassis must conform to the Formula 3 Technical Regulations of the Appendix J to the International Sporting Code 2005-2007 Regulations. Many drivers are expected to use Dallara F305-F307 or Dome F107. Recent Formula 3 chassis' have proved to be the most suitable for developing young drivers in terms of safety and quality of bodywork. The high performance of the chassis' allows drivers to learn advanced ability of car setup and communication with engineers. In order to prevent the running costs soaring modifications on chassis will be significantly limited.

■ Purchase of chassis

The national class has been designed to provide more young drivers with opportunities to have seats, by holding down the cost for purchasing chassis. National class entrants will purchase used chassis from the existent Japanese Formula 3 entrants at some reasonable costs, while the existent entrants who may wish to enter the national class do not need to purchase chassis.

■ One-make engine

The issue of what engine to use is very important in the national class where cost reduction represents a major concern. Nippon Formula 3 Association discussed the outline and concept of the national class with all the existent engine tuners for the Formula 3 championship, and have agreed to choose TOM'S 3S-GE, made by TOM'S Co., Ltd., which has proved to be highly reliable, as a one-make engine. This engine will be available to users at a much lower rental cost than the existing Formula 3 engines. In order to encourage young drivers backed by different auto makers to enter the class chassis is not required to have any stickers like "TOM'S" or "TOYOTA" on.

※ For the details please see the attached press release from TOM'S Co., Ltd.

■ One-make parts

In order to prevent excessive technical competition and control costs some major parts will be supplied as one-make. We asked several suppliers who have supplied Japanese Formula 3 Championship with parts to submit bids, and we have chosen the followings as one-make parts for pricing, reliability and life :

1) Tyres

The same Bridgestone Formula 3 tyre that the Japanese Formula 3 Championship uses will be supplied at the same selling price. Tyre sets each entrant may use during the season will be limited to a certain number to control cost.

2) Dampers

Koni dampers that are supplied to Dallara chassis as standard have been chosen for its pricing and usefulness.

3) Brake parts

Brembo brake calipers that are supplied to Dallara chassis as standard will be used. Brembo also won the bids for brake pads and rotors.

Distribution agent : Brembo Japan Co., Ltd.

4) Clutch

Tilton carbon clutch won the bid. National class drivers, who have acquired clutch operation skills could make good use of them in the Japanese Formula 3 Championship where Tilton carbon clutches are also used.

Distribution agent : Shiba Lining Co., Ltd.

5) ECU & logging systems

The engine supplier TOM'S have designated R & Sport Development Co., Ltd. as one-make supplier of ECU and logging systems.

■ No qualifications

The national class will have its doors open to wide range of people from FCJ, FT, F4 and FJ to overseas.

■ Mileage during test

We ensure national class drivers can cover similar mileage during test to that for the Japanese Formula 3 Championship drivers to improve their skills.

■ Identification of cars

Each national class car will have a sticker exclusively for national class on to allow it to be visually distinguished from the championship class cars. Each induction box will also have a national class logo on.

※ Please see the attached information on the national class logo.

■ Number of registered pit crews

One national class team may have up to five pit crews, while the championship class one may do up to eight. We consider five as a minimum number of people required to work on Formula 3 activities.

■ Entry fees, awards and sponsorship

The details of entry fees and awards are currently under consideration.

Nippon Formula 3 Association has expanded its marketing activities to co-sponsor some other series associated with the national or championship class to aim for further development of the series.