

2018 FIA FORMULA 3 EUROPEAN CHAMPIONSHIP SPORTING REGULATIONS

| Art | CONTENTS | Page(s) | Art | CONTENTS | Page(s) |
|------------|----------------------------------|----------------|------------|-------------------------------------|----------------|
| 1 | REGULATIONS | 2 | 28 | SPARE CARS | 20 |
| 2 | GENERAL UNDERTAKING | 2 | 29 | ENGINES | 20 |
| 3 | GENERAL CONDITIONS | 2 | 30 | FUEL, FUEL SAMPLING AND | |
| 4 | LICENCES AND ELIGIBLE DRIVERS | 3 | | REFUELLING | 21 |
| 5 | CHAMPIONSHIP EVENTS | 3 | 31 | GENERAL SAFETY | 22 |
| 6 | EUROPEAN CHAMPIONSHIP | 4 | 32 | PRACTICE SESSIONS | 24 |
| 7 | DEAD HEAT | 5 | 33 | FREE PRACTICE SESSIONS | 24 |
| 8 | PROMOTER | 5 | 34 | QUALIFYING PRACTICE SESSIONS | 24 |
| 9 | ORGANISATION OF EVENTS | 5 | 35 | THE GRID | 25 |
| 10 | INSURANCE | 5 | 36 | MEETINGS | 26 |
| 11 | FIA DELEGATES | 5 | 37 | STARTING PROCEDURE | 26 |
| 12 | OFFICIALS | 6 | 38 | THE RACE | 28 |
| 13 | COMPETITORS APPLICATIONS | 7 | 39 | SAFETY CAR | 28 |
| 14 | PASSES | 8 | 40 | FULL COURSE YELLOW (FCY) | 30 |
| 15 | INSTRUCTIONS AND COMMUNICATIONS | | 41 | SUSPENDING A RACE | 31 |
| | TO COMPETITORS | 8 | 42 | RESUMING A RACE | 32 |
| 16 | INCIDENTS DURING THE RACE | 8 | 43 | FINISH | 33 |
| 17 | PROTESTS AND APPEALS | 10 | 44 | PARC FERME | 33 |
| 18 | SANCTIONS | 10 | 45 | CLASSIFICATION | 33 |
| 19 | CHANGES OF DRIVER | 10 | 46 | PODIUM CEREMONY | 33 |
| 20 | DRIVING | 11 | 47 | PRESS CONFERENCES AND | |
| 21 | CAR LIVERY | 11 | | PROMOTION | 33 |
| 22 | TRACK TESTING | 11 | | | |
| 23 | PIT ENTRY, PIT LANE AND PIT EXIT | 13 | | APPENDIX 1: INFORMATION REQUIRED | |
| 24 | SCRUTINEERING AND SPORTING | | | UNDER ARTICLE 9.2 | 35 |
| | CHECKS | 15 | | APPENDIX 2: PODIUM CEREMONY | 37 |
| 25 | TYRES AND TYRE LIMITATION DURING | | | APPENDIX 3: ENGINE USAGE | 40 |
| | THE EVENT | 16 | | APPENDIX 4: WIND TUNNEL TESTING BAN | 41 |
| 26 | MINIMUM CAR WEIGHT AND | | | APPENDIX 5: ORGANISATION RULES | 42 |
| | WEIGHING | 17 | | | |
| 27 | GENERAL CAR REQUIREMENTS | 18 | | | |

FOREWORD

The FIA will organise the FIA Formula 3 European Championship (the Championship) which is the property of the FIA and comprises three titles of European Champion, one for drivers, one for Rookie drivers (see Article 6.2) and one for teams. It consists of Formula 3 races which are included in the FIA international calendar. All the participating parties (FIA, ASNs, organisers, competitors and circuits) undertake to apply as well as observe the rules governing the Championship.

1) REGULATIONS

- 1.1 The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. Changes to these Sporting Regulations must be made in accordance with Chapter XV of the International Sporting Code.
- 1.2 These Sporting Regulations come into force from the moment of their publication on the FIA website (www.fia.com), and replace all previous Sporting Regulations.

2) GENERAL UNDERTAKING

- 2.1 All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the FIA General Prescriptions, the Technical Regulations and the present Sporting Regulations, together referred to as "the Regulations".
- 2.2 The Championship and each of its Events are governed by the FIA in accordance with the present Regulations. Event means any event counting towards the Championship and registered on the FIA International Calendar for any year, commencing at the scheduled time for scrutineering and sporting checks and including all practice sessions and the race itself and ending at either the time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code, whichever is later.
- 2.3 Any special national regulations must be submitted to the FIA with the original application for inclusion of an event on the international calendar. Only with the approval of the FIA can such special regulations come into force for an event. The FIA will ensure that all applicant competitors are informed of such special regulations before entries close.

3) GENERAL CONDITIONS

- 3.1 It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the FIA General Prescriptions, the Technical Regulations, the Sporting Regulations and the Organisation Rules.

If a competitor is unable to be present in person at the Event, he must nominate his representative in writing.

Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

- 3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
- 3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 3.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must wear an appropriate pass at all times.
- 3.5 ~~During qualifying practice and the race at any Event competitors~~ During any activity with an entered F3 car, (and/or anybody associated with the entry of a car), it is not permitted to produce or order to produce any moving pictures of competition cars on the track, with the exception of the camera described in Article 27.16. Any other exception to this must be approved in writing by the FIA. The use of moving images must be approved in writing by the Promoter. Use of on-board images must be approved in writing by the FIA.

Failure to comply with the above will be reported to the stewards of the meeting and may result in the ~~exclusion~~ **disqualification** of the relevant team from the Event and a maximum fine of €10,000.

4) LICENCES AND ELIGIBLE DRIVERS

4.1 All drivers, competitors and officials participating in the Championship must hold current and valid licences.

4.2 The minimum requirement for drivers is a Grade C FIA International driver's licence and authorisations issued by their ASN in accordance with Art.3.9.4 of the International Sporting Code.

A driver must also be in possession of a current medical certificate of aptitude, either included on the competition licence or on attached document.

4.3 No driver may participate in the Championship without successfully completing an FIA training programme, details of which will accompany the entry form.

4.4 Drivers participating in the Championship must have at least one season's experience in single-seater racing (or any equivalent substantial experience). Any decision as to whether a driver has the necessary experience will be made at the absolute discretion of the FIA.

4.5 No driver may participate in the Championship for more than four complete seasons (more than 80% of the Competitions in any season being considered a complete season).

4.6 No driver intending to participate in the Championship may be over 25 years of age on the date of the start of the Championship.

4.7 ~~No Championship winning driver, other than any winner of the best Rookie title, may compete in a further Championship.~~

4.8 Any driver application to participate in the Championship will be studied by the FIA and accepted or rejected at its absolute discretion.

4.9 In addition to any penalty applied, the stewards may impose penalty points on the driver concerned. If a driver accrues 12 penalty points, he will be ~~excluded~~ **disqualified** for the following race, following which 12 points will be removed from his record.

Penalty points will remain on the driver's record for a period of 12 months, after which they will be respectively removed on the 12 month anniversary of their imposition.

5) CHAMPIONSHIP EVENTS

5.1 Events are reserved for Formula 3 cars as defined in the current FIA Technical Regulations.

5.2 Each Event will have the status of an international restricted competition.

5.3 The Event shall include all practice sessions and races.

5.4 There will be two or three races at each Event.

5.5 The length of all races, from the start signal referred to in Article 37.9 to the chequered flag, will be 33 minutes plus one lap. However, should the race be suspended (see Article 41) the length of the suspension will, where the Event timetable can accommodate it, **the Stewards may amend the timetable, so time can** be added to this period up to a maximum total race time of 33 minutes plus one lap.

5.6 The maximum number of Events in the Championship is 12, and the minimum is 8.

5.7 The final list of Events will be published by the FIA before 1st January of the year in question.

5.8 An Event which is cancelled with less than three months written notice to the FIA will not be considered for inclusion in the following year's Championship unless the FIA judges the cancellation to have been due to force majeure.

5.9 An Event may be cancelled if fewer than 12 cars are available for it.

6) EUROPEAN CHAMPIONSHIP

- 6.1 The Formula 3 European Championship driver's title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.
- 6.2 The Formula 3 European Championship best Rookie title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place. Drivers will not be eligible for this title if, prior to the first FIA Formula 3 European Championship Event he takes part in, he had competed in cars with a performance level lower higher than that of a Formula 3 car ~~and~~ or taken part in more than three race Events in the FIA Formula 3 car. For the purposes of this Article only, a Formula 3 car will be considered one from either the current or previous generation.

Drivers will be considered eligible for this title at the absolute discretion of the FIA.

- 6.3 The Formula 3 European Championship team title will be awarded to the competitor which has scored the highest number of points, counting results from ~~the his~~ two highest scoring cars, ~~nominated by each team before the end of initial scrutineering, being taken into account.~~ Points for positions occupied by any other car(s) from the same competitor will be allocated to the next competitor(s) down the official race classification.

~~For teams with one or two drivers nomination shall be considered automatic.~~

- 6.4 Points for all three titles will be awarded at each race according to the following scales:

1st : 25 points
2nd : 18 points
3rd : 15 points
4th : 12 points
5th : 10 points
6th : 8 points
7th : 6 points
8th : 4 points
9th : 2 points
10th: 1 point

Competitors and/or drivers accepted to take part in an Event under a single entry permit will be eligible to score points if the respective driver replaces another driver in an already entered car.

Competitors and/or drivers accepted to take part in an Event under a single entry permit using a new car not entered in the Championship (on a usual or late entry basis) will also be eligible to score points, except if they have entered either of the last two Events of the Championship.

Any such competitor and/or drivers (who are not replacing another driver in an already entered car) entering either of the last two Events of the Championship will be considered "guest starters" and may not score points, subsequently, drivers in fully entered cars will move up in the points classification.

- 6.5 A prize money scheme may be established and communicated accordingly by the FIA for any of the three classifications (Drivers, Rookies and Teams).
- 6.6 If a race is suspended under Article 40, and cannot be resumed, no points will be awarded the leader has completed two laps or less at the time of suspension, half points will be awarded if the leader has completed more than two laps but less than 25 minutes at the time of suspension and full points will be awarded if the leader has completed more than 25 minutes of the race time.

No points will be awarded if all laps have been completed under the Safety Car.

- 6.7 If required by the FIA to do so the drivers finishing first, second and third in the Championship must be present at the annual FIA Prize Giving ceremony.
- 7) DEAD HEAT**
- 7.1 Points awarded for all the positions of competitors who tie will be added together and shared equally.
- 7.2 If two or more drivers or teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:
- a) The holder of the greatest number of first places.
 - b) If the number of first places is the same, the holder of the greatest number of second places.
 - c) If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
 - d) If this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it thinks fit.
- 8) PROMOTER**
- 8.1 An application to promote an Event must be made to the ASN of the country in which the Event is to take place, which will apply to the FIA. It must be accompanied by written evidence that the Promoter has made arrangements to secure the participation of competitors, which arrangements are conditional only upon the FIA entering the Event on the Championship calendar.
- 9) ORGANISATION OF EVENTS**
- 9.1 An organiser is a body nominated by the ASN and appointed by the FIA. Upon deciding to grant an application to hold an Event, the FIA will invite the relevant ASN to organise it or to nominate an organiser. If the ASN is not in a position to do so, the FIA may itself appoint an organiser. The organiser must be a club or body acceptable to the FIA.
- 9.2 Each organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 60 days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 10 days before the Event.
- 10) INSURANCE**
- 10.1 The organiser of an Event must ensure that all competitors, their personnel and drivers are covered by third party insurance.
- 10.2 Thirty days before the Event, the organiser, via its ASN must send the FIA, at least in English, details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors.
- 10.3 Third party insurance arranged by the organiser shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Event.
- 10.4 Drivers taking part in the Event are not third parties with respect to one another.
- 10.5 Each competitor shall be responsible for his own medical and third party insurance during the official test days.
- 11) FIA DELEGATES**
- 11.1 For each Event the FIA may nominate the following delegates :
- a) A technical delegate.
 - b) A press delegate.
 - c) A chief timekeeper.

- d) A medical delegate.
- e) A safety delegate.
- f) An observer.
- g) A safety car driver.
- h) A deputy race director
- i) A race director assistant
- j) A FIA coordinator

11.2 The role of FIA delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the Regulations governing the Championship are respected, to make any comments they deem necessary and to draw up any necessary reports concerning the Event.

11.3 The technical delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

12) OFFICIALS

12.1 The following officials may be nominated by the FIA. With the agreement of the FIA, and in exceptional circumstances, they may be responsible for events of other FIA International Series taking place at the same circuit the same weekend :

- a) A Race Director.
- b) A permanent steward.

The FIA may also nominate a second international steward of a nationality different to that of the organiser.

In accordance with Article 11.3 of the Code, the stewards of the meeting will officiate as a body under the authority of their Chairman.

12.2 The following officials will be nominated by the ASN exclusively for the FIA Event(s) and their names sent to the FIA at the same time as Appendix 1, Part A, is sent to the FIA :

- a) A steward of the meeting.
- b) A clerk of the course.
- c) A secretary of the meeting.
- d) A chief national scrutineer.
- e) A chief national medical officer.

12.3 The clerk of the course shall work in permanent consultation with the race director. The race director shall have overriding authority in the following matters and the clerk of the course may give orders in respect of them only with his express agreement :

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations.
- b) The stopping of any car in accordance with the Code and with the Sporting Regulations.
- c) The interruption of practice.
- d) The starting procedure.
- e) The use of the safety car.
- f) The suspending and resuming of the race.

12.4 The race director, the clerk of the course, the technical delegate and the national steward(s) must be present at the circuit at the latest from the beginning of the Event as defined by the Code, and the FIA stewards before the end of scrutineering.

- 12.5 The race director must be in permanent radio contact with the clerk of the course, the technical delegate and the chairman of the stewards at all times when cars are permitted to run on the track. Additionally, the clerk of the course must be at race control and in radio contact with all the marshals' posts.

13) COMPETITORS APPLICATIONS

- 13.1 Entry applications will only be considered if the competitor intending to enter the Championship has applied to the FIA between ~~13-16~~ 7-17 December ~~2016~~ 2017, including the number of cars it intends to run, using the pro-forma entry form available on the FIA website and accompanied by the pro-forma entry fee of €5000 per car entered. This fee will be forfeited if the corresponding car does not finally enter the Championship.

Unless the above procedure is used, any application made outside of these dates will be considered a late entry and the relevant fee will be applicable (see Article 13.5).

Full applications from team and drivers to compete in the Championship must then be completed and submitted to the FIA between 16 January and one week prior to the first official test in 2017 using the entry form available on the FIA website and accompanied by the entry fee as specified below (the initial €5000 pro-forma entry fees being subtracted from the car entry fee if applicable).

Applications at other times will only be considered if a place is available and on payment of the late entry fee. The FIA will notify the applicant of the result of the application within thirty days of its receipt.

Successful applicants are automatically entered in all Events of the Championship.

- 13.2 Applications shall include :

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
- b) The name of the team.
- c) The physical address of the competitor corresponding to his licence.
- d) Copies of the licences for both driver and competitor as well as copies of the related documents according to Art.4.2
- e) The make of the competing car.
- f) The make of the engine.
- g) The names of the drivers. A driver may be nominated subsequent to the pro-forma application
- h) Confirmation from the applicant that both he and his intended drivers have complied with the requirements of Article 22 of these Sporting Regulations.

In addition to the above requirements, and in order to facilitate the selection process, the FIA may request additional information such as, but not limited to, the following:

- i) Financial situation and financial background of the team.
- j) Sporting background and sporting project of the team.
- k) Identity of the team ownership and, if applicable, details of any upstream holding companies.
- l) Physical details of the team's headquarters and equipment.
- m) More detailed information pertaining to the drivers.
- n) Organisation chart.

- 13.3** The maximum number of cars a competitor may enter for the Championship is 4. However, the FIA reserves the right to accept additional cars should they feel this is warranted and that no other competitor would be unfairly disadvantaged as a result of doing so.
- 13.4** No competitor's team may share the same ownership identity with, nor be managed by or receive technical support from, another team already participating in the Championship. Any breach of these requirements may result in the ~~exclusion~~ **disqualification** of the competitors concerned from the Championship.
- 13.5** The entry fee per car and driver per season will be calculated by multiplying €2,000 by the number of the Events that are part of the Calendar up to a maximum of 18,000€.
- The late entry fee per car and driver per season will be calculated by multiplying €3,000 by the number of the Events remaining in the Calendar (minimum 4 Events).
- Any entry request shall not be considered without the payment of the corresponding fees.
- 13.6** All applications will be studied by the FIA and accepted or rejected at its absolute discretion. The FIA will publish the list of cars and drivers accepted together with their race numbers no later than 10 days after the closing date for entries, having first notified unsuccessful applicants as set out in Article 13.1. Out-of-time applications will be considered separately.
- 13.7** At its absolute discretion the FIA may accept additional entries for a single Event; under such circumstances the entry fee will be €5000 per car and driver. Any such application must be made at least 14 days prior to the start of the Event in question.
- 13.8** The FIA may cancel the Championship if less than 14 cars are entered for it by the closing date for entries.
- 13.9** Any competitor entered in the Championship and who is unable to take part in an Event must inform the FIA in writing before the end of initial scrutineering of the Event in question.
- 13.10** Each competitor undertakes to participate in every Event with the number of cars and drivers entered.
- A penalty ranging from a €5000 fine to ~~exclusion~~ **disqualification** from the Championship will be imposed on any competitor who fails to participate in an Event unless such failure is judged by the stewards to have been beyond the control of the competitor concerned.

14) PASSES

- 14.1** No pass may be issued or used other than with the agreement of the FIA. A pass may be used only by the person and for the purpose for which it was issued.

15) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 15.1** The stewards or race director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.
- 15.2** All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 15.3** Any decision or communication concerning a particular competitor should be given to him within twenty five minutes of such decision, and receipt must be acknowledged.
- 15.4** Official instructions and communications to competitors may also be given via a dedicated radio channel or through the timekeeping screens.

16) INCIDENTS DURING THE RACE

- 16.1** "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the race director (or directly noted by the stewards) which:
- Necessitated the suspension of a race under Article 41.
 - Constituted a breach of these Sporting Regulations or the Code.

- c) Caused a false start by one or more cars.
- d) Caused a collision.
- e) Forced a driver off the track.
- f) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
- g) Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

- 16.2**
- a) It shall be at the discretion of the stewards to decide, upon a report or a request by the race director, if a driver or drivers involved in an incident shall be penalised.
 - b) If an incident is under investigation a message informing all teams which driver or drivers are involved will, where possible, be displayed on the timing monitors.

Provided that such a message is displayed within 25 minutes of the end of the race, or a message is delivered to any team concerned within this time, the driver or drivers concerned may not leave the circuit without the consent of the stewards.

- 16.3** The stewards may impose any one of the penalties below on any driver involved in an Incident:

- a) A five second time penalty: five seconds will be added to the elapsed race time of the concerned driver provided he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least five seconds before re-joining the race.
- b) A ten second time penalty: ten seconds will be added to the elapsed race time of the concerned driver provided he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least ten seconds before re-joining the race.

In both of the above cases no work may be carried on the car during the penalty period of time.

- c) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
- d) A ten-second stop-and-go time penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the race.

If either of the four penalties above are imposed after 28 minutes of the race, or after the end of it, Article 16.4(b) below will not apply and five seconds will be added to the elapsed race time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 20 seconds in case of (c), and 30 seconds in the case of (d).

- e) A time penalty.
- f) A reprimand.
- g) A drop of any number of grid positions at the driver's next race.
- h) Starting from the pit lane.

If any of the eight penalties above are imposed they shall not be subject to appeal.

- i) ~~Exclusion~~ **Disqualification** from the results.
- j) Suspension from the driver's next Event.

- 16.4** Should the stewards decide to impose either of the penalties under Article 16.3(a) or (b), the following procedure will be followed :

- a) The stewards will give written notification of the penalty which has been imposed to the competitor concerned and, where possible, will ensure that this information is also displayed on the timing monitors.

- b) With the exception of Articles 16.3(a) and (b) above, from the time the stewards' decision is notified on the timing monitors the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 16.3 (d), proceeding to his garage where he shall remain for the period of the time penalty.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car will be added to the maximum number of times he may cross the Line on the track.

Whilst a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

- c) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Articles 16.3(a) or (b) above, it may not be worked on until the car has been stationary for the duration of the penalty.
- d) When the time penalty period has elapsed the driver may re-join the race.
- e) Any breach or failure to comply with Articles 16.4 c) or d) may result in the car being ~~excluded~~ disqualified.

17) PROTESTS AND APPEALS

17.1 Protests shall be made in accordance with the Code and accompanied by a fee of €1000.

17.2 Appeals shall be made in accordance with the Code and accompanied by a fee of €6000.

17.3 Appeals may not be made against a decision concerning the following:

- a) Penalties imposed under Articles 16.3 (a), (b), (c), (d), (e), (f), (g) or (h), including those imposed during the last three laps or after the end of a race.
- b) Any drop of grid positions or starting from the pit lane imposed under Article 26.3.
- c) Any penalty imposed under Article 32.4.
- d) Any decision taken by the stewards in relation to Article 35.4.
- e) Any penalty imposed under Articles 37.4 or 42.3.

18) SANCTIONS

18.1 The stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

18.2 Any driver who receives three reprimands in the same Championship season will, upon the imposition of the third, be given a ten grid place penalty for the start of driver's next race. If the third reprimand is imposed following an Incident during the last race of an Event the ten grid place penalty will be applied for the start of the driver's first race at the next Event.

The ten grid place penalty will only be imposed if at least two of the reprimands were imposed for a driving infringement.

19) CHANGES OF DRIVER

19.1 During a season each two car team will be permitted four driver changes, this number will increase by one per additional car entered (any additional entries made under Article 13.7 will be considered separately).

Changes may be made at any time before the start of the qualifying practice session provided any change proposed after 16.00 on the day of scrutineering receives the consent of the stewards. Additional changes for reasons of force majeure will be considered separately.

For any replacement driver the competitor concerned will be required to pay a fee of €2500 and apply by submitting the relevant documents to the FIA in accordance with Article 4.

All applications will be studied by the FIA and accepted or rejected at its absolute discretion.

Any replacement driver may score points in the Championship.

- 19.2 Any driver already nominated by one team, who then wishes to drive for another team entered in the Championship, must first satisfy the FIA that this is being done with the consent of the original team. If there is no such consent the FIA will decide, at its absolute discretion, whether such a change may be made.
- 19.3 Before the end of initial scrutineering each competitor must specify which of his drivers will be driving which cars. After this point no changes may be made to the original allocation.

20) DRIVING

- 20.1 The driver must drive the car alone and unaided.
- 20.2 The driver is not permitted to participate in any additional practice, qualifying or race within the Event, except when authorised by the stewards.
- 20.3 Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage.

- 20.4 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.
- 20.5 Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.

- 20.6 Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.
- 20.7 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

21) CAR LIVERY

- 21.1 Each car must carry the race number of its driver as published by the FIA. The number panel, as supplied, may not be modified without approval of the FIA and must be placed on the nose of the car and on each rear wing end plate which must be left clear of other identification (unless specifically provided by the FIA).
- 21.2 Every competitor must display the name of the driver and his national flag on the bodywork, on the outside of the cockpit or on the driver's helmet. These must be clearly legible and, where applicable, in accordance with the requirements of the Organisation Rules.
- 21.3 In order that the cars of each team may be easily distinguished from one another whilst they are on the track, the on board cameras located above the drivers head of the first car must be predominantly black, the second car must be predominantly fluorescent yellow, the third fluorescent orange, the fourth fluorescent blue and the fifth must be white.

22) TRACK TESTING

- 22.1 Between 18 December 2016 and the end of the last Event of the Championship, teams and drivers entered in the Championship (including any intending to enter for the complete season),

may only carry out track testing with a Formula 3 car in accordance with Articles 22.2 to 22.7 below.

Any testing which is deemed to be an attempt to subvert the intention of the regulations below, such as (but not limited to), testing with a previous generation car, will be reported to the stewards.

- 22.2** The FIA will organise six official one-day test sessions, the cost of organising each of these will be shared equally among the teams participating in the relevant session ~~The nominal entry fee for official tests is will be €1200 per car per day.~~

During each of these test days all cars must comply with the F3 Technical Regulations and, where practicable, competitors must respect the requirements of the F3 Sporting Regulations and the Code.

The only exception to the above is additional non-homologated sensor equipment. Only three laser ride height sensors ~~or~~ and strain gauges on four push/pull rods in addition to one pitot sensor may be added during the official one-day test sessions.

- 22.3** In addition to the above, private tests using Formula 3 cars are limited to the:

- a) Teams may carry out up to six private one-day tests with each entered car.
- b) Each entered driver may carry out up to six private one-day tests using an entered car.
- c) If a team has used all six test days and wishes to replace a driver, it will be allowed to have an additional one-day private test for the car and driver concerned for each entered Event (up to a maximum of two per season).
- d) Between 1st ~~July~~ May and the end of the last Event of the Championship each team entered in the entire Championship will be permitted ~~six~~ ten further one-day tests for the sole purpose of evaluating new drivers. Each team will be permitted to use up to the number of cars they entered in the Championship at each of these ~~six~~ ten one-day tests. No such drivers may have taken part in, nor will be permitted to take part in, any Event counting towards the Championship, except during the last two events of the season ~~unless the FIA is satisfied that such participation is warranted and that no other competitor would be unfairly disadvantaged as a result of doing so. In these cases, those drivers will neither score nor block championship points and will be requested to start either from the back of the grid or the pit lane.~~

The FIA reserves the right to refuse the participation of any such driver if they have concerns over his safety and that of other drivers.

None of those tests may take part on any circuit (or part of a circuit) at which an Event of the Championship is due to take place.

For the avoidance of doubt, any running with a Formula 3 car will be considered private testing including, but not limited to, straight line testing or shakedown testing.

In all cases the FIA must be informed of any such test at least seven days in advance, details must include the name of the driver and the intended venue. The FIA reserve the right to refuse such a test if they deem the venue unsuitable for use by Formula 3 cars.

- 22.4** Teams and drivers entered in the Championship may genuinely compete in other championships, series or races (including its official testing) using F3 cars, provided the FIA has been informed at least 30 days in advance and is satisfied that any such participation is being carried out by genuine competitors.

The purpose of the above is to ensure that neither a team nor a driver may gain an unfair sporting advantage by participating in selected Events, series or championships for the principle purpose of testing in preparation for the FIA F3 European Championship. It is not to prevent a team or driver legitimately competing in another championship or series

- 22.5** Any testing or race in which a competitor entered in the Championship uses cars which were designed to comply with the FIA F3 Technical Regulations of the day (whether or not they are in

full compliance with those regulations), will be deemed to fall under the jurisdiction of Article 22 of these regulations.

This is to prevent a team from gaining an unfair advantage for the principal purpose of testing in preparation for the FIA F3 European Championship but not to prevent a team from legitimately making a profit, by testing or racing a former generation F3 car with a driver not involved (neither to be involved) in the Championship. In that case the FIA must be informed of any such activity at least ten days in advance, and details must include the name of the driver and the intended venue. The FIA reserves the right to refuse such activity if deemed to be an attempt to subvert the intention of these regulations.

- 22.6 From December 22 2017 no driver entered in the Championship may race or carry out any type of private testing, with any type of single seater car, on any circuit (or any part of it) being part of the Championship calendar (including the official tests).

This article will not be invoked for any activity carried out under Article 22.4 or when genuinely competing in other championships or series. In such cases the FIA must be informed at least 30 7 days in advance and reserves the right to refuse such activity if it is deemed to be an attempt to subvert the intention of these regulations. This will also apply for any genuine promotional activity.

In order that an FIA observer may be appointed, competitors or drivers must inform the Promoter and FIA of any planned single seater test at least seven days before it is due to commence, the following information should be provided :

- i) The precise specification of the car(s) to be used.
- ii) The name(s) of the driver(s).
- iii) The nature and location of the test.
- iv) The date(s) and intended duration of the test.
- v) The purpose of the test.

The stewards may impose up to 6 penalty points on a driver who is found to be in breach of the above.

- 22.7 Any team entered in the Championship and entering a car under Article 13.7 may carry out one private one-day test for each Event they enter. However, no car or driver may carry out more than two days of such private testing, irrespective of the amount of Events entered.

The FIA must be informed of any such test at least seven days in advance, details must include the name of the driver and the intended venue. The FIA reserve the right to refuse such a test if they deem the venue unsuitable for use by Formula 3 cars.

- 22.8 No more than two sets of new dry-weather tyres and one set of new wet-weather tyres, provided on site by the designated tyre supplier, may be used by each car during each day of official track testing.

In addition to the above :

- a) Tyres registered at previous Events or official test days may also be used, with the exception of wet-weather tyres allocated to the car concerned at the Event proceeding the testing.
- b) During the first hour of the first official one-day test in which a competitor takes part during the current season, unregistered dry-weather tyres, which have been provided by the designated tyre supplier on any other occasion, may also be used.
- c) Alternative sets of wet-weather tyres may be used if they were provided by the designated tyre supplier on any other occasion.

23) PIT ENTRY, PIT LANE AND PIT EXIT

- 23.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".

- 23.2** The section of track between the end of the pit lane and the second safety car line will be designated the “pit exit”.
- 23.3** Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the white line at the pit exit with any part of a car when leaving the pits.
- Any driver crossing the white line at the pit exit during practice will be given a three grid place penalty or, during the race, a penalty under Article 16.3(a) will apply.
- 23.4** The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the “fast lane” and the lane closest to the garages will be designated the “inner lane”.
- Other than when cars are at the end of the pit lane under Articles 37.2 and 41.5, the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.
- 23.5** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated garage area to the end of the pit lane.
- Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.
- 23.6** Any driver that is required to start the race from the pit lane may not drive his car from his teams designated garage area until the ten minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to :
- Starting the engine and any directly related preparation.
 - The fitting or removal of permitted cooling and heating devices.
 - Changes made for driver comfort.
 - Changing of wheels if there is a change of climatic conditions.
- When cars are permitted to leave the pit lane they must do so in the order that was established under Article 37 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.
- 23.7** Other than drying, sweeping of any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the Race Director.
- 23.8** Competitors must not paint lines on any part of the pit lane, or otherwise mark their positions with tape or similar means.
- 23.9** Other than in Article 23.6 above no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position even when the car is being pushed.
- 23.10** All pressurised air bottles and associated hoses in the pits must be stowed safely and may only be brought into the pit lane immediately before they are required for work on a car and must be removed as soon as the work is complete.
- No pressurised air bottles may be attached to the body of any team personnel.
- 23.11**
- It is the responsibility of the competitor to release his car from his garage or a pit stop position only when it is safe to do so. The competitor must also provide a means of clearly establishing, when being viewed from the front of the car, when that car was released.
 - If a car is deemed to have been released in an unsafe condition during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate.
 - If a car is deemed to have been released in an unsafe condition during a race, a penalty under Article 16.3(d) will be imposed on the driver concerned.

- d) An additional penalty will be imposed on any driver who, in the opinion of the stewards, continues to drive a car knowing it to have been released in an unsafe condition.

In all of the above cases, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop.

- 23.12 Starting an engine with an external device will be considered working on the car, consequently this will not be permitted in the fast lane of the pits.
- 23.13 Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of each practice or qualifying session. Furthermore, no car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.
- 23.14 All pit road garage doors must remain open during all practice and qualifying sessions.
- 23.15 Under exceptional circumstances the race director may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.

24) SCRUTINEERING AND SPORTING CHECKS

- 24.1 The following documents must be submitted to the clerk of the course by each team during initial scrutineering :
 - a) Competitor's and driver's licences.
 - b) ASN authorisation in accordance with Art.3.9.4 of the International Sporting Code.
 - c) Medical certificate of aptitude (printed on the licence for FIA licence holders).
- 24.2 Drivers with medical peculiarities (for example allergies, haemophiliac, diabetic etc.) are obliged to submit written information to the chief medical officer before the first practice starts. This information must include the driver's name and number of the race car. Participants with injuries or temporary handicaps are obliged to contact the chief medical officer immediately. The chief medical officer will decide if such a driver will be admitted to the event.
- 24.3 During initial scrutineering, and at any time during the event, each competitor must have available all documents required by Article 4.1 above in addition to the car's technical passport.
- 24.4 Unless a waiver is granted by the stewards, competitors who do not keep to time limits will not be allowed to take part in the Event.
- 24.5 It is the responsibility of each competitor to satisfy the scrutineers, and if necessary the stewards, that their cars are in compliance with the regulations at all times during an Event.
- 24.6
 - a) Initial scrutineering of the car will take place in the garage assigned to each competitor when the technical passport for the car must be available.
 - b) In order that scrutineers have the required access, all pit lane garage doors must be left open during all practice and qualifying sessions.
- 24.7 Race numbers and any official advertising must be on the car for inspection during scrutineering.
- 24.8 No car may take part in the Event until it has been approved by the scrutineers.
- 24.9 The scrutineers may :
 - a) Check the eligibility of a car or of a competitor at any time during the Event.
 - b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
 - d) Require a competitor to supply them with such parts or samples as they may deem necessary.

- 24.10 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 24.11 The race director or clerk of the course may require that any car involved in an accident be stopped and checked.
- 24.12 After each race and all qualifying practice sessions at least five classified cars will be selected and must undergo complete scrutineering.
- 24.13 Competitors must ensure that all chassis and engine data from each qualifying session or race is available, directly from the car, at any time after a session or race and until the cars are released from post-qualifying or post-race parc fermé.
- 24.14 Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the competitors.
- 24.15 The stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

25) TYRES AND TYRE LIMITATION DURING THE EVENT

- 25.1 Only the dry-weather tyres which have been provided at the Event by the FIA appointed supplier and allocated to a car by the FIA technical delegate may be used throughout the Event.

Competitors may carry over and transport wet-weather tyres from one Event to another provided they were provided to them by the FIA appointed supplier and allocated to them by the FIA technical delegate at a previous Event of the Championship.

- 25.2 Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.

In order to ensure that tyres have not been treated or modified, samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the supplier's stock. The sampling procedures will follow those for fuel sampling, see Article 30.7 for details.

- 25.3 During an Event each driver may use no more than :

- a) Two sets of used and one set of new dry-weather tyres for the two free practice sessions. In this context a tyre will be considered used if it was allocated to the same car at a previous Event, whether or not it was used on the track.

At the first Event of the Championship, or at the first Event for an additional car (see Articles 13.1 and 13.7), each car will be allocated two sets of new dry-weather tyres for use in the two free practice sessions.

- b) Three sets of new dry-weather tyres for the qualifying practice sessions and the races.
- c) Three sets of wet-weather tyres.

At no time during an Event or in between Events may any car have more than three sets of wet-weather tyres allocated to it or available for use.

At his absolute discretion the FIA technical delegate may enforce a method of sealing all wet-weather tyres between Events.

A set of tyres will be deemed to comprise two front and two rear tyres.

- 25.4 With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry weather tyres may be used for the remainder of the relevant session.
- 25.5 A competitor wishing to replace an already marked unused tyre by another identical unused one must present both tyres to the FIA technical delegate.

- 25.6 If an FIA-approved bar coding is not used on the outer sidewall of each tyre or, at the request of the competitor on both sidewalls, the scrutineers will paint the race number of the driver as well as a letter characterising the Event.
- 25.7 The use of tyres without appropriate identification may result in a grid position penalty or exclusion **disqualification** from the race.
- 25.8 Tyres may only be inflated with air or nitrogen.
- 25.9 All tyres, when under the control of a team, must remain visible within the team's designated garage area at all times.
At his absolute discretion, the FIA technical delegate will enforce parc fermé conditions on tyres at any time.
- 25.10 The scrutineers appointed for marking will supervise tyre changes in the pits.

26) MINIMUM CAR WEIGHT AND WEIGHING

- 26.1 The minimum weight of the car must be no less than 580 kg. This figure will take precedence over the Technical Regulations.
- 26.2 a) During each qualifying practice session cars will be weighed as follows:
- i) At the pit entrance the organiser will provide a flat horizontal surface measuring 6m x 3m, this area will be used for the weighing procedure. After qualifying practice the weight of the cars may also be checked in parc fermé.
 - ii) Cars will be selected at random to undergo the weighing procedure. The FIA technical delegate will inform the driver that his car has been selected for weighing.
 - iii) Having been signalled that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.
 - iv) The car will then be weighed and the result given to the driver in writing.
 - v) If the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed.
 - vi) A car or driver may not leave the weighing area without the consent of the FIA technical delegate.
 - vii) If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
- b) After the race each car crossing the Line may be weighed.
If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car. The technical delegate will then tell the driver his weight and, once the driver leaves parc fermé, this will be deemed implicit acceptance of the figure.
- c) The relevant car may be ~~excluded~~ **disqualified** should its weight be less than that specified in Article 26.1 when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.
- d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).
- e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- 26.3 In the event of any breach of these provisions for the weighing of cars the stewards may drop the driver such number of grid positions as they consider appropriate or ~~exclude~~ **disqualify** him from the race.

27) GENERAL CAR REQUIREMENTS

- 27.1 The only engine control unit (ECU), including the complete chassis wiring loom, which may be used for engine management is that specified by the FIA and supplied by the appointed manufacturer. This engine control unit must always be used in accordance with the manufacturer's instructions.
- 27.2 The approved Accident Data Recorder (ADR) must be fitted to the car and be in working order at all times during the Event.
- 27.3 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.
- 27.4 Only parts homologated in accordance with the FIA F3 Technical Regulations, and which are included in FIA Technical List 11, may be used during the Championship season.
- 27.5 Unless specifically authorised by the FIA, the front wing main plane, the engine-gearbox assembly, the steering rack assembly, the front and rear uprights including hubs, the fuel tank and the fire extinguishing system must remain unchanged by a competitor for a complete championship season.
- 27.6 ~~Use of the homologated larger rear wing endplates included in FIA Technical List 11 for the respective chassis is mandatory.~~
- 27.7 Only wheels provided by the designated rim supplier which are included in FIA Technical List 11 may be used during all Events and testing and must be used in accordance with the present Sporting and Technical Regulations.
Designated rim supplier : ATS Rims
- 27.8 Use of the Bosch/Megaline paddle type gearshift mechanism PPS F02U.V01.262-01 is compulsory.
- 27.9 Only clutches which are included in FIA Technical List 11 may be used.
- 27.10 Only dampers which are included in FIA Technical List 11 may be used.
- 27.11 If requested to do so by the Promoter competitors must fit an on-board television camera system. If this is the case, all other cars must be fitted with an equivalent dummy installation in lieu of the camera(s).
- 27.12 Any new (5mm thick) skid block must be presented to the scrutineers prior to use during an Event. The skid block will be sealed by the technical delegate and must be a minimum of 2mm thick at any time during an Event. No un-sealed skid blocks may be used at any time during an Event.
- 27.13 During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

In addition to the above the following are specifically not permitted :

- a) Engine, gearbox or radiator covers whilst engines are being changed or moved around the garage.
- b) Covers over spare wings when they are on a stand in the pit lane not being used.
- c) Parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted :

- d) Covers which are placed over damaged cars or components.
- e) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
- f) Warming or heat retaining covers for the engine and gearbox on the grid.

- g) A cover over the car in the team's garage overnight.
 - h) A cover over the car in the pit lane or grid if it is raining.
- 27.14** The FIA may require entrants to fit an Electronic Self Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the Event. These modules will have to be in place and switched on for all practice sessions and the races.
- 27.15** Each competitor must install and maintain in working order the FIA-approved speed monitoring system. Details of the system, including installation instructions, will be made available by the FIA.
- 27.16** Each competitor must install and maintain in working order (image, data recording and logging) an incident camera on the side of the main roll structure (which side of the roll structure will be specified prior to each Event). Details of the system, including installation instructions, will be made available from the FIA.

Nothing may obstruct the camera picture and it is the responsibility of the competitor to ensure the functionality of the camera system at all times.

The required memory card (Micro SD) will be supplied and installed by the FIA. The memory card slot will be sealed by the scrutineers before the start of the qualifying practice sessions and races. It is the competitor's responsibility to ensure that the seal remains intact and that the card is not removed until the end of the parc fermé of the relevant session.

Competitors may break the seal on the card slot after the end of parc fermé of each session. It is the responsibility of the competitor to ensure that the card and the video data of each session are available at any time during the Event. The cards must be returned to the scrutineers at the end of each Event with the video data of all sessions on them.

Failure to comply with the above requirements will be reported to the stewards.

- 27.17** Engine noise will be assessed in the following way:
- a) The measuring point will be at a distance of 50 cm from and at an angle of 45° to the exhaust outlet.
 - b) The height of the microphone will be between 40-60cm from the ground.
 - c) The noise meter will be tuned to "slow".
 - d) Measurements will be taken with the filter "A".
 - e) The clutch pedal must be actuated in order to prevent the gearbox from rattling.
 - f) The engine speed must be set at 4500rpm.
 - g) A tolerance of +1dB(A) will be permitted during the procedure.

- 27.18** ~~Suspension members must be used exactly as designed by the car manufacturer. This restriction applies only to the main suspension components connecting the wheel upright with the survival cell. The part numbers of the restricted components can be found in FIA Technical List 11. The shape and weight of each suspension member described above must remain as originally designed by the car manufacturer. The design of all parts described above may not be changed during a Championship season unless specifically authorised by the FIA.~~

- 27.19** At any time during the event, it is prohibited to lower the temperature of any part of the car below the ambient temperature by any means. This does not apply to any type of fan, blower or any other external device to increase the airflow through any part of the car provided these devices use only air at ambient temperature.

27.20 Only the gearbox oil as specified in FIA Technical List 11 provided by the appointed supplier may be used throughout the Event.

The sampling procedures will follow those for fuel sampling, see Article 30.7 for details.

27.21 **During the first half of the season (5 events)** After the first qualifying practice session, the speed, throttle, one damper travel and the front brake channel of the chassis data acquisition from the fastest lap of the fastest driver of each of the two fastest teams will be made available for all competitors of the championship.

28) SPARE CARS

28.1 Spare cars are not permitted. However, any part of the car may be changed at any time during the Event.

Only one change to the make of car for each entry will be permitted during a championship season. Any change will be subject to the approval of the FIA.

No driver may use more than one car at the same event. After initial scrutineering the survival cell may only be changed if the FIA technical delegate is satisfied that a change is necessary following accident damage. Any replacement survival cell must be presented to the technical delegate for inspection and may have no components pre-fitted to it. Following the change, the car must then be re-presented for scrutineering.

28.2 The decision whether a car has been repaired or changed will be taken by the stewards of the meeting, based upon a report by the FIA technical delegate.

28.3 Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Event.

29) ENGINES

29.1 a) Each car may use no more than one engine for the entire Championship including all Events and official tests in which his team competes. This engine may be rebuilt once during the season provided any parts which are replaced are of identical specification to the original parts. If the engine block, cylinder head, sump or cam cover are replaced during such a rebuild this will be considered a replacement engine (see below).

Should a car use a replacement engine, a ten grid place penalty will be imposed upon him for the next three races he takes part in. However, if the FIA technical delegate is satisfied that an engine has been genuinely damaged following an accident on the track, no penalty will be imposed if the accident is judged by the stewards to have been caused by a third party. Only one drop of ten grid places will be imposed if the driver is judged to have been solely responsible for it.

If the FIA technical delegate is satisfied that an engine has been damaged due to a mechanical or electrical failure directly related to the engine or its periphery, and that this failure has not been caused purposely, only one drop of ten grid places will be imposed.

Once any such engine has been repaired it may be re-fitted to the car before the start of the following event without incurring a penalty.

b) If an engine is replaced, and the above penalty incurred, the original engine may be re-fitted without incurring a further penalty provided this is done before, or directly after, the three ten place grid penalties have been served.

c) If a driver is replaced at any point during the Championship the replacement driver must use the engine which the original driver had been using.

29.2 An engine will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.

29.3 a) After consultation with the relevant engine supplier the FIA will attach seals to each engine prior to it being used for the first time at an Event in order to ensure that no

significant moving parts can be rebuilt or replaced (other than during the rebuild permitted by Article 29.1).

- b) At his absolute discretion, the FIA technical delegate may enforce a system of a random assignment of engines to competitors of the same engine supplier prior to the first use of the engine, details of which will be communicated prior to the start of the season.
- c) The FIA reserves the right to investigate and take any necessary action in order to ensure that engine mappings are done in a fair and equitable way between different competitors using an engine from the same manufacturer.

29.4 In addition to the rebuild permitted by Article 29.1 the engine cam cover seal(s) may be broken once for the purpose of checking and adjusting valve clearances. Such checks must be carried out under FIA supervision and new seal(s) will be applied to the cam cover.

29.5 Other than the straightforward replacement of one engine unit with another, a change will also be deemed to have taken place if any of the FIA seals are damaged or removed from the original engine after it has been used for the first time in any practice session (other than during the rebuild permitted by Article 29.1 or the checks permitted by Article 29.4).

30) FUEL, FUEL SAMPLING AND REFUELLING

30.1 Only fuel provided at the Event by the FIA appointed supplier may be used throughout the Event.

All competitors will be provided with the fuel specification in advance of each Event. Any alteration to the specification of the fuel provided by the FIA appointed supplier may result in ~~exclusion~~ [disqualification](#) from the Event.

30.2 It must be possible to take a 1.0kg sample of fuel from a car at any time during the Event according to the procedure described in Art.30.3.

30.3 All cars must be fitted with a self-sealing FIA-approved connector which can be used by the scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5m long, with a tap, which can be used to transfer the samples into the sampling vessels.

30.4 During all refuelling or fuel handling operations :

- a) The relevant personnel must be wearing clothing which will provide adequate protection against fire.
- b) An assistant, wearing clothing which will provide adequate protection against fire, and who is equipped with a suitable fire extinguisher of appropriate capacity must be present.
- c) During refuelling all other team personnel must keep a safe distance from the car.
- d) All cars, refuelling equipment and containers must be suitably grounded where necessary.
- e) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.

30.5 No refuelling, or removal of fuel, is permitted :

- a) During any qualifying practice session.
 - b) Between qualifying practice sessions if the interval between them is 15 minutes or less.
 - c) The race or at any time prior to the completion of post-qualifying or post-race scrutineering.
- Refuelling in the pits is only permitted using equipment complying with FIA safety regulations.

30.6 Refuelling, or removal of fuel, is only allowed via self-sealing dry-break connectors and may only be carried out in the paddock or in the pit lane. The driver may not remain inside the car throughout refuelling and the engine must be stopped.

30.7 Fuel samples will be taken during the Event as follows :

- a) During every Event a reference sample will be taken at random from the stock of the designated fuel supplier. Gas and fuel-tight locking containers will be used for the fuel samples.

Three samples will be placed into labelled containers, they will then be sealed and delivered as follows :

- One container to the scrutineers for testing.
- One container to the organiser.
- One container to the fuel supplier.

- b) At any time during an Event the technical delegate may take a fuel sample from any car. Gas and fuel-tight locking containers will be used for the fuel samples.

Three samples will be placed into labelled containers, they will then be sealed and delivered as follows :

- One container to the scrutineers for testing.
- One container to the organiser.
- One container to the competitor.

31) GENERAL SAFETY

- 31.1** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar in any way whatsoever to these.
- 31.2** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 31.3** Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 31.4** During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 31.5** Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 31.6** If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance received during the race results in the car re-joining the stewards may ~~exclude~~ **disqualify** him from the race (other than under Articles 31.15(d) or 41.3).
- 31.7** A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 31.8** Repairs to a car may be carried out only in the paddock, pits and on the grid.
- 31.9** The organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 31.10** Refuelling is not permitted during qualifying or the race.
- 31.11** The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.
- 31.12** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 31.13** At no time may a car be reversed in the pit lane under its own power.

- 31.14** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, [the pit exit](#) or the pit lane.
- 31.15** During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the parc fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of :
- Marshals or other authorised personnel in the execution of their duty.
 - Drivers when driving or on foot, having first received permission to do so from a marshal.
 - Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - Team personnel when assisting marshals to remove a car from the grid after the start of the race.
 - Team personnel working on a car on the grid during a race suspension in accordance with Article 41.4.
- 31.16** During a race, the engine may only be started with the starter except :
- In the pit lane or the teams designated garage area where the use of an external starting device is allowed, or
 - Under Article 37.11(c).
- 31.17** Drivers taking part in practice sessions and the races, [or making their way from pre-grid to pit lane or track](#), must always wear the clothes and helmet specified in the Code. Crash helmets complying with FIA Standard 8860-2004 are mandatory.
- 31.18** A speed limit of 60km/h will be enforced in the pit lane.
- Except in the race, any driver who exceeds the limit will be fined €50 for each km/h above the limit.
- However, in accordance with Article 18.1 the stewards may inflict an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage.
- During the race, the stewards or race director may impose either of the penalties under Article 16.3(a) or (b) on any driver who exceeds the limit.
- 31.19** If a driver has serious mechanical difficulties during a practice session or the race he must leave the track as soon as it is safe to do so.
- 31.20** The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres or when otherwise requested by the race director. It shall be at the discretion of the race director 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.
- 31.21** Only three team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race.
- People under 14 years of age are not allowed in the pit lane.
- 31.22** Competitors are not permitted to install and/or to use any electric devices or time-recording-instruments on the pit wall within 25 metres of the line. Any equipment installed by a competitor on the pit-wall must not protrude from the pit-wall and over the track.
- 31.23** Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 31.24** The race director, the clerk of the course or the FIA medical delegate can require a driver to have a medical examination at any time during an Event, this medical examination may include an anti-doping test (ISC – Appendix L, Chapter II, Article. 4).

31.25 Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the ~~exclusion~~ **disqualification** of the car and driver concerned from the Event.

32) PRACTICE SESSIONS

32.1 Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.

32.2 No driver may start in the race without taking part in at least one practice session.

32.3 During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.

32.4 In the event of a driving infringement during any practice session the Stewards may delete a driver's lap time (or times), drop the driver such number of grid positions as they consider appropriate or request that the driver start the following race from the pit lane. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.

Where appropriate, regard will also be given to the provisions of Articles 16 and 18.1.

32.5 Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 32.4.

32.6 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place.

At the end of each practice session no driver may cross the Line more than once.

32.7 The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. However, only during qualifying practice will the session be extended as a result.

Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

32.8 Upon the order of the clerk of the course a practice session may be neutralised by using the FCY procedure as described in Article 40, but in that case, drivers are free to pit.

33) FREE PRACTICE SESSIONS

33.1 Two free practice sessions of between 30 and 40 minutes duration will take place on the first day of the Event.

If the procedure set out in Article 34.2 below is used, free practice sessions may also be split using the same principles.

34) QUALIFYING PRACTICE SESSIONS

34.1 Two qualifying practice sessions of between 20 and 30 minutes duration will take place on the first, second or third day of the Event.

The interval between the first and second qualifying practice sessions should not be less than two hours. The stewards may however reduce the interval if they consider the Event timetable makes it impractical.

34.2 If the number of cars entered for an Event exceeds the number of cars which are permitted to take part in practice (according to the requirements of the circuit licence), or the stewards have concerns about the number of cars on a particular track, the cars may be split into two groups

(Group A and Group B). The two groups will be formed by taking the 1st, 3rd, 5th, 7th, etc. cars in the current drivers' championship classification for Group A and the 2nd, 4th, 6th, 8th, etc. for Group B.

Should such a procedure be necessary at the first Event of the Championship, the stewards will decide how to split the groups.

Drivers not having scored any Championship points, or those having the same number of points, will be split between the two groups as set out in Article 7.2.

In case of the groups having a different number of cars, the stewards may equalise them at their discretion.

The stewards will decide which of the two groups any newcomer driver will take part in.

Group A will be the first group in Qualifying 1 and Group B the first one in Qualifying 2. This order will alternate at the following Events.

34.3 No driver may start the race without taking part in at least one practice session.

35) THE GRID

35.1 At the end of each qualifying practice the fastest time achieved by each driver will be officially published.

35.2 At Events with two races, the grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver in the first qualifying practice session and the grid for the second race will be drawn up in the order of the fastest qualifying time achieved by each driver in the second qualifying practice session.

At Events with three races, the grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver in the first qualifying practice session. The grid for the second race will be drawn up in the order of the fastest qualifying time achieved by each driver in the second qualifying practice session and the grid for the third race will be drawn up in the order of the second fastest qualifying time achieved by each driver in the second qualifying practice session.

Should two or more drivers have identical times, priority will be given to the one who set it first.

Grids will be published at least two hours before the start of the relevant formation lap.

Any driver who is unable to start for any reason whatsoever must inform the stewards at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed 30 minutes before the start of the formation lap.

35.3 The fastest driver will start the race from pole position on the grid.

If the qualifying sessions were split in accordance with Article 34.2, the fastest driver overall will start from pole position on the grid and the fastest driver from the other group will start from second place on the grid. The remaining cars will be arranged on the grid in rows corresponding to their group and behind the fastest driver from each of their groups.

If one of the two groups has fewer qualified drivers than the other or following a decision of the stewards, the gaps on the grid will be closed up accordingly.

Any driver(s) who cannot start the race because their qualifying position places them outside the maximum number of cars permitted by the circuit licence will only be allowed to start the race if any driver who qualified higher than them is unable to start and withdraws at least one hour and fifteen minutes before the start of the formation lap.

35.4 Any driver whose best qualifying lap exceeds 107% of the pole position time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, upon request the stewards may permit the car to start the race.

Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

Should there be more than one driver accepted in this manner they will be arranged on the grid in the order in which they were classified in free practice.

- 35.5 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 8 metres.

36) MEETINGS

- 36.1 A meeting chaired by the race director will take place ~~on the day of initial scrutineering~~ **before the first practice session** at a **time and** location to be advised, all drivers entered for the Event and their team managers must be present.

37) STARTING PROCEDURE

- 37.1 15 minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps.

Any car which does not complete a reconnaissance lap and is unable to reach the grid under its own power will not be permitted to start the race from the grid.

- 37.2 12 minutes before the start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes.

10 minutes before the start of the formation lap the end of the pit lane will be closed and a second warning signal will be given. Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power.

If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five minute signal must start behind any car already at the pit exit.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

- 37.3 The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the five minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

- 37.4 When the three minute signal is shown all cars on the grid must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a race suspension.

A penalty under Article 16.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

- 37.5 When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

If any team personnel or team equipment remain on the grid after the 15 second signal has been shown, the driver of the car concerned must start the race from the pit lane as specified in Article 37.2. A penalty under Article 16.3(d) will be imposed on any driver who fails to start the race from the pit lane.

- 37.6** When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading.
- When leaving the grid all drivers must respect the pit lane speed limit until they pass pole position.
- Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after cars able to do so have left the grid. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.
- 37.7** During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.
- 37.8** Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 37.2.
- A penalty under Article 16.3(d) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.
- 37.9** When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.
- There will be a standing start, the signal being given by means of lights activated by the permanent starter.
- Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights.
- 37.10** Unless specifically authorised by the FIA race director, during the start of a race the pit wall must be kept free of all persons with the exception of officials and fire marshals.
- 37.11** If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply :
- a) If a car develops a problem that could endanger the start the driver must immediately raise his hands above his head as far as possible and the marshal responsible for that row must immediately wave a yellow flag. If the race director decides the start should be aborted the green lights will be illuminated two seconds after the abort lights are switched on, a board saying "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.
- When leaving the grid to complete the extra formation lap all drivers must respect the pit lane speed limit until they pass pole position.
- The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.
- Every time this happens the race will be shortened by 2 minutes.
- b) If another problem arises which does not require the start to be delayed (see c) below), drivers will be asked to carry out an extra formation lap as set out in a) above. Any driver who caused the start to be aborted, and is then able to start the extra formation lap, must enter the pit lane at the end of the lap and start the race as specified in Article 37.2. A penalty under Article 16.3(d) will be imposed on any driver who fails to start the race from the pit lane.
- c) If any other problem arises, and if the race director decides the start should be delayed, the following procedures shall apply:

- i) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start five minutes. The next signal will be the three minute signal.
Tyre changing on the grid is not permitted during such a delay.
Every time this happens the race will be shortened by 2 minutes.
 - ii) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
 - iii) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
 - iv) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may re-join the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.
- 37.12** Should Article 37.11 apply, the race will nevertheless count for the Championship no matter how often the procedure is repeated, or how much the race is shortened as a result.
- 37.13** Either of the penalties under Articles 16.3(a), (b), (c) or (d) will be imposed for a false start.
- 37.14** Only in the following cases will any variation in the start procedure be allowed :
- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the race director teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point.
 - b) If the start of the race is imminent and, in the opinion of the race director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known at least ten minutes warning will be given.
 - c) If the race is started behind the safety car, Article 39.15 will apply.
- 37.15** The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure, may result in the ~~exclusion~~ **disqualification** of the car and driver concerned from the Event.

38) THE RACE

- 38.1** During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag and/or a flashing blue light, will also warn the driver if cars are approaching on the track.

39) SAFETY CAR

- 39.1** The safety car will be driven by an FIA-approved driver and will carry an FIA-approved observer capable of recognising all the competing cars who is in permanent radio contact with race control.
- 39.2** Twenty minutes before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under Article 39.15 below) it will cover a whole lap of the circuit and take up position.
- 39.3** The safety car may be brought into operation to neutralise a race upon the order of the clerk of the course.
It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.
- 39.4** When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will, where possible, be displayed on the timing monitors and all marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.

- 39.5** No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 39.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 39.7** All competing cars must reduce speed and form up in line behind the safety car no more than ten car lengths apart.
- 39.8** With the exception of the cases listed under a) to h) below, no driver may overtake another car on the track, including the safety car, until he passes the first safety car line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 39.14 will apply.

The exceptions are :

- a) If a driver is signalled to do so from the safety car.
 - b) Under Articles 39.12 or 39.15 below.
 - c) When entering the pits a driver may pass another car remaining on the track, including the safety car, after he has reached the first safety car line.
 - d) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
 - e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has reached the first safety car line.
 - f) Whilst in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
 - g) Any car stopping in its designated garage area whilst the safety car is using the pit lane (see Article 39.11 below) may be overtaken.
 - h) If any car slows with an obvious problem.
- 39.9** When ordered to do so by the clerk of the course the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.
- 39.10** The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.

Once behind the safety car, the race leader must keep within ten car lengths of it (except under Article 39.12 below).

- 39.11** Under certain circumstances the clerk of the course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

- 39.12** When the clerk of the course decides it is safe to call in the safety car the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the car's orange lights will be extinguished. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the Line.

- 39.13 Each lap completed while the safety car is deployed will be counted as a race lap.
- 39.14 If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.
- 39.15 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 42.5(a). In either case, between the ten and five minute signal its orange lights will be illuminated, this being the signal to the drivers that the race will be started (or resumed) behind the safety car.

When the green lights are illuminated the safety car will leave the grid and all drivers must follow in grid order, no more than ten car lengths apart, and must respect the pit lane speed limit until they pass pole position. During a race start there will be no formation lap and race will start when the green lights are illuminated.

Overtaking is only permitted if :

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- b) There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the race was started.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane.

40) FULL COURSE YELLOW (FCY)

- 40.1 The FCY procedure may be initiated to neutralise a race upon the order of the clerk of the course. It will normally be used when double waved yellow flags are needed on any section of track and competitors or officials may be in danger, but the circumstances are not such as to warrant use of the safety car itself.
- 40.2 When the order is given to initiate the FCY procedure, the message "–FULL COURSE YELLOW" will, where possible, be displayed on the timing monitors and all marshal's posts will display waved yellow flags and " FCY" boards for the duration of the intervention. An 80km/h speed average limit will be imposed on the entire track.
- 40.3 All drivers must then reduce speed.
- 40.4 No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the FCY procedure is in use. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 40.5 No car may enter the pits whilst the FCY procedure is in use unless it is for the purpose of mechanical intervention or to retire.
- 40.6 The stewards may impose either of the penalties under Article 16.3a), b), c) or d) on any driver who, in their view, failed to comply as required by the above.
- 40.7 With the exception of the cases listed under a) to d) below, no driver may overtake another car on the track whilst the FCY procedure is in use.

The exceptions are:

- a) When entering the pits a driver may pass another car remaining on the track after he has reached the first safety car line.
 - b) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
 - c) Whilst in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
 - d) If any car slows with an obvious problem.
- 40.8 When the clerk of the course decides it is safe to end the FCY procedure, the message "FCY ENDING" will be displayed on the official messaging system and, at any time between 10 and 15 seconds later, yellow flags and "FCY" boards will be replaced by green flags, and drivers may continue racing immediately. After 30 seconds the green flags will be withdrawn.
- 40.9 Each lap completed whilst the FCY procedure is in use will be counted as a race lap.

41) SUSPENDING A RACE

- 41.1 If competitors or officials are placed in immediate physical danger by cars running on the track, and the clerk of the course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended.

Should it become necessary to suspend the race, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

- 41.2 When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly ~~to the starting grid- pit lane. The first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive.~~

~~If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits.~~

- 41.3 Any cars unable to return to the ~~grid pit lane~~ as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of ~~the grid pit lane~~.

- 41.4 Whilst the race is suspended:

- a) Neither the race nor the timekeeping system will stop, however, where the Event timetable can accommodate it, the length of the race suspension will be added to the maximum time for the race in question.
- b) Cars may be worked on once ~~they have stopped on the grid or~~ entered the pits but any such work must not impede the resumption of the race.
- c) Only team members and officials will be permitted ~~on the grid in pit lane~~.

- 41.5 ~~Cars may not enter the pit lane when the race is suspended. A penalty under Article 16.3(a) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, if the race has been suspended in the pit lane (see Article 41.2) a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.~~

~~All cars in the pit lane will be permitted to leave the pits once the race has been resumed and, subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.~~

~~At all times drivers must follow the directions of the marshals.~~

42) RESUMING A RACE

42.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors where possible, in all cases at least ten minutes warning will be given.

42.2 In all cases at least a ten minutes warning will be given. In case the Race Director deems that a shorter suspension is possible, a 5 minute warning sign will be given.

Depending on the Race Director's decision, signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

42.3 ~~When the three minute signal is shown all cars on the grid must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a further race suspension. If the race has been suspended in the pit lane (see Article 41.2) All cars in the fast lane must have their wheels fitted at the three minute signal.~~

A penalty under Article 16.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

At the three minute point any cars between the safety car and the leader will start their engines and at the two minute point these cars will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.

42.4 When the one minute signal is shown, engines should be started and all team personnel must leave ~~the grid~~ by the time the 15 second signal is given taking all equipment with them. ~~If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.~~

42.5 The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless :

- a) The race is being resumed in wet conditions and the race director deems more than one lap necessary, in which case see Article 39.15.
- b) All cars are not yet in a line behind the safety car.
- c) ~~Team personnel are still clearing the grid.~~
- d) A further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid and all drivers must follow, no more than ten car lengths apart, and must respect the pit lane speed limit until they pass pole position. Soon after the last car in line behind the safety car passes the end of the pit lane (including any cars which were waved off under Article 42.3 above) the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

42.6 Overtaking behind the safety car is only permitted if:

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- b) There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the order before the race was suspended or the order the cars at the pit exit were in when the race was resumed.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only re-join the race once the whole field has passed the end of the pit lane.

42.7 Either of the penalties under Article 16.3(c) or (d) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the lap.

During this lap Articles 39.12, 39.13, 39.14 and 39.15 will apply.

- 42.8 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

43) FINISH

- 43.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 5.5.

- 43.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

- 43.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

Any classified car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.

44) PARC FERME

- 44.1 Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.

- 44.2 When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.

- 44.3 The parc fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

45) CLASSIFICATION

- 45.1 The car placed first will be the one having covered the scheduled distance in the shortest time, or more if the race is suspended, see Article 41.4). All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

- 45.2 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

- 45.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

46) PODIUM CEREMONY

- 46.1 The drivers finishing the races in 1st, 2nd and 3rd positions and a representative of the winning team, in addition to the three highest placed Rookie drivers (see Article 6.2), must attend the prize-giving ceremony on the podium and immediately thereafter make themselves available for the purpose of television interviews and the press conference in the media centre.

- 46.2 After the last Event of the Championship season the drivers finishing the races in 1st, 2nd and 3rd positions and a representative of the winning team, in addition to the three highest placed Rookie drivers, must attend the end-of-season prize-giving ceremony if requested to do so by the Promoter.

47) PRESS CONFERENCES AND PROMOTION

- 47.1 Upon request, all registered drivers are obliged to attend free of charge all press conferences organised by the FIA. The following obligations must in addition be respected :

Immediately after qualification and/or prize giving the first three classified drivers of the race will be required to make themselves available for a press conference (at a location specified in the supplementary regulations). All of these three drivers are obliged to attend this press conference.

The drivers must wear their closed overalls and designated caps during the press conferences. Failure to attend the press conference or any lateness will result in a penalty of €3000. This penalty will be increased by another €1000 for any additional infringement of this kind.

- 47.2** Drivers must take part in any promotional activity requested by the Promoter such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades.

The drivers, competitors and manufacturers give the right to the FIA to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Championship.

Use of the Championship logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the FIA.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 9.2

PART A.

1. NAME AND ADDRESS OF THE NATIONAL SPORTING AUTHORITY (ASN).
2. NAME AND ADDRESS OF THE ORGANISER.
3. DATE AND PLACE OF THE EVENT.
4. START TIME OF THE RACE.
5. ADDRESS AND TELEPHONE, FAX AND TELEX NUMBERS TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE :
 - LOCATION AND HOW TO GAIN ACCESS.
 - LENGTH OF ONE LAP.
 - NUMBER OF LAPS FOR RACE.
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE).
 - LOCATION OF END OF THE PIT LANE IN RELATION TO LINE.
7. PRECISE LOCATION AT THE CIRCUIT OF :
 - STEWARDS' OFFICE.
 - RACE DIRECTOR'S OFFICE.
 - FIA OFFICE.
 - PARC FERMÉ.
 - DRIVERS' AND COMPETITORS' BRIEFING.
 - OFFICIAL NOTICE BOARD.
 - WINNER'S PRESS CONFERENCE.
8. LIST OF ANY TROPHIES AND SPECIAL AWARDS.
9. THE NAMES OF THE FOLLOWING OFFICIALS OF THE EVENT APPOINTED BY THE ASN :
 - STEWARDS OF THE MEETING.
 - CLERK OF THE COURSE.
 - SECRETARY OF THE MEETING.
 - CHIEF NATIONAL SCRUTINEER.
 - CHIEF NATIONAL MEDICAL OFFICER.

PART B.

1. FIA STEWARD(S) OF THE MEETING.
2. RACE DIRECTOR.
3. TECHNICAL DELEGATE.
AND, IF APPROPRIATE :
4. SAFETY DELEGATE.
5. PERMANENT STARTER.
6. MEDICAL DELEGATE.
7. PRESS DELEGATE.
8. AN OBSERVER.
9. A SAFETY CAR DRIVER.
10. A MEDICAL CAR DRIVER.

APPENDIX 2

PODIUM CEREMONY

1) Presenters

A list of the persons presenting the trophies will be distributed by the F3 Manager on Friday evening of the event at the latest. The prizes should be handed over by the following persons :

1.1 For the winner :

A person with political responsibility, e.g. a minister, a deputy, a council member, a mayor or another person with a high public status, or

- i) A prominent representative of the FIA or a member of the DMSB.
- ii) A representative of the event organiser.

Should such a person not be available the F3 Manager nominates an adequate representative of the event organiser or of the series partners.

1.2 For the representative of the winning team (entrant) :

A representative of a Series Sponsor or of the event organiser.

1.3 For the second-placed driver :

The same person as for the winner.

1.4 For the third-placed driver :

The same person as for the winning team.

2) Scenario

2.1 The prize-giving ceremony is taking place immediately after the finish of a race.

2.2 As soon as the first three drivers for each classification exit their cars they have to wear the caps given to them by a representative of the F3 Manager. The overalls have to be closed.

2.3 If the representatives of the TV station which broadcasts the corresponding event live need to interview any driver before the ceremony this has to take place in front of the F3 interview backdrop wall right next to the winners' parc fermé.

2.4 No other person than that representative is allowed to interview one of the first three drivers until the end of the prize-giving ceremony. All other media representatives will not get access to the parc fermé and to the winners' podium.

2.5 From the moment of the finish, there has to be radio contact between the race director, the TV-director and the responsible for the prize-giving ceremony.

2.6 The organiser/Promoter has to ensure that the road from the separated parc fermé (right in front of the winners' podium) for the winning cars to the winners' podium is kept free, in order to secure quick and untroubled access to the winners' podium.

2.7 Moreover, the organiser has to ensure that the drivers relevant for the podium ceremony, whose cars have got stuck on the track during the cooling down lap, are being picked up and brought to the podium as quickly as possible by keeping ready a course car.

2.8 The prize-giving ceremony starts when firstly the winner, then the second-placed and then the third-placed driver and the representative of the winning team (who will be standing left from the podium) will be called onto the podium. As soon as all four are in the right place, the national anthem of the winning driver will be played. The nationality of the driver will be considered,

irrespective of his licence or team affiliation. While the national anthem of the winner is being played, the national flags of the three drivers on the podium will be raised slowly on the flagpoles. Immediately after that, the trophy presenters are handing over the trophies in the following order: winner, the representative of the winning team (entrant), second-placed, third-placed. Officials and winners remain in their places for the photographers.

- 2.9 After that, the officials stand back behind the backdrop of the podium (cover). Only then, the winner and the top-three-placed drivers may spray the content of the champagne bottles.
- 2.10 After the podium ceremony of the race winners, the podium ceremony for the best rookies will be held – the procedure as well as the presenters will be equal to the first ceremony.
- 2.11 Immediately after the prize-giving ceremony and possible TV interviews approved by the F3 Manager which only will take place in front of the winners' podium backdrop wall, the honoured drivers must be brought to the location of the TV-press conference by assistants of the organiser as quickly as possible. No interviews are allowed on the way to that location.
- 2.12 During the prize-giving ceremony except during the playing of the national anthems and the TV interviews, the drivers are wearing their normal, closed drivers' suit and, caps of the tyre partner at all times. The F3 Manager and/or a representative of the tyre manufacturer ensures that sufficient caps are being kept ready on the way from the parc fermé to the winners' podium. No other caps, also if worn by other persons, are allowed for the entire duration of the prize-giving ceremony in the podium area.

3) Requirements

- 3.1 The organiser/Promoter is to provide a notably elevated winners' podium with steps for first, second and third place in the area of the race control, facing the pit lane.
- 3.2 In front of the podium, there must be an accessible area of at least 1.20 m wide. The floor must be covered by a clean carpet.
- 3.3 Only the F3 has the right for promotional use of the winners' podium and all accompanying backdrop walls.
- 3.4 The preparation of the winners' podium and the accompanying backdrop wall will be carried out by the F3 Manager or an appointed responsible. It has to be possible to mount promotional banners on the backdrop wall.
- 3.5 Any promotion in this area is prohibited.
- 3.6 Behind the winners' podium and the accompanying background wall, three flag poles must be installed. During the prize-giving ceremony, three persons from the organiser must be available to raise the flags during the playing of the anthems.
- 3.7 The organiser/Promoter must ensure that the national flags from all competitors and entrants are available in sufficient quantity.
- 3.8 The organiser/Promoter must ensure that the national anthems of all competitors and entrants are available.
- 3.9 For the playing of the national anthem of the winner, a suitable audio system must be available. For the national anthems, only short versions (max. 30 sec.) may be played.
- 3.10 For trophies and other equipment, a table has to be available behind the winners' podium.
- 3.11 The organiser/Promoter imperatively has to make sure that, except for the persons handing over the trophies, the drivers to be honoured, the representative of the team, a representative of the F3 Manager, a member of the organisation and a TV-team of the official TV-partner, nobody else has access to the winners' podium.

- 3.12 Moreover, the area of the podium has to be kept clear for the duration of the prize-giving ceremony in such a way, that by no means vehicles driving past or other activities are disturbing the process and the picture of the ceremony (to be considered during preparing the time schedule).
- 3.13 The organiser ensures that the adequate number of opened champagne bottles of the sponsor's brand with name tag are ready on the podium and the trophies stand on a table next to the podium.
- 3.14 On the clothing of the officials and the assistants, with the exception of the clothing of representatives of the series partners, no promotion may be displayed.
- 3.15 It is not permitted to relate accolades or trophies with the name of a presenter or a sponsor save as agreed by the F3 Manager.
- 3.16 Except for the sponsor's champagne, no other drink (including soft or mineral drinks) may be at hand or consumed on the podium.
- 3.17 The trophies (4 in total: 3 for the drivers, 1 for the winning team – NOT the ones for the rookie classification) will be provided by the organiser.
- 3.18 The trophies **for the first three drivers** must meet the following requirements :
- Inscriptions : FIA F3 European Championship Logo.
Name of the event.
Finishing position.
- Height : 550mm minimum, 900mm maximum.
- Weight : 2kg minimum, 8kg maximum.
- 3.19 The trophy **for the winning team** must meet the following requirements :
- Inscription : FIA F3 European Championship Logo.
Name of the event.
Winning team.
- Height : 550mm minimum, 900mm maximum.
- Weight : 2kg minimum, 8kg maximum.
- 3.20 Winners' garlands are not permitted on the podium.
- 3.21 Contact for any questions related to the prize-giving ceremony on behalf of the F3 is the F3 Manager.
- 3.22 Moreover, water bottles and towels have to be kept ready for all drivers attending the podium ceremony on the way from the parc fermé to the podium (directly as they get out of the car but after they have been weighed). Towels and water bottles may not show any promotion or brand identifications.

APPENDIX 3

ENGINE USAGE

- 1) Any manufacturer or engine tuner wishing to supply engines must notify the FIA of its intention to do so no later than 31 March preceding the year during which such engines will be supplied.
- 2) No engine may be used in the Championship unless the company supplying such engine accepts and adheres to the following conditions :
 - a) One engine supplier present in the Championship : this company must equip 100% of the entered teams on ordinary commercial terms.
 - b) Two engine suppliers present : each of them must, if called upon to do so, be prepared to equip up to 60% of the entered teams on ordinary commercial terms.
 - c) Three or more engine suppliers present : each of them must, if called upon to do so, be prepared to equip up to 40% of the entered teams on ordinary commercial terms.
- 3) The fee for a non-dedicated replacement engine (shared among several competitors) may not exceed €8000 and 6.1 €/km of usage per car for the complete championship season.

APPENDIX 4

WIND TUNNEL TESTING BAN

Wind tunnel testing ban

Wind tunnel testing is the testing by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team or any of its Related Parties, in a test environment of a representation of an F3 car or subcomponent in order to measure, observe or infer any forces, displacements, pressures or air flow direction resulting directly or indirectly from the incident air flow.

Any wind tunnel testing is forbidden. This also applies to wind tunnel testing using a scale model of a F3 car or subcomponent.

It is forbidden to use any results from wind tunnel testing obtained by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team, any of its Related Parties or any other Third Party other than the wind tunnel testing results supplied by the rolling chassis manufacturer.

Aerodynamic data

No rolling chassis may be used in the Championship unless the company supplying such rolling chassis accepts and adheres to the following conditions.

The following aerodynamic data must be made available for the competitors using the rolling chassis by the respective rolling chassis manufacturer.

The data must be obtained from wind tunnel testing with a scale model (min. 40%) or a full car.

- Ride height map
 - o CzF, CzR, Cx in function of front ride height and rear ride height
 - o Offset/deltas for sweep of front and rear wing angles
 - o Absolute values for CzF, CzR, Cx
- Front wing deltas
 - o Delta / Offsets for all different front wing configurations and angles
- Upper rear wing deltas
 - o Delta / Offsets for all different rear wing configurations and angles
- Lower rear wing deltas
 - o Delta / Offsets for sweep of angles
- Offset for bodywork parts, for example (parts to be agreed with the FIA)
 - o Brake cooling ducts
 - o Radiator blanking
 - o Side pod wings
 - o Barge boards
- Variation of conditions for the above listed setups (details to be agreed with the FIA)
 - o Straight line
 - o Cornering
 - o Roll / Yaw / Steer
 - o Combinations of the above

The complete perimeter of available aerodynamic data has to be agreed with the FIA.

APPENDIX 5

ORGANISATION RULES

ORGANISATION RULES

| Art | CONTENTS |
|-----|--|
| 1 | Duties & Authorities |
| 2 | Advertising Spaces & Series Rights |
| 3 | PR & Promotion |
| 4 | Passes |
| 5 | Paddock |
| 6 | ADR |
| 7 | Championship Official Sponsors |
| 8 | Testing |
| 9 | www.fiaf3europe.com/teaminfo |
| 10 | Forms |

Appendix 1 Advertising Spaces

1. DUTIES & AUTHORITIES

The F3 Manager will be designated by the Promoter in consultation with the FIA and will act as the general contact person for competitors, drivers and partners of the Series. He cooperates directly with the event Organisers/Promoters and carries out the duties listed below; he alone is authorised to give instructions and he must ensure that everything runs smoothly:

1. Preparation of administrative checks and submission of the corresponding lists to the event Organisers/Promoters.
2. Organising official F3 testing.
3. Issuing the passes for F3 access authorisation and parking depending on the area in which the event is taking place.
4. Appointment and planning of the location of the F3 paddocks for the industry and for the participants, in cooperation with the event Organiser/Promoter.
5. Communicating to the competitors all information relevant to the running of the Series and the respective events.
6. Coordinating the official F3 hospitality services.
7. Coordinating promotional events during races (e.g. autograph sessions) and outside (e.g. participation of F3 in the DTM Presentation).
8. Coordinating the sponsoring and promotional activities of the Series partners.
9. Contracting TV stations to broadcast F3 internationally.
10. Preparing and providing media analysis for industry and participants.

2. ADVERTISING SPACES & SERIES RIGHTS

All advertising on/in cars and on drivers and teams must comply with the legal requirements of the country in which the race is taking place and must also comply with any national restrictions in force.

All competitors give the Promoter the right to fit an on-board camera to any car, provided that this meets the requirements of the technical delegate. In-car cameras are only allowed in accordance with the Sporting Regulations.

If required by the F3 Manager, all cars must have the official sticker on the dashboard, and this must be visible to a forward facing camera. The decision on the positioning of this sticker rests solely with the F3 Manager. All other in-car advertising, including any on the driver's helmet and overalls, will be allowed only at the discretion of the Promoter. In the event of a dispute, the final decision rests with the Promoter.

All audio/visual rights are in accordance with the FIA regulations and all trademarks and copyrights relating to the Championship are the property of the FIA and shall be vested in the FIA.

The revenue from the sale of the Series rights/advertising spaces specified in the following will accrue solely to the benefit of the F3 Promoter.

The F3 Promoter reserves the right to modify the present provisions or to issue additional Series rights during the season or to modify existing Series rights subject to the prior approval of the FIA.

2.1 Car Liveries/drivers' overalls/race trucks

In addition to Article 21 of the FIA F3 European Championship Sporting Regulations, it should be stated that all car liveries, drivers' overalls and race truck liveries have to conform to Appendix 1 of the present Organisation Agreement.

2.2 Prize-giving Caps

Additionally to Article 46 of the FIA F3 European Championship Sporting Regulations and the corresponding Appendix 2, it should be specified that all drivers are obliged to wear the caps issued by the F3 Promoter after each race from the time they exit their car in the winners' parc fermé, throughout the entire duration of the prize-giving ceremony (except whilst the national anthems are being played), as well as during the winners' interviews and press conference; and they must keep their overalls closed. Failure to comply with this regulation will be reported to the stewards.

2.3 Podium

Additionally to the "Standard F3 Event Organisation Rules", it should be specified that any kind of advertising on the podium is subject to the agreement of the F3 Promoter.

2.4 Grid Girls and Grid Boards

Additionally to the “Standard F3 Event Organisation Rules”, it should be specified that any kind of advertising on the clothing of the grid girls, as well as on the grid boards, is subject to the agreement of the F3 Promoter.

2.5 Merchandising, Licensing

The use of the official F3 logo for merchandising articles and for any other commercial purpose must be agreed with the F3 Promoter in detail.

3. PR & PROMOTION

3.1 All drivers and competitors must submit the completed “Media Guide registration for drivers/teams” form (see Appendix 2 to the present Organisation Rules) to the F3 [Manager-by the closing date for entries 2018](#) ~~2017~~.

3.2 Upon request, all drivers entered are obliged to attend, without payment, all activities such as photo shoots and autograph sessions, etc. that are organised by F3. Drivers failing to attend, or turning up late, will be reported to the stewards.

3.3 With the submission of the entry form, all drivers, competitors, teams and sponsors declare their consent for the use all of their rights in any media whatsoever (including, without limitation, moving pictures, digital images, print, radio, internet, merchandising for give-aways and retail sale) and publicity arising from their engagement in the Series for the marketing of the Series; this also applies after ~~2017~~ [2018](#), without any charge.

3.4 During the season, each competitor is obliged to participate with one car and one driver in one promotional event organised by F3 (e.g. the DTM presentation, a promotional event during the week before a race event, or something similar), if required. A possible sharing of costs will be discussed between the respective team and the F3 Promoter.

3.5 The data established by the official timekeeping are the property of the FIA.

4. PASSES

4.1 General conditions

In addition to Article 14 of the ~~2017~~ [2018](#) FIA F3 European Championship Sporting Regulations, the following details regarding access authorisations are defined:

The F3 Manager alone is entitled to issue personal passes with admission to the paddocks, the pits and the pit lane. The F3 Manager alone is entitled to issue car passes.

All persons concerned in any way with an entered car, or present in any other capacity whatsoever in the paddock, pits, pit lane or on track, must wear the appropriate pass, which must be clearly visible at all times during the event.

A pass may be used only by the person to whom it was issued and only for the purpose for which it was issued. Any exchange of passes or the copying or falsification of passes will, at the very least, entail that the person/s concerned must leave the circuit area immediately. This does not exclude further legal actions that can be taken by the FIA and/or Promoter.

4.2 Distribution

The number of passes and contingents valid for the F3 events of the ~~2017~~ 2018 season are listed below, to be confirmed by January ~~2017~~ 2018.

All passes will be handed out on the Thursday of the first event. Details will be communicated via team info.

Industry and Racing Services may purchase additional passes with the money to be paid to the F3 Promoter.

The F3 Manager also reserves the right to modify the pass conditions during the season and to issue a limited number of additional passes for the pit lane and the pit wall, which would have to be displayed in these areas.

- Each competitor will receive the following personal passes (per registered car):

4x paddock access to F3 paddock

6x pit lane access to F3 paddock and pit lane (only allowed during F3 practices, races etc.)

3x pit wall access to the pit wall (only in combination with a valid pit lane pass)

The pit wall pass on its own does not provide admission to the event. It is only an additional ticket to access the pit wall and is valid only in conjunction with a pit lane-access pass of F3 and/or the host event.

Each competitor is required to submit to the F3 Manager a list that allocates each single ticket number to a specific member of the team.

- Each driver will receive the following personal passes:

2x paddock access to F3 paddock

2x pit lane access to F3 paddock and pit lane (only allowed during F3 test, practice, race, etc.)

- Each competitor will receive the following parking passes from the F3 Manager:

3/4-car team: 2x W (nearby parking)

1x C (catering parking)

1/2-car team: 1x W (nearby parking)

1x C (catering parking)

- Each driver will receive the following parking passes from the F3 Manager:

Drivers: 1x W (nearby parking)

As regards the "C" catering parking pass, the following must be noted:

Catering parking passes include the possibility of going into the F3 paddock until a certain time before the start of the event in the morning, after which the car has to be moved out of the F3 paddock and parked in the "W" parking area. Entrance to the F3 paddock with "C" parking pass is again allowed from a certain time in the evening after the end of the event.

Exact times to be found in the DTM ticket guide.

The ticket situation outside DTM events will be specified via Team Information.

No team/competitor may have more than a limited number of operational staff at an Event with access to the paddock, the pit garages and the pit lane from the start of preliminary scrutineering until the end of the last race of every event. For the avoidance of doubt staff whose duties are solely connected with hospitality, team motorhomes, marketing, public relations or driving trucks to or from the event are not considered operational staff. Similarly, a medical doctor, physiotherapist, massage therapist, driver manager, coach driver, Team Owner or Managing Director will not be included in the above figure. Team managers will be considered as operational staff. Non-operational staff will not be allowed either to work on a car entered by the team/competitor or to make any kind of technical operation (data acquisition, parts repair, parts maintenance, tyre management, etc.) related to a car entered by the team/competitor. A list of the staff must be submitted to the promoter 10 days prior to each event.

limited number of operational staff :

- 1st car entered: 6 persons
- Following cars: 4 persons each

5. PADDOCK

5.1 Racing Services

The F3 Promoter alone has the right to nominate racing services that will be allocated an area in the paddocks for a service vehicle.

5.2 Team Trucks and Service Tents

The set-up of the F3 paddock always takes place on the Thursday afternoon at a time still to be announced. The exact times will be communicated via teaminfo before each event.

Cars are not allowed to enter the paddock before being asked to do so by the F3 Organisation.

The following areas for team trucks and awnings in the paddock will be available free of charge for the teams [\(to be confirmed by January 2018\)](#):

| | |
|-------------|------------------------------------|
| 1-car team: | 9.0 x 17.5 metres (width x depth) |
| 2-car team: | 11.0 x 17.5 metres (width x depth) |
| 3-car team: | 14.0 x 17.5 metres (width x depth) |
| 4-car team: | 22.0 x 17.5 metres (width x depth) |

Each additional square metre beyond this free-of-charge area may be rented from the individual Event Organiser at the price of €26 plus VAT per square metre, if local conditions allow [\(to be confirmed by January 2018\)](#).

The position of these areas will be decided by the F3 Manager, in cooperation with the respective Event Organiser.

Within these areas, registered teams are allowed to place the following vehicles and set up service tents:

Up to 2 -car team: 1 semi-trailer unit

Up to 4- car team: 2 semi-trailer units

If the circumstances permit, exceptions such as an additional service vehicle (e.g. 7.5 tons) may be allowed at the sole discretion of the F3 Manager. **A parking area will be allocated for these vehicles in the vicinity of the service tent, if possible.** Mobile homes or caravans are not allowed. A sideways exit from the awnings is not allowed. Any exception is subject to the approval by the F3 Manager.

Changes to the set-up approved at the beginning of the season must be requested by the teams at least 21 days prior to the Monday of the respective events.

Vehicles must not, under any circumstances, block any driving lanes in the paddock. Each vehicle (mainly race trucks) positioned in the area assigned to the team has to display a permanent P-parking pass, as well as a fully completed form (company name/name of the vehicle's driver/mobile number of this driver) behind its windscreen and this must be clearly visible and readable from the outside. Vehicles whose drivers are not reachable whenever this is necessary will be towed away and liable to pay the costs involved. The P-parking pass and the form will be handed out by the F3 Manager at the first event. At each event, this P-parking pass allows entry to the paddock one time, until 07.00 on the Friday morning, and parking in the space designated by the F3 Manager/Event Organiser.

To assure the best possible set up of the paddock, each competitor must submit the "Paddock Logistic Form" (see Article 9 of the present Organisation Rules) and submit it to the F3 Manager by the closing date for entries ~~2017~~ **2018**.

All teams are obliged to keep their service tents open during the official event times (see timetable), in order to allow the fans to see the cars inside. The tents may be closed only with the approval of the F3 Manager.

The dismantling of the tents is only allowed on the Sunday, after the finish of the Main Race and the respective prize giving ceremony. If there is another race after the Main Race, the dismantling can be delayed until the end of this race. If a team dismantles its tent during the Main Race without permission, the competitor in question will be reported to the stewards.

All damage caused by the erection and/or dismantling of the tents, (pegs, damage of cables or asphalt, crop damage, etc.) will be invoiced to those responsible by the race track or Promoter of the event.

5.3 Hospitality & Presentation Area,

The F3 Promoter will run an official F3 Hospitality operation, that shall be appropriate for the appearance of the Championship and its competitors. It will be essential for the concept of this hospitality to have a certain basic number of people and, as a bare minimum, the F3 drivers/their escorts and team officials using this facility. Therefore, at the first event, each competitor will receive, per entered car, three (3) permanent hospitality passes (two allocated to the respective driver and one allocated to the team) for the whole season, which will be invoiced to the competitor after each race weekend in which the entered car participated. The price per pass for

each weekend will be according to the prices for “working personnel” below (each pass is valid for one person and includes six main meals from the Thursday to the Sunday, as well as all drinks and snacks available during the entire weekend).

Additional hospitality passes/packages can be ordered via teamlounge@fiaf3europe.com at the following rates:

- Working personnel 180.00 EUR per person per weekend [\(to be confirmed by January 2018\)](#)

- Guests of teams and drivers 250.00 EUR per person per weekend [\(to be confirmed by January 2018\)](#)

Inside the F3 paddocks, the Series sponsors enjoy the exclusive opportunity to make presentations in the form of stands; these presentations are confirmed by the F3 Promoter in the corresponding contracts. The special guidelines for hospitality must in any case be respected.

Any additional presentations are subject to the written permission and agreement of the F3 Promoter, and each square metre used for such a presentation purpose (including space for generators, exhibition cars, parking places, terraces, kitchen, etc.) will be charged at a fee of €26 [\(to be confirmed by January 2018\)](#) plus VAT by the respective Event Organiser.

Team sponsors may present themselves only inside the team areas and the appropriate team equipment area specified in Article 5.2 of the present F3 Organisation Regulations.

Any presentation by the competitors of the F3 Series Partners in the paddock is prohibited, the sole exceptions being on the race cars and on the race car transporters belonging to the corresponding team.

6. ADR

The obligatory ADR System as per Article 27.1 of the ~~2017~~ [2018](#) FIA Formula 3 European Championship Sporting Regulations will be provided by the F3 Organisation.

The fee for the ~~2017~~ [2018](#) season will be: €850.00 [\(to be confirmed by January 2018\)](#) per car, for all events.

The ADR system may be used at events outside the FIA F3 European Championship.

The ADR system as well as any other system provided by the Championship to the teams has to be returned to the following address: Leomax Engineering GmbH, (Germany) no later than 10 December ~~2017~~ [2018](#).

7. CHAMPIONSHIP OFFICIAL SPONSORS

HANKOOK as FIA appointed official tyres supplier: Only tyres provided by the designated tyre supplier Hankook via its appointed service provider may be used during all Events and Testing

and must be used in accordance with the present Sporting and Technical Regulations.

ATS as a rims single supplier for the Championship: Only wheels provided by the designated rim supplier ATS may be used during all Events and Testing and must be used in accordance with the present Sporting and Technical Regulations.

Designated rim supplier: ATS Rims

RAVENOL as championship official sponsor: Proposes the following products which may be used by the participants in the Championship:

Engine oil “Ravenol RSS 10W-60”

Brake fluid “Ravenol Racing Brake Fluid r325+”

Only the gearbox oil “RAVENOL F3 Gear premium” provided by Ravenol may be used during all Events and Testing and must be in accordance with the present Sporting and Technical Regulations.

8. TESTING

Additionally to Article 22 of the ~~2017~~ 2018 FIA Formula 3 European Championship Sporting Regulations, it should be specified that each competitor applying for private testing must do so by sending the completed form “Application for Private Testing” (see Article 9 of the present Organisation Rules) to the F3 Manager. The following deadlines, according to Article 22 of the Sporting Regulations, must be respected:

- Application to organise a private test – at least 7 days in advance
- Application to participate in a private test, organised by another team being a genuine competitor in the FIA F3 European Championship – at least two days ahead of the teams’ participation. Its own team or any Related Party of that Team, or any agent or sub-contractor of the Team or any of its Related Parties will not be considered as another team.

An overview about all private tests, as well as all cars participating, will be published on the official F3 website www.fiaf3europe.com under the link “Teaminfo”.

9. WWW.FIAF3EUROPE.COM/TEAMINFO

All F3 Regulations including their appendices, forms, team infos, FIA event visa, stewards decisions, etc. will be published on, and are available to be downloaded from, the official F3 website www.fia3europe.com under the link “Teaminfo”.

10. FORMS

The following forms...:

- Media Guide Registration Form for DRIVERS
- Media Guide Registration Form for TEAMS
- Paddock Logistic Form

- Application for private testing
- Confirmation of accidents
- General Liability Renunciation
- Acknowledgment of understanding (on-board camera recordings)

... are available on request at:

FIA Formula 3 European Championship

Marvin Macherey

An der Wachsfabrik 3

D-50996 Köln

Germany

Phone: +49 (0)2236 / 3783047

Fax: +49 (0)2236 / 3783048

Email: mmacherey@fiaf3europe.com

APPENDIX 1 TO THE ORGANISATION RULES

Advertising spaces as per ~~04.12.2015~~ to be confirmed by February 2018

All advertising material (stickers and badges, except the competition numbers), will be provided by the F3 Manager. In addition, no one may reproduce the stickers themselves or embroider the logos directly onto the overall **unless the F3 Manager gives his permission**.

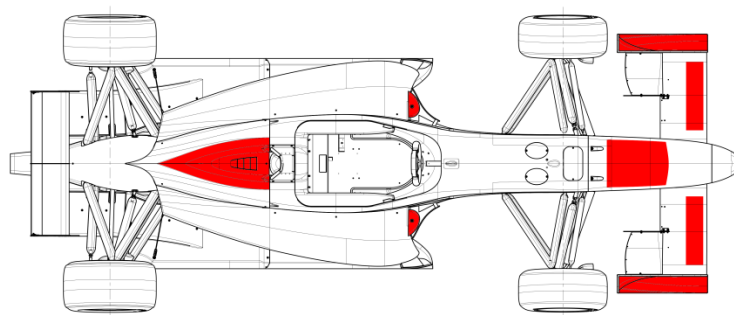
The correct display of all stickers and badges will be checked at each official event. If the advertising instructions are not observed during the entirety of the events, including pre event-, and pre- and mid-season testing, the respective team/driver will be reported to the stewards. All F3 advertising partners have to be displayed as prescribed on all cars, all trucks and all overalls throughout each public display. It must be ensured that none of the sponsor stickers are damaged in any way under any circumstances.

If no sticker or badge is handed out for one or more advertising spaces designated below, these areas must be reserved for the F3 Promoter and must be kept free of any advertising, logos or special designs.

F3 reserves the right to adapt the advertising spaces if necessary.

Car identification I (SCHEMATIC DRAFT)

F-317



Front wing main plate

- On the left and right parts of the front wing main plate, the *tba* stickers (approx. height 65 mm x approx. width 350 mm), have to be affixed according to the drawing. In doing so, the lower border of the sticker has to be positioned as far as possible to the front edge of the front wing.

Car's nose

- In the middle of the car's nose, the *tba* sticker (approx. height 68 mm x approx. width 180 mm) has to be affixed 220 mm above the tip of the nose. No other stickers are allowed within a

radius of 15 mm.

Competition number

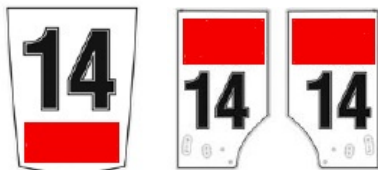
- On the car's nose, the competition number- / *tba* logo-sticker (approx. height 330 mm x approx. width 220 mm bottom – 260 mm top) is to be affixed according to the drawing. The sticker is to be affixed in the middle of the car's nose with its bottom edge approx. 380 mm above the tip of the nose.
- The outside of the rear wing endplates **must remain in their initial carbon colour**. The outside of both left and right rear wing endplates is reserved for the competition number and the *tba* logo, which are to be affixed according to the drawing below.

No other advertising is allowed on the outside of the rear wing endplates.

- The teams are responsible for producing their own competition numbers in the following design:

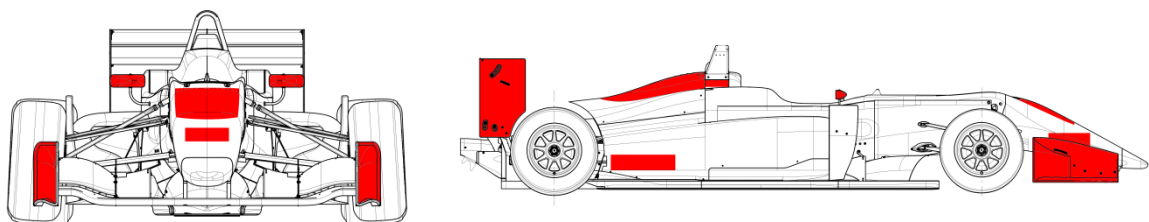
Font Type: "Helvetica LT black"
Width reduced (condensed) to 60%
Height: 175,5mm
Colour: blue (C=100 M=95 Y=28 K=13)
With a 3mm outline after a free space of 2mm around the number

The number is to be affixed according to the drawing below:



Car identification II (SCHEMATIC DRAFT)

F-317



Driver's name

- Both the left and right sides of the roll hoop must carry the national flag of the driver and his or her name, according to the drawing. Each team is responsible for producing its own national flags and driver names.

Font Type: Helvetica

Height: 12 mm

Front wing endplates

· The outside of the front wing endplates **must remain in their initial carbon colour**. The outside of both left and right front wing endplates is reserved for the competition number and the *tba* sticker, which are to be affixed according to the drawing above.

Rear view mirrors

· The complete outside surfaces of both rear view mirrors **must remain in their initial carbon colour**. Both the left and the right rear view mirrors are completely reserved for the F3 Promoter and have to be kept free of any stickers and/or logos in every case.

Engine cover

· On both the left and right upper parts of the engine cover, an area according to the drawing is completely reserved for the F3 Promoter and the *tba* sticker. This area has to be kept free of any special designs, stickers and/or logos in every case.

Sidepod

· On both the left and right side of the rear end of the sidepod, the *tba* stickers (approx. height 68 mm x approx. width 380 mm) have to be affixed according to the drawing. The corners of the stickers must not be cut off or bent in any way. When viewed face-on, the sticker on the car's side has to be completely visible.

Overall identification (SCHEMATIC DRAFT)



Driver overall: chest

- 1st position: The *tba* badge (approx. height 50 mm x approx. width 100 mm) has to be placed on the left side of the chest, as seen from the driver's position. Also as seen from the driver's position, the left edge of the badge has to be in line with the left edge of the 2nd position badge below, according to the drawing. The top edge of the badge has to be on the same line as the bottom edge of the overall's collar, in any case at the highest position. This means that it is not permitted to have any badges, nameplates, etc. above this badge.
- 2nd position: The *tba* badge (approx. height 50 mm x approx. width 120 mm) has to be placed

on the left side of the chest, as seen from the driver's position. The top edge of the badge has to be 5 mm below the badge in 1st position.

- 3rd position: The *tba* badge (approx. height 50 mm x approx. width 120 mm) has to be placed on the left side of the chest, as seen from the driver's position. The top edge of the badge has to be 5 mm below the badge in 2nd position.

Driver overalls: arms

- 1st position: On both arms, the *tba* badge (approx. height 50 mm x approx. width 120 mm) has to be affixed approx. 150 mm below the shoulder.
- 2nd position: On both arms, the red marked area in 2nd position, is reserved for the F3 Promoter. The top edge of the badge has to be 5 mm below the badge in 1st position.

3rd position: On the left arm, the red marked area in 3rd position is reserved for the F3 Promoter. The top edge of the badge has to be 5 mm below the badge in 2nd position.

ROOKIE sticker:
(SCHEMATIC DRAFT)



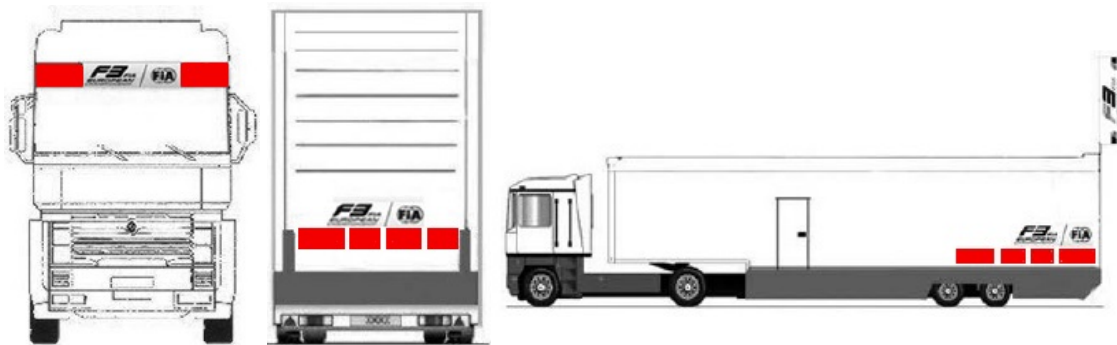
One additional badge has to be affixed **ONLY** on the overalls of drivers who are eligible to score points in the Rookie classification.

The Rookie badge (approx. height 50 mm x approx. width 120 mm) will be affixed in second or third position on the left or right arm (still to be defined).

All badges have to be affixed according to the above text and the respective drawings. It is not permitted to embroider the logos directly onto the overalls or to display them in the form of a corresponding badge. Only those badges distributed by the F3 Promoter must be used.

If a driver has two or more sets of overalls, the above descriptions must be implemented in exactly the same way as on the overalls that have been inspected and approved by the FIA F3 European Championship Promoter.

Truck identification (SCHEMATIC DRAFT)



Front

- The FIA / F3 sticker (the smaller one) is to be affixed in the middle of the border above the windscreen according to the drawing above

Side

The FIA / F3 sticker (the bigger one) including the series sponsor logos is to be affixed on both the left and right sides of the trailer. The sticker consists of the F3 championship and FIA master logo as well as the series sponsor logos.

- 1st position: Championship logo
- 2nd position: tba
- 3rd position: tba
- 4th position: tba
- 5th position: tba
- 6th position: tba

Rear

- The FIA / F3 sticker (the smaller one) including the series sponsors logos is to be affixed in the middle of the trailer's rear side according to the drawing above.
- **Flag:** On each race truck in the left corner (in the driving direction) of the trailer's roof, an F3 flag has to be affixed by the teams, according to the drawing. The flag itself (approx. height 300 cm x approx. width 100 cm) will be provided by the F3 Promoter. Each team is responsible for providing one mast to set up this flag. The height of the mast (measured from the top of the trailer's roof upwards) should be between 300 cm and 350 cm.

Teams may be also required to carry and install other flags/masts provided by the FIA related to their team or drivers.