2019 FIA Formula Regional European Championship
SPORTING REGULATIONS

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FOREWORD

ACISPORT and the Promoter selected will organise the Formula Regional Championship certified by FIA (the Championship) which is the property of the ASN and comprises of three titles, two for drivers and one for teams. It consists of the Formula 3 races which are included in the Formula Regional Championship calendar.
All the participating parties 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 in English, 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 Article 18 of the International Sporting Code.

1.2 These Sporting Regulations come into force from the moment of their publication 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 and its appendices (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 ASN in accordance with the present Regulations. Event means any event counting towards the Championship and registered on the 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.

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 and the Sporting Regulations.

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 any Event, competitors (and/or anybody associated with the entry of a car), are not permitted to produce or order to produce any moving pictures of competition cars on the track. Any exception to this must be approved in writing by ACISPORT.

Failure to comply with the above will be reported to the stewards of the meeting and may result in a fine or the disqualification of the relevant team from the Event.

4) LICENCES AND ELIGIBLE DRIVERS

4.1 All drivers must be at least 16 years old (the date of the birthday being binding) and hold an appropriate FIA International B or C Licence issued by the ASN.

- International Drivers' licence grade A are not allowed to participate in the Championship". However, ACISPORT reserve the right to accept drivers with licence grade A but neither the team nor the driver will score points and attend the podium ceremony.
- A driver must also be in possession of a current medical certificate of aptitude, either included on the competition licence or on an attached document.

4.2 A driver is eligible to participate to the Championship either if he has already competed in other Formulas before or has attended training/educational programme given by the ASN, which organizes the Championship.

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

5) CHAMPIONSHIP EVENTS

5.1 Events are reserved for Formula Regional cars as defined in the FIA Formula Regional Technical Regulation.

5.2 Each Event will have the status of an International competition.

5.3 The Event shall include all practice sessions and races.

5.4 There will be three races of 30 minutes plus one lap at each Event.

5.5 The maximum number of Events in the Championship is 10, and the minimum 5.

5.6 The minimum number of races in the Championship during a season is 15.

5.7 The final list of Events will be published 3 months before the start of the season.

5.8 An Event may not count for the Championship if fewer than 12 cars are available for it.

5.9 Each Event will be run on circuits holding a valid FIA licence grade 3 minimum, delivered by the FIA.

6) FIA European Regional Championship

6.1 The FIA European Regional 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 FIA European Regional 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. Driver will not be eligible for this title if, the year before the FIA European Regional Championship Event he takes part in, he had competed in more than three race Events in the FIA Formula Regional either with cars with the same performance level or higher than that of a Formula Regional car. For the purposes of this Article only, a Formula Regional 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 Promoter.

6.3 The FIA European Regional Championship team title will be awarded to the competitor which has scored the highest number of points, counting results from his two highest scoring cars.

6.4 The score valid for the titles award are indicated under art. 6.1 and 6.2
To participate to the Final Classification of the Championship, every driver must compete in 5 events at least. The last event must be compulsorily included in the 5 events.
The non-compliance with this last provision does not allow to score points.
ACISPORT reserve the right to verify absences due to reasons of force majeure and possibly admit, at its sole discretion, the driver.

6.5 Points for all titles will be awarded at each race according to the following scale:

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 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 Event of the Championship.

Any such competitor and/or drivers entering either of the last Event 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.

6.6 If a race is suspended under Article 39, and cannot be resumed, no points will be awarded if 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 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance.
No points will be awarded if all laps have been completed under Safety Car.

6.7 A prize money scheme may be established and communicated accordingly by ACISPORT or the Promoter for the first three in Drivers classification and for the winner of Rookies.

6.8 If required by ACISPORT or the Promoter to do so the drivers finishing first, second and third in the Championship must be present at the annual ASN Prize Giving ceremony.

6.9 If required by the FIA to do so the drivers finishing first in the Championship must be present at the annual FIA Prize Giving ceremony.

7) DEAD HEAT

7.1 Prizes 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, ACISPORT 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 ACISPORT. It must be accompanied by written evidence that the promoter has made arrangements to secure the participation of all competitors.

9) ORGANISATION OF EVENTS

9.1 The organiser must be a club or body acceptable to the ASN.

9.2 Each organiser shall provide the information set out in the Specific or Supplementary Regulations of 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 must send the ASN 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 testing (collective testing/out of event).

11) OFFICIALS

11.1 For each season, the following officials must be nominated by the ACISPORT:

a) A Permanent Race Director.

b) A Permanent Chairman of Stewards

c) A Permanent Technical Delegate/Chief Scrutineer

11.2 For each event, the following officials may be nominated by the ASN:

a) A Safety Delegate

b) An ASN Delegate

11.3 For each event, the following officials must be nominated either by the ASN or the Organizer:

a) Two stewards of the meeting. The stewards of the meeting will officiate as a body under the authority of their Chairman.

b) A Clerk of the Course.

c) A Secretary of the Meeting.

d) A Chief Medical Officer.

11.4 For each event, the ASN or the Organizer may nominate the followings:

a) Media Delegate

b) Scrutineers

c) Others

11.5 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.

11.6 The race director, the clerk of the course, the chief scrutineer and the stewards of the meeting must be present at the circuit at the latest from the beginning of the Event as defined by the Code.

11.7 The race director must be in permanent radio contact with the clerk of the course, the chief scrutineer 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.

12) COMPETITORS APPLICATIONS

12.1 Applications to compete in the Championship must be submitted to ACISPORT by using the entry form and accompanied by the entry fee as specified below.
Applications at other times will only be considered if a place is available and on payment of a late entry fee to be fixed by ACISPORT that 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.

12.2 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.4.1.

e) The names of the drivers. A driver may be nominated subsequent to the application upon payment of a fee fixed by ACISPORT.

f) An undertaking by the applicant to participate in every Event with the number of cars and drivers entered.

g) Confirmation from the applicant that both he and his intended drivers have complied with the requirements of Article 21 of these Sporting Regulations.

12.3 ACISPORT or the Promoter may ask the following information:

a) Financial situation and financial background of the team.

b) Sporting background and sporting project of the team.

c) Identity of the team's ownership and if applicable, details of any upstream companies.

d) Physical details of the team's headquarters and equipment.

e) More detailed information pertaining to the drivers

f) Organisation chart.

12.4 The entry fee per car per season is 15.000,00 + vat plus 1.680,00 + vat for each event Free Practice included.
In compliance with Article 21.4, the entry fee per car per single event is 2.250,00 + vat plus 1.680,00 + vat Free Practice included.
Any entry request shall not be considered without the payment of the corresponding fees.

12.5 All applications will be studied by the Promoter and accepted or rejected at its absolute discretion. ACISPORT will publish the list of cars and drivers accepted together with their race numbers, having first notified unsuccessful applicants as set out in Article 12.1. Out-of-time applications will be considered separately.

12.6 At its absolute discretion the Promoter may accept an additional entry from a team for a single Event, under such circumstances the entry fee will be set by ACISPORT .
Any such application must be made at least 14 days prior to the start of the Event in question.

12.7 ACISPORT may cancel the Championship if less than 12 cars are entered for it by the closing date for entries.

12.8 Any driver entered in the Championship and who is unable to take part in an Event must inform the Promoter in writing before the end of initial scrutineering of the Event in question.

13) PASSES

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

13.2 The following passes will be issued to each entered car: n.3 Pit Wall, n.3 Pit Lane, n.6 Paddock, n.3 Parking passes.

14) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

14.1 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.

14.2 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.

14.3 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.

14.4 Official instructions and communications to competitors may also be given via a dedicated radio channel or through the timekeeping screens.

15) INCIDENTS DURING THE RACE

15.1 "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:

a) Necessitated the suspension of a race under Article 39.

b) 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.

15.2 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.

15.3 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 during the last 8 (height) minutes, or after the end of a race, Article 15.4b) below will not apply and 5 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) Disqualification from the results.

j) Suspension from the driver's next Event.

15.4 Should the stewards decide to impose either of the penalties under Article 15.3a) 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 15.3(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 15.3(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) When the time penalty period has elapsed the driver may re-join the race.

d) Any breach or failure to comply with Articles 15.4(c) or (d) may result in the car being disqualified.

16) PROTESTS AND APPEALS

16.1 Protests shall be made in accordance with the Code and accompanied by a fee of € 1.500 and published by the ASN.

16.2 Appeals shall be made in accordance with the Code and accompanied by a fee of € 6.000 and published by the ASN.

16.3 Appeals may not be made against decision concerning the following:

a) Penalties imposed under Articles 15.3(a), (b), (c), (d), (e), (f), (g) or (h), including those imposed during the last five laps or after the end of a race.

b) Any drop of grid positions or starting from the pit lane imposed under Article 25.3.

c) Any penalty imposed under Article 31.5.

d) Any decision taken by the stewards in relation to Article 34.5

e) Any penalty imposed under Articles 36.4 or 40.3.

17) SANCTIONS

17.1 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.

17.2 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.

18) CHANGES OF DRIVER

18.1 Any driver already nominated by one team, who then wishes to drive for another team entered in the Championship, must first satisfy the Promoter that this is being done with the consent of the original team. If there is no such consent the Promoter will decide, at its absolute discretion, whether such a change may be made.

18.2 Before the end of initial scrutineering each competitors must specify which of his drivers will be driving which cars. After this point no changes may be made to the original allocation.

19) DRIVING

19.1 The driver must drive the car alone and unaided.

19.2 The driver is not permitted to participate in any additional practice, qualifying or race within the Event, except when authorised by the stewards. For the avoidance of doubt, drivers and teams that participate in multiple racing series during the same race weekend at the same venue will be allowed to participate in all sessions that are scheduled for the races he or she participates in and is registered for. Drivers must inform the Promoter if they intend to enter in other racing series and get authorization by the stewards.

19.3 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.

A driver may not deliberately leave the track without justifiable reason.

19.4 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.

19.5 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 car. 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'.

19.6 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.

19.7 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 pass, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

20) CAR AND DRIVER'S EQUIPMENT LIVERY

20.1 Each car must carry the race number of its driver as published by the Organizer. The number panel, if supplied, may not be modified without approval of the Organizer 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 ACISPORT).

20.2 Every competitor must display the name of the driver and his national flag on the bodywork, on the outside of the cockpit in the prescribed location and or on the driver's helmet. These must be clearly legible.

20.3 Each car and each driver's overall must be fitted according to the Annexe 2.

21) TRACK TESTING

21.1 Between March 18 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 21.2 and 21.3 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 and penalized until the exclusion of the Championship.

21.2 ACISPORT and the Promoter will organise four official one-day collective tests, the cost of organising each of these will be shared equally among the teams participating in the relevant session. Participation in this testing will be mandatory. In the event of non-participation, the fee will be mandatory both for participants to the entire championship and participants to the single event. During each of these test days all cars must comply with the F3 Regional Technical Regulations and, where practicable, competitors must respect the requirements of the FIA European Regional Sporting Regulations and the Code.

21.3 In addition to the above, private tests using Formula 3 cars are limited to the:

a) Each entered driver may carry out up to ten private one-day tests.

b) Private tests is forbidden from Monday of the week of the event **on the circuit where the event will take place** except for the collective tests organized by ACISPORT or Promoter.

c) In all cases the Promoter 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.

21.4 For the drivers intending to enter after the start of the Championship, the Team and the driver, under their own responsibility, must provide a written statement with the number of the private test days carried out after the date of March 18. Based on the number of private test days, it will be ACISPORT along with the Promoter to decide whether to accept the entry or not.
In the event of untrue statement, both the Team and the driver will be reported to the stewards and penalized until the exclusion of the Championship.

22) PIT ENTRY, PIT LANE AND PIT EXIT

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

22.2 The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".

22.3 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 reported to the stewards , during the race, a penalty under Article 15.3(a) will apply

22.4 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 36.2 and 39.5, 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.

22.5 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.

22.6 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 five 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 :

a) Starting the engine and any directly related preparation.

b) The fitting or removal of permitted cooling and heating devices.

c) Changes made for driver comfort.

d) Changing of wheels if there is a change of climatic conditions or a puncture.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 36 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

22.7 Other than drying, sweeping or 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.

22.8 Competitors must not paint lines on any part of the pit lane, or otherwise mark their positions with tape or similar means.

22.9 Other than in Article 22.5 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.

22.10 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.

22.11 a) 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.

b) 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.

c) If a car is deemed to have been released in an unsafe condition during a race a penalty under Article 15.3(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.

22.12 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.

22.13 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.

22.14 All pit road garage doors must remain open during all practice and qualifying sessions.

22.15 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.

23) SCRUTINEERING AND SPORTING CHECKS

23.1 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 and any related documents.

b) Parent ASN authorisation for foreign licence holders.

c) Medical certificate of aptitude.

23.2 Drivers with medical peculiarities (as for example allergies, bleeder, diabetic etc.) are obliged to submit a written information to the chief medical officer before the first practice starts. This information must include the driver 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.

23.3 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.

23.4 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.

23.5 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.

23.6 Race numbers and any official advertising must be on the car for inspection during scrutineering.

23.7 No car may take part in the Event until it has been approved by the scrutineers.

23.8 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.

23.9 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.

23.10 The race director or clerk of the course may require that any car involved in an accident be stopped and checked.

23.11 After each race and all qualifying practice sessions at least three classified cars will be selected and must undergo scrutineering.

23.12 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.

23.13 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.

23.14 A tutoring service provided by instructors designated by ACISPORT will be put in place.
Competitors must agree upon the selected channels of data and video which can be used by instructors.

24) TYRES AND TYRE LIMITATION DURING THE EVENT AND COLLECTIVE TESTS

24.1 Only the dry-weather tyres which have been provided at the Event by the appointed supplier may be used throughout the Event.

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

24.2 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 29.7 for details.

24.3 A set is considered to be compromised of two front and two rear tyres.
Each driver may use per event no more than:

a) One set of used and one set of new dry-weather and wet-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, each car will be allocated two sets of new dry-weather tyres to use in the two free practice sessions.

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

In case of exceptional circumstances (e.g. multiple sessions on a drying track) the Stewards of the meeting may decide to allow additional wet weather tyres for safety purposes.

24.4 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.

24.5 A competitor wishing to replace an already marked unused tyre by another identical unused one must present both tyres to the chief scrutineer.

In case of a tyre damaged by an on track accident, the technical delegate/chief scrutineer may present a dossier to the Panel of Stewards, who may approve the replacement of the damaged tyre with a free practice tyre.

24.6 If an 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.

24.7 The use of tyres without appropriate identification may result in a grid position penalty or disqualification from the race.

24.8 Tyres may only be inflated with air or nitrogen.

24.9 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 chief scrutineer will enforce parc fermé conditions on tyres at any time.

24.10 The scrutineers appointed for marking will supervise tyre changes in the pits.

24.11 If approved by the tyre supplier tyres may be used on either side of the car at any time. Once a tyre is mounted on a rim it may not be removed and turned around.

24.12 Collective Tests, each driver may use for each test day no more than:
- test day, 4 hours: three sets of new dry-weather tyres or two sets of new dry-weather tyres plus one used allocated in the previous event if the driver has already competed in an event before (whether race or collective test).
- test day, 8 hours: four sets of new dry-weather tyres or three sets of new dry-weather tyres plus two used allocated in the previous event if the driver has already competed in an event before (whether race or collective test).

24.13 The official tire make is Pirelli for dry-weather and wet-weather tires. Tires must have been ordered by the Monday before the event for those who intend to participate from the following official Pirelli supplier: the Autosped G SpA, viale Europa n.25, Castelnuovo Scrivia (AL) - Tel. 0039 0131 037360 - attilio.massone@autospedg.com

Pirelli responsible Mr. Matteo ROMANO - Tel. 0039 366 6039044 - matteo.romano@pirelli.com

25) MINIMUM CAR WEIGHT AND WEIGHING

25.1 The weight of the car with the driver aboard wearing his complete racing apparel must not be less than ~~**665 KG**~~ **672 KG** at all times during an Event or Official Test.

The final value will be established after all drivers and cars have been weighed during the first Official test. The value will be approved by the organiser and published before the first Event.

25.2 a) During each qualifying practice session cars will be weighed as follows:

i) In the pit lane the organiser will provide an appropriate surface, this area will be used for the weighing procedure. After qualifying practice the weight of the cars may also be checked during parc fermé.

ii) Cars will be selected at random to undergo the weighing procedure. The chief scrutineer 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.

v) If the car is unable to reach the weighing area under its own power, the chief scrutineer will advise the team to take the car to be weighed or the car 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 chief scrutineer.

vii) If a car stops on the circuit and the driver leaves the car, he must contact the scrutineers immediately on his return 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 chief scrutineer to weigh him in order that this weight may be added to that of the car. The chief scrutineer 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 disqualified should it's weight be less than that specified in Article 25.1 of the present Regulations 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.

25.3 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 him from the race.

26) GENERAL CAR REQUIREMENTS

26.1 Only chassis, gearboxes and engine installation kits complying entirely with the following homologations may be used during official test days and events.

Chassis Homologation: Tatuus F3 T318
Gearbox Homologation: SADEV SL-R 82
Engine Homologation: ALFA ROMEO ATM ARF3R

Once supplied, the components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the ASN after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

26.2 The use of the following components is mandatory:

Rims: O.Z. Aluminium front 10 x 13" rear 12 x 13"

Once supplied, the components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the ASN after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

26.3 The use of the rear suspension pickup points as shown in the homologation is mandatory.

26.4 An approved Accident Data Recorder (ADR) must be fitted to the car and be in working order at all times during the Event.

The use of the ADR installation kit as shown in the homologation is mandatory.

26.5 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.

26.6 The ASN may require entrants to fit an Electronic Self (Timekeeping Transponder) 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.

26.7 The use of the following engine and gearbox oil is recommended:

Engine oil: .SELENIA RACING 10W60
Gearbox oil: 75W140

26.8 GEAR RATIOS:

Only one of the following sets of gear ratios may be used during official test days and events. The ratio sets have to be used as a whole and may not be mixed.

The sets have to be used on the corresponding tracks defined in the table.

Set	1°		2°	
Gear	Ratio		Ratio	
1st	16	36	16	36
2nd	16	25	16	25
3rd	22	27	23	29
4th	31	32	26	28
5th	21	19	26	25
6th	29	24	23	20

Circuit	Ratio
LE CASTELLET	~~2~~° 1°
VALLELUNGA	2°
BUDAPEST	2°
SPIELBERG	2°
IMOLA	2°
MONTMELO'	1°
MUGELLO	2°
MONZA	1°

26.9 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). The system shall be ordered to Tatuus.

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 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.

Teams may use the on-board video for driver coaching.

26.10 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) A cover over the car in the team's garage overnight.

g) A cover over the car in the pit lane or grid if it is raining.

26.11 The noise generated by the car must not exceed 105 dB (A).

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 three-quarters of the maximum rpm.

26.12 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.

26.13 Only the gearbox oil as specified in this Sporting Regulation provided by the appointed supplier may be used throughout the Event. The sampling procedures will follow those for fuel sampling, see Article 29.7 for details.

26.13 After the qualifying practice sessions, 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.

27) SPARE CARS

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

No driver may use more than one car at the same event. After initial scrutineering the survival cell may only be changed if the 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.

27.2 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 chief scrutineer.

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

28) ENGINES

28.1 Only engines complying entirely with the following homologation may be used during official test days and events.

Engine Homologation: ATM AR F3R

Once supplied, the engine may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the Promoter or ACISPORT after consultation with the supplier. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified. Every year, the engine must be sealed by the application of a seal from Autotecnica Motori and tested at the dyno by Autotecnica Motori. The sealing of the engine will have to be certified by Autotecnica Motori equipment before the start of the Championship or the first event in which you will participate. Autotecnica Motori, in case the engine is devoid of seals, will control the engine and to its new sealing at the expense of the Team.

28.2 a) Each driver may use no more than two engines for the entire Championship including the collective tests. For each event, each driver can use only one engine declared during the scrutineering. Should a driver use any further replacement engine(s) a ten grid places penalty will be imposed upon him for the next two race he takes part in. However, if the technical delegate is satisfied that an engine has been genuinely damaged following an accident on the track that this has not been caused by the driver no penalty will be imposed. If the 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 no penalty will be imposed.

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 the next race weekend.

28.3 Any engine repair, revision or preparation must be carried out only by Autotecnica Motori which will provide for the engine to be re-sealed.

28.4 Each engine that will come to an event devoid of one or more seals, will be deemed NOT COMPLY.

28.5 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 seals are damaged or removed from the original engine after it has been used for the first time in any practice session.

28.6 The Technical Delegate/Chief scrutineer may require the replacement of a complete engine, any part of the engine or ECU with parts coming from the supplier's stock or the check of the complete engine on the test bench.

29) FUEL, FUEL SAMPLING AND REFUELLING

29.1 Only fuel provided at the Event by the following appointed supplier may be used throughout the Event: PANTA DISTRIBUZIONE SPA - S.S.235 KM47+980 - 26010 Bagnolo Cremasco (CR) Italy - Tel.0039 0373 235141 - fuelorder@panta.it. The fuel must have been ordered by the Monday before 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 appointed supplier may result in disqualification from the Event.

29.2 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. 29.3

29.3 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.

29.4 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.

29.5 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.

29.6 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 remain inside the car throughout refuelling but the engine must be stopped.

29.7 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 chief scrutineer 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.

30) GENERAL SAFETY

30.1 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.

30.2 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.

30.3 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.

30.4 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.

30.5 Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.

30.6 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 disqualify him from the race (other than under Articles 30.15(d) or 39.3). If any mechanical assistance received during a qualifying practice session results in the car re-joining, the stewards may exclude the driver from the results of the relevant session

30.7 A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

30.8 Repairs to a car may be carried out only in the paddock, pits and on the grid.

30.9 The organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.

30.10 Refuelling is not permitted during qualifying or the race.

30.11 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.

30.12 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.

30.13 At no time may a car be reversed in the pit lane under its own power.

30.14 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 or the pit lane.

30.15 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 :

a) Marshals or other authorised personnel in the execution of their duty.

b) Drivers when driving or on foot, having first received permission to do so from a marshal.

c) 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.

d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.

e) Team personnel working on a car on the grid during a race suspension in accordance with Article 39.4.

30.16 During a race, the engine may only be started with the starter except :

a) In the pit lane or the teams designated garage area where the use of an external starting device is allowed, or

b) Under Article 36.11(c).

30.17 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 (Appendix L – Chapter III (Appendix 1 of the F3 Sporting Regulations).

30.18 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 €30 for each km/h above the limit.

However, in accordance with Article 17.1 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 15.3 a) or b) on any driver who exceeds the limit.

30.19 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.

30.20 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.

30.21 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.

30.22 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.

30.23 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.

30.24 The race director, the clerk of the course or the chief medical officer 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).

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

31) PRACTICE SESSIONS

31.1 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.

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

31.3 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.

31.4 The interval between the second free practice session and the qualifying session, in addition to the interval between the qualifying session and the first race, may not be less than two hours and a half.

The interval between races may not be less than two hours and a half.

31.5 In the event of a driving infringement during any practice session the stewards may delete a driver's lap time(s), drop the driver such number of grid positions as they consider appropriate or request the driver to 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 Article 15 and 17.1.

31.6 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 31.5.

31.7 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 Race Director 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.

31.8 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) FREE PRACTICE SESSIONS

32.1 Two free practice sessions of 40 minutes duration will take place on the first day of the Event.

If the procedure set out in Article 33.2 below is used, free practice sessions may also be split using the same principles.

33) QUALIFYING PRACTICE SESSIONS

33.1 **Option 1:** Two qualifying practice sessions of at least 15 minutes with a 10 minutes interval will take place on the first or second day of the Event.

Option 2: Two qualifying practice sessions of at least 15 minutes, the first session will take place on the first day of the Event and the second session on the second day of the Event.

33.2 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), the cars may be split into two groups.

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

34) THE GRID

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

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

34.3 Grids will be published at least one hour 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. Should two or more drivers have identical times, priority will be given to the one who set it first.

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

34.5 Any driver whose best qualifying lap exceeds 110% 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.

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

34.7 The grid for Race 1 will be drawn up in the order of the fastest time achieved by each driver during the first qualifying session.

The grid for Race 2 will be drawn up in the order of the fastest time achieved by each driver during the second qualifying session.

The grid for Race 3 will be drawn up in the order of the second fastest time achieved by each driver in any of the two qualifying sessions

35) MEETINGS

35.1 A meeting chaired by the race director will take place 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.

36) STARTING PROCEDURE

36.1 At least ten 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 at least one 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. This information will be advised during Drivers' Briefings at every event.

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.

36.2 At least Seven 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.

At least Five 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.

36.3 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, all cars must have their wheels fully fitted. After this signal wheels may only be removed in the pit lane. A penalty under Article 15.3(c) will be imposed on any driver whose car did not have all its wheels fully fitted at the five minute signal. Any tyre trolleys and equipment must be removed from the grid at this time.

36.4 When the three minute signal is shown all cars on the grid must be resting on their wheels. Everybody except drivers, officials and one team member must leave the grid. A drive-through penalty will be imposed on any driver whose car was not resting on its wheels at the three minute signal.

36.5 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 by the shortest route possible. In this case, marshals will wave 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 a drive-through penalty will be imposed on the driver concerned.

36.6 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.

36.7 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

36.8 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 36.2.

A penalty under Article 15.3(b) 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.

36.9 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. The driver alone will be responsible for stopping in the correct grid position.

There will be a standing start, the signal being given by means of lights activated by the Race Director.

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.

36.10 Unless specifically authorised by the 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.

36.11 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 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 stating “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 3 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 36.2. A penalty under Article 15.3(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 stating “DELAYED START” will be displayed, all engines will be stopped and the new formation lap will start five minutes later. 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 3 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.

36.12 Should Article 36.11 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.

36.13 Either of the penalties under Articles 15.3 (a), (b), (c) or (d) will be imposed for a false start.

36.14 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 38.15 will apply.

36.15 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 disqualification of the car and driver concerned from the Event.

37) THE RACES

37.1 During a 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.

38) SAFETY CAR

38.1 The safety car will be driven by an ASN approved driver and will carry an approved observer capable of recognising all the competing cars who is in permanent radio contact with race control.

38.2 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 38.15 below) it will cover a whole lap of the circuit and take up position.

38.3 The safety car may be brought into operation to neutralise a race upon the order of the Race Director.

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.

38.4 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.

38.5 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.

38.6 The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.

38.7 All competing cars must reduce speed and form up in line behind the safety car no more than ten car lengths apart.

38.8 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 38.14 will apply.

The exceptions are :

a) If a driver is signalled to do so from the safety car.

b) Under Articles 38.12 or 38.15 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 38.11 below) may be overtaken.

h) If any car slows with an obvious problem.

38.9 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.

38.10 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 38.12 below).

38.11 Under certain circumstances the Race Director 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.

38.12 When the Race Director 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.

38.13 Each lap completed while the safety car is deployed will be counted as a race lap.

38.14 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.

38.15 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 40.5(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.

39) SUSPENDING A RACE

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

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

39.3 When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly into the pit lane.

39.4 Any cars unable to return to the 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.

Additionally, any cars in the pit lane or pit entry at the time the race was suspended 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 pit lane.

39.5 Whilst the race is suspended :

a) The timekeeping system and the ranking will be stopped at last lap before the red flag was showed; the lenght of the second part of the race will be the time that remains in the original race distance minus the first part of the race .

b) Cars may not be worked on once they have stopped in the Fast Lane.

c) Unless asked to do so by the Race Director, cars may not be moved from the fast lane whilst the race is suspended. A penalty under Article 15.3 c) will be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane. At all times drivers must follow the directions of the marshals.

40) RESUMING A RACE

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

40.2 Signals will be shown five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

40.3 When the three minute signal is shown all cars in the fast lane must have their wheels fully fitted, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension.

A penalty under Article 15.3(b) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal or has any of its wheels changed before it leaves pit lane after the race has been resumed.

At the three minute point any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended 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 which left the pit lane when the race was resumed.

40.4 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 pit laine, marshals will be instructed to push the car into the working lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

40.5 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 38.15.

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 pit lane and all drivers must follow, no more than ten car lengths apart.

40.6 Overtaking behind the safety car is only permitted if:

a) A car is delayed when leaving its position in the fast lane, may overtake to re-establish his original starting position provided he does so before he crosses the first safety car line. Should he fail to do so, he must re-enter the pit lane and may only re-join the race once the whole field has passed the pit exit.

A penalty will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

b) Drivers may leave the fast lane in order to overtake any car delayed when leaving its position in the fast lane. Any driver whose car has been pushed from the fast lane, may not overtake in order to re-establish the order before the race was suspended.

Either of the penalties under Articles 15.3(c) or (d) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another during the lap.

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

41) FULL COURSE YELLOW (FCY)

41.1 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.

41.2 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.

41.3 All drivers must then reduce speed.

41.4 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.

41.5 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.

41.6 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.

41.7 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.

41.8 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.

41.9 Each lap completed whilst the FCY procedure is in use will be counted as a race lap.

42) FINISH

42.1 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 5.4.

42.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled duration, 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.

42.3 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.

43) PARC FERME

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

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

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

44) CLASSIFICATION

43.1 The car placed first will be the one having covered the scheduled distance in the shortest time, or, where appropriate, passed the Line in the lead in accordance with Article 5.4. 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.

44.2 Cars having covered less than 80% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

44.3 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.

45) PODIUM CEREMONY

45.1 The drivers finishing the races in 1st, 2nd and 3rd positions and a representative of the winning team must attend the prize-giving ceremony on the podium and immediately thereafter make themselves available for the purpose of television interviews and a press conference in the media centre.

45.2 The Rookie drivers finishing the races in 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium.

46) PRESS CONFERENCES AND PROMOTION

46.1 Upon request, all registered drivers are obliged to attend free of charge all press conferences organised by the Promoter. 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.

46.2 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 Promoter 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 Promoter.

47) PRIZE MONEY

47.1 The total prize money of the FIA Formula Regional European Championship amount to Euro 200.000,00 (two hundred thousand/00), thus divided:

Drivers: 100.000,00 (one hundred thousand/00) thus divided:
1st Classified € 40.000,00
2nd Classified € 30.000,00
3rd Classified € 20.000,00
1st Classified Rookie € 10.000,00

Teams: 100.000,00 (one hundred thousand/00) thus divided:
1st Classified € 40.000,00
2nd Classified € 30.000,00
3rd Classified € 20.000,00
4th Classified € 10.000,00

APPENDIX 1 - DRIVER'S SAFETY KIT

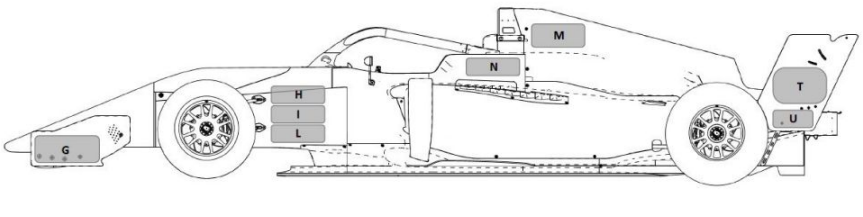
SPORTING REGULATIONS		
Equipment	FIA standard	FIA Regulations
Helmets	FIA standard 8859-2015 FIA standard 8860-2004 FIA standard 8860-2010 FIA standard 8860-2018 FIA standard 8860-2018-ABP	Article 1 "Helmets" Chapter III "Drivers' Equipment" Appendix L - ISC
Drivers' Clothing	FIA standard 8856-2000	Article 2 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L – ISC
Frontal Head Restraint (FHR)	FIA standard 8858-2002 FIA standard 8858-2010	Article 3 "Frontal Head Restraint (FHR)" Chapter III "Drivers' Equipment" Appendix L - ISC
Safety Belts	FIA standard 8853-2016	Article 4 "Safety Belts" Chapter III "Drivers' Equipment" Appendix L – ISC Art. 14.4 of 274 appendix J

APPENDIX 2 – FIA Formula Regional European Championship - BRAND GUIDELINES

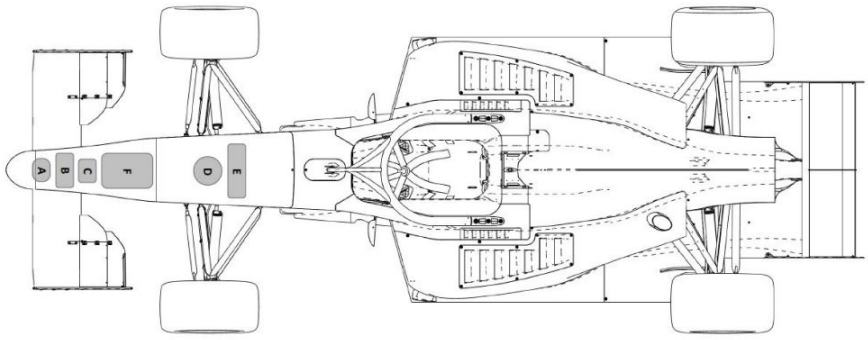
A	Nr. 1 sticker to be positioned over the front (size cm. 10 x cm. 3)	TATUUS
B	Nr. 1 sticker to be positioned over the front (size cm. 14 x cm. 7)	FIA ACTION FOR ROAD SAFETY
C	Nr. 1 sticker to be positioned over the front (size cm. 15 x cm. 5)	motorsport.com
D	Nr. 1 sticker to be positioned over the front (size cm. 15 x cm.12)	WSK
E	Nr. 1 sticker to be positioned over the front (size cm. 15 x cm.6)	ACI SPORT
F	Nr. 1 board for numbers to be positioned over the front hood (size cm. 20 x cm. 25)	
G	Nr 2 stickers to be positioned on side strips of outer front flaps (size cm. 35 x cm. 10)	PIRELLI
H I	Nr. 2 stickers (cm. 15 x cm. 5) to be positioned, on both sides, laterally between the suspension and the end of the side-pot	motorsport.com FORMULA REGIONAL EUROPEAN CHAMPIONSHIP
N	Nr. 2 stickers to be positioned on both sides of the fairing (size cm. 24 x cm. 12)	FORMULA REGIONAL EUROPEAN CHAMPIONSHIP ACI
T	Nr. 2 boards for numbers to be positioned on side strips of outer front flaps (size cm. 22 x cm. 22)	
U	Nr. 2 stickers to be positioned on side strips of outer front flaps (size cm. 35 x cm. 7)	PIRELLI
V	Nr. 2 stickers to be positioned on both mirrors	FORMULA REGIONAL EUROPEAN CHAMPIONSHIP
W	Nr. 3 logos cm 10 x 8 to stick on drivers overalls on the chest left and right side: V.1) PIRELLI – V.2) Logo Championship - V.3) tba V.4) ACI SPORT	PIRELLI FORMULA REGIONAL EUROPEAN CHAMPIONSHIP ACI SPORT
Z	Nr. 1 Cap showing Tyres supplier to wear on the podium ceremony	PIRELLI

APPENDIX 2 – FIA Formula Regional European Championship - BRAND GUIDELINES

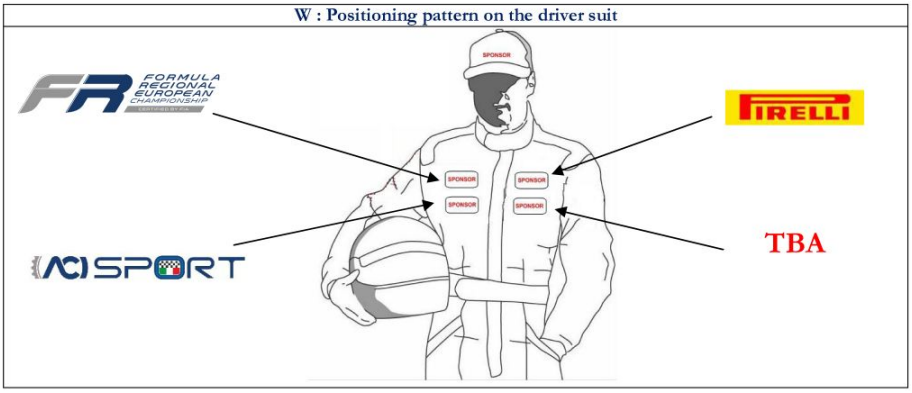
Positioning pattern on side vehicle:

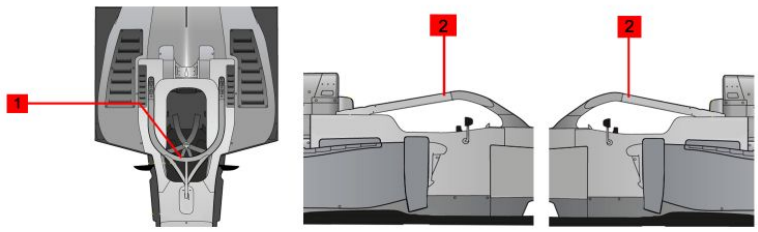


Positioning pattern on vehicle from above



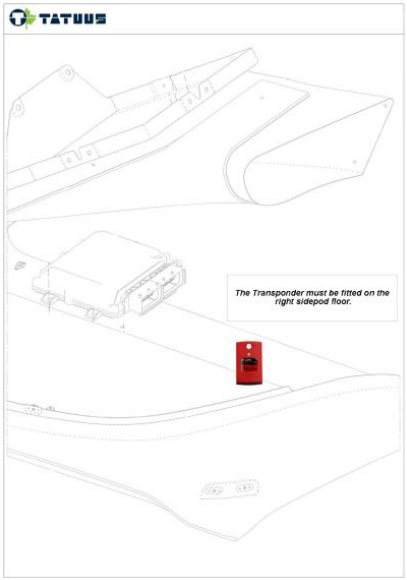
W : Positioning pattern on the driver suit





1 FLAG - NAME - NUNBER OF THE DRIVER INSIDE THE HALO (HEIGHT 3 CM / Font Venera 700)

2 FLAG - NAME - NUNBER OF THE DRIVER (HEIGHT 3 CM / Font Venera 700)



2019 Calendar

1°Rd – APRIL 14 – LE CASTELLET - France

2°Rd – MAY 5 – VALLELUNGA - Italy

3°Rd – JULY 7 – BUDAPEST - Hungary

4°Rd – JULY 14 – SPIELBERG - Austria

5°Rd – SEPTEMBER 1 - IMOLA - Italy

6°Rd – SEPTEMBER 22 – MONTMELO' - Spain

7°Rd – OCTOBER 6 – MUGELLO - Italy

8°Rd – OCTOBER 20 – MONZA - Italy

Collective Tests

***MAY 1 – VALLELUNGA - Italy**

***JUNE 15 – BUDAPEST - Hungary**

***OCTOBER 3 – MUGELLO - Italy**

***OCTOBER 16 – MONZA - Italy**

***In compliance with Art. 21.2 and 21.3**

To	:	All Formula Regional European Championship teams	
cc	:		
From	:	**Ref**	:

Date	:	29 March 2019	Pages : 1

Subject	:	Gear ratios

2019 FIA Formula Regional European Championship

Bullettin – Technical 01

In accordance with the procedure defined in article 26.8 and as previously communicated, the gear ratios for Le Castellet is set as follow:

Circuit	Ratio	
LE CASTELLET	~~2°~~	1°
VALLELUNGA	2°	
BUDAPEST	2°	
SPIELBERG	2°	
IMOLA	2°	
MONTMELO'	1°	
MUGELLO	2°	
MONZA	1°	

Dr. Marco Ferrari

Aci Sport General Manager

Roberto De Felice

Aci Sport Technical delegate