



2012 ITALIAN FORMULA 3 EUROPEAN SERIES  
SPORTING REGULATIONS



**N.B. : Changes during 2012 are in red on yellow background**

Nr.	Date	Article updated
1	22/2/2012	34. Fuel : provider and characteristics
2	13/3/2012	3. Publicity
3	3/4/2012	17. Test Monza Definition
4	5/3/2012	18. Qualifying Practices: characteristics
5	28/5/2012	Art. 19 – 20 – 23: modified racing program

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**ART. 1. Introduction**

The FIA International Sporting Code (CODE) and its attachments, the Italian National Sporting Regulations (R.N.S.) and its Supplementary Regulations (N.S.), the **ITALIAN FORMULA 3 EUROPEAN SERIES 2012** Sporting and Technical Regulations are, for all purposes, the only valid text to be complied with. For all and any requirement which is not expressly indicated in the Sporting Regulations, the following further regulations may apply: 2012 CSAI Yearbook and any CSAI News published in the CSAI official web site ([www.csai.aci.it](http://www.csai.aci.it)) valid as from date of publication.

For any discrepancy, which may arise between the English and the Italian version, the Italian version will be binding. Entering one of the European Series events, the Competitor declares to know and undertakes to abide by, and make others observe, any and all provisions of the International Sporting Code and its annexes, of the National Sporting Regulations



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(R.N.S.) and its Supplementary Regulations (N.S.) as well as of the present Regulations; he declares to recognize the C.S.A.I. as the only competent jurisdiction, save his right to appeal according to the Code and the R.N.S.; to resign from any other arbitration or jurisdiction in order to facts arising from the organisation and the development of the event; to relieve A.C.I. - C.S.A.I., ACI Sport, the Organizers, the Officials and the owner of the circuit from any third party liability, for any physical and material damage the competitor and or his drivers, passengers, employees and properties may suffer.

**ART. 2. General Conditions**

The CSAI holds and sponsors the 2012 Italian Formula 3 European Series and will assign the following titles:

- Italian Formula 3 European Series Trophy
- Italian Formula 3 European Series Trophy for Rookies
- Italian Formula 3 European Series Trophy for Teams

The ACI Sport S.p.A. is competent for the promotional activities while the organisation of each single event is managed by each single Organiser.

**ACI Sport S.p.A. - Via Solferino, 32 - 00185 Roma – Tel. +39 06 44341291 - Telefax: +39 06 44341294 - Sito Web: [www.acisportitalia.it](http://www.acisportitalia.it)**

**ART.3. Publicity**

In compliance with provisions set by N.S. 1, par. I, art. 3 and 4 and with the Agreement between A.C.I. and ACI Sport S.p.A., the 2012 Italian Formula 3 European Series imaging and advertising rights are managed and powered exclusively by ACI Sport S.p.A.

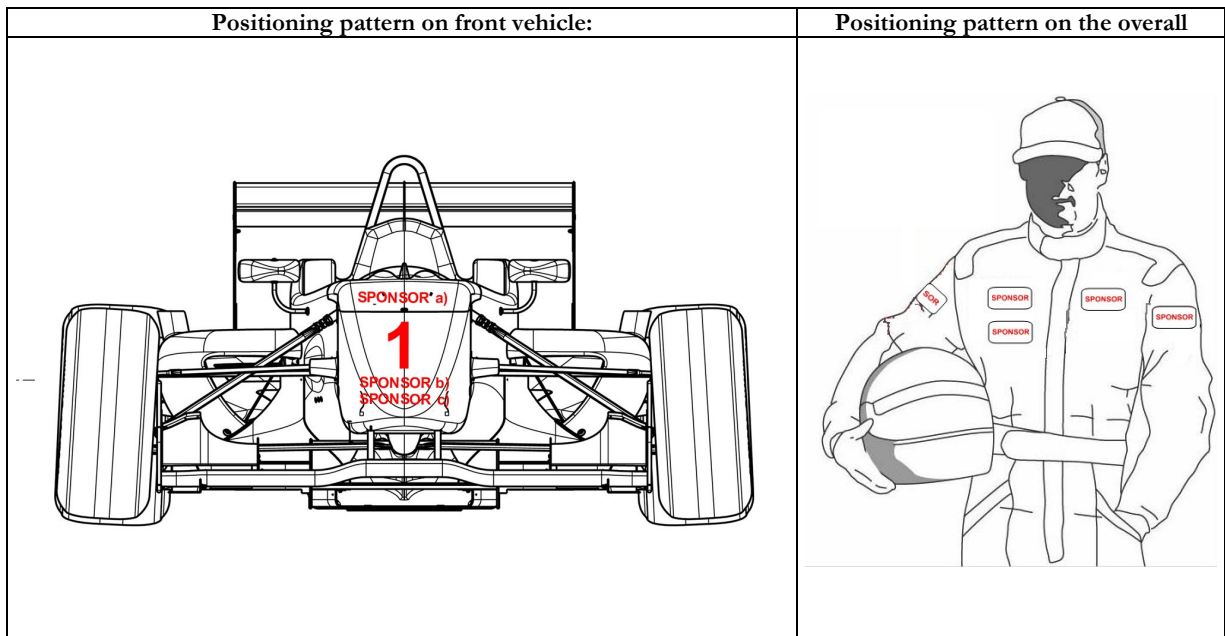
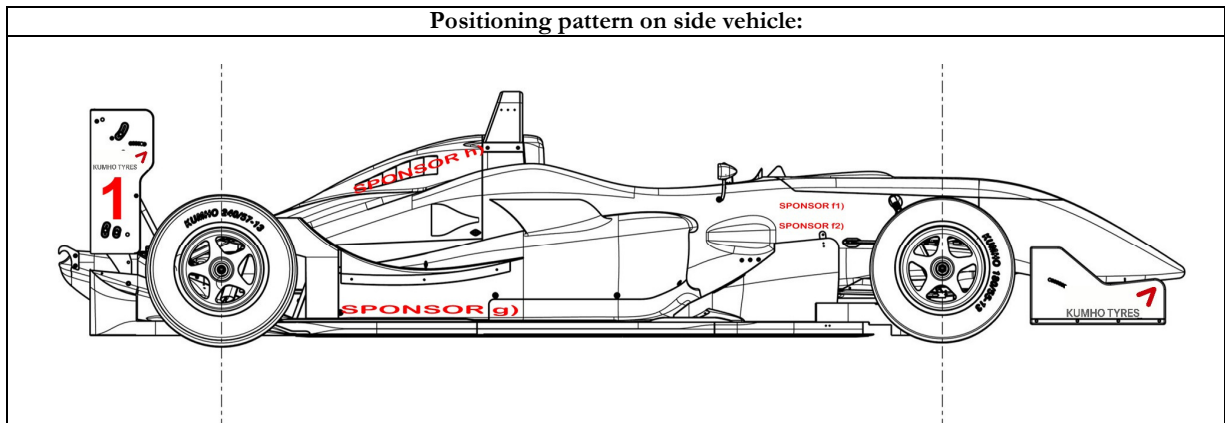
All participants to the Trophy events retain the right to stick on the vehicle their own advertisements according to artt. 3 and 4 in N.S. 1.

Furthermore competitors must put and keep the coordinated publicity, not to be altered or refused for the whole duration of the Trophy, complying to the following specifications and to any further updating notice:

a)	Nr. 1 sticker to be positioned over the front competition number (size cm. 20 x cm.10)	TBD
b)	Nr. 1 sticker to be positioned under the front competition number (size cm. 20 x cm. 10)	TBD
c)	Nr. 1 sticker to be positioned under the front competition number (size cm. 17,5 x cm. 5)	
d)	Nr. 2 stickers to be positioned on side strips of outer back flaps (size cm. 20 x cm. 5)	
e)	Nr 2 stickers to be positioned on side strips of outer front flaps (size cm. 50 x cm. 15)	
f)	Nr. 2 stickers ( cm. 30 x cm. 20) to be positioned laterally between the suspension and the side-pot on both sides: f.1) TBD – f.2) TBD	TBD
g)		TBD
g)	Nr. 2 stickers to be positioned on the lower part of the side-pot on both sides (size cm. 60 x cm. 12) with logos: <b>OMR - TERRE – LUK INA FAG</b>	     
h)	Nr. 1 sticker to be positioned on the suction box showing the engine supplier mark (size cm.30 x cm. 10)	
i)	Nr. 1 sticker to be positioned on the fairing opposite side to airbox (size cm. 30 x cm. 10)	
l)	Nr. 3 stickers cm 15 x 8 to stick on drivers overalls on the chest left and right side: 1.1) Kumho (left) - 1.2) FPT (right) - 1.3) TBD	  TBD
m)	Nr. 2 stickers, cm 10 x 6, to stick on drivers overalls on both arms 10 cm. under the shoulder: m.1) TBD - m.2) TBD	TBD
n)	Nr. 1 Cap showing Tyres (Kumho Tyres) and Engine (FPT Racing) suppliers to wear	



on the podium ceremony	
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Advertising material will be supplied to competitors directly by ACI Sport SpA.  
 Competitors/Drivers advertising must not compete with the International Series Official Sponsors publicity.  
 Each Competitor undertakes to keep and abide by the Coordinated Publicity on each of his vehicles and to respectfully use his vehicles images connected to the Championship/Trophy.  
 Each Competitor undertakes to use his own vehicle image according to the updated version of the Coordinated Publicity and only upon preliminary authorization to be obtained by ACI Sport S.p.A..  
 Third parties authorization for the image use of vehicles participating to the Trophy may be delivered according to this article rules only and upon preliminary authorization to be obtained by ACI Sport S.p.A..  
 Each Competitor undertakes to properly use allotted Trophy Titles.  
 Each Competitor undertakes to comply with above mentioned provisions, without prejudice to the safeguard of image rights, both in sporting and ordinary courts.  
 Penalties for failure to comply with these provisions are endorsed by the C.S.A.I. and may turn in the exclusion from classification.

**ART. 4 Art. 64 and art. 123 BIS – par. D of the Italian National Sporting Regulations**

In compliance with Art. 64 of the R.N.S. Organizers undertake to lay out the Event Supplementary Regulations, strictly adhering to this Sporting Regulations and to all promotional information coordinated with ACI Sport SpA. Derogating



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from Art. 123 Bis – par. D of the R.N.S., drivers are allowed to participate in more than one race included in the same meeting, provided that the races belong to other Championships.

### ART. 5. Events Insurance

The Organiser of each meeting shall contract an insurance policy of Civil Responsibilities according to the terms indicated in the N.S. 3.

This RCT policy does not raise drivers and/or competitors from any liability they should eventually incur.

### ART. 6 . Calendar of the events

The International Series will be developed on 8 events according to 2012 calendar here below:

DATE	CIRCUIT
1 April	Valencia (E) (km. 4,005)
6 May	Hungaroring (H) (Km. 4,381)
10 June	Mugello (I) (Km. 5,245)
8 July	Misano (I) (km. 4,226)
5 August	Red Bull Ring (A) (Km. 4,326)
2 September	Imola (I) (Km. 4,909)
16 september	Vallelunga (I) (Km. 4,085)
21 October	Monza (I) (Km. 5,792)

CSAI may, at its own discretion, modify this Calendar. The Italian Formula 3 European Series Events are entered in 2012 FIA International Series Calendar.

### ART. 7. Program of the events

In order to grant the regular development of the Events and of the media and promotion activities, the program will be established in the Supplementary Regulations of each Event.

### ART 8. Competitors and drivers - Eligible Vehicles

**The Italian Formula 3 European Series are open to Italian and foreign Competitors Body Entrants and to Italian and foreign Drivers holding a valid 2012 International C licence.**

Foreign Competitors and Drivers are admitted for the Titles and therefore can accrue points also for this purpose.

During the race, the Competitor Body Entrant may be represented, at all effects, by his legal representative. He may be also represented by someone holding a written proxy or by the driver he entered to the event; in these cases the authorized person/driver is entitled to make a protest, to represent the Competitor behind the Stewards and the Officials and to lodge an appeal; however any further step must comply with the appeals regulations and therefore be performed directly by the Competitor.

The proxy endowed to the driver is limited to the facts concerning him as driver entered to that specific event and cannot be used on behalf of other drivers entered by the same Competitor.

The Competitor Body Entrant legal representative may replace or assist the appointed delegate and/or the concerned driver. Drivers must respectfully comply with all the regulations provided in art. 123 Ter of the R.N.S., which are meant to be herewith reported, and with all the instructions given by the Clerk of the Course and the appointed Officials.

All Competitors and Drivers must remain at the Stewards disposal until the final classification is published.

Drivers between 15 (provided they are 16 by the 31 December 2012) and 18 years of age, holding a C National Driver Licence, cannot be admitted unless they have passed a Driving Course, to be attended by the CSAI Federal School, and a specific qualifying test.

#### 8.1 Eligible vehicles are the race International Formula 3 cat. II, Group D, vehicles.

Vehicles must comply with FIA Yearbook requirements and with **Annexe "J 2011 art. 275"** provisions, save for the conformity to the technical attachments and to the requirements hereunder described.

#### Vehicles General compulsory Rules:

##### 8.2.1) Weights Table



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Name	Year Body Vehicle	Vehicle Weight with driver aboard kg.
Italian Formula 3 European Series	2008/2011	565

**N.B.:** vehicles will be weighed immediately after the finishing line in the conditions they are at the moment, no matter if with missing parts.

### 8.2.2) Admitted compulsory modifications for F3 vehicles:

#### 8.2.2.1) in comparison with FIA Annexe J – art. 275, the following modifications are admitted:

- Art. 5.4.5. Flange max. diameter: mm. 31 (the rest of the article is unchanged)
- Art. 5.5. Intake system control: as an alternative to provisions set by art. 275.5.5, a “vacuometer” may be used with a corresponding adapter (bolt) whose figures must be included between min. value (TBD) and max. value (TBD) with a rotation speed of (TBD).
- Art. 5.6.3. Catalytic Converter: deleted
- Art. 5.11. Engine Electronic Control Unit : Magneti Marelli
- Art. 8.3. Accident Data Recorder : deleted

#### 8.2.2.2) Engine

**All vehicles must compulsorily use an engine supplied by FPT Racing with the following main characteristics (see also Technical Annexe n. 1, to be considered integral part of the present Regulations, describing the parts codes composing FPT supply for 2012 season):**

- 2 liter, modified on engine base Abarth S2000
- Cylinder capacity: 1995 cc.
- Boring: 83,5
- Stroke: 91 mm.
- Max. operating mode: 7500 rpm
- Ratio of Compression: 12:1
- Throttle valve diameter: 45 mm.
- Weight: 115 Kg.

The engine will be sealed as at the origin. Engine plumbing will be operated with two different seals, one from FPT Racing and the other from the C.S.A.I.. Any engine repair, revision or preparation must be carried out only by FPT Racing which will provide, together with C.S.A.I., for the engine to be re-sealed.

No engine can be used in any way in the Italian Formula 3 European Series if unsealed or non originated by FPT Racing and C.S.A.I..

Seals must be untouched until Scrutineers proceed to the vehicle control or, if sealing has been operated before the race, until 30 minutes after the race results are bill posted and for all the time when vehicles are hold back in the parc fermé.

The entirety of the seals attached by the Scrutineers is kept under the Competitor responsibility.

Should the Scrutineers find out any tampering or seals absence, a report of “NON CONFORMITY” would be submitted to the attention of the Stewards.

Each driver who, we remind, is registered both for the Italian Formula 3 European Series and the Formula 3 Italian Championship, will be combined with one engine and declared in writing to the Scrutineers upon the first test/race participation. This engine is due to be used both for collective tests and the events (free and qualifying practices, races) in accordance with the present Regulations.

Each engine can be revised and replaced only once during this sport season. Any further engine revision and/or replacement entails the driver to loose eight positions on the starting grid of the race following the revision/replacement.

At any time, upon the request of the Stewards and heard FPT Racing, Scrutineers may take, replace and/or seal the engine or parts of it.

However, at the end of each event, an engine of the same type will be replaced to the driver who's scored the best time, obtained summing up the three races results (the first race result will be taken into account in case of ex-aequo). The replacement engine will be delivered by FPT and will have to be used at the following event, test included, until his original engine will be returned to the driver.

FPT will repair any damage to the replacement engine caused by the competitor who's due to pay for it.

In these cases, engine replacement will not count for any grid penalty.

Sealed parts of the engine cannot be claimed or scrutineered by duty save for the seals control and other parts not liable to sealing.



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Any request for engine replacement must be written and addressed to the Stewards.

FPT Racing will guarantee, by rental, the replacement of the engine with one of the same type, which will be sealed by C.S.A.I.

FPT Racing will provide, as soon as possible, for the specific tests in order to find out whether the engine was affected by a technical damage or by a make deficiency.

In case of a positive result, FPT Racing will provide for the repairs as follows:

- a) out of a make deficiency, there won't be any cost for the competitor who will be reimbursed of the rental expenses sustained after the replacement; he won't also be penalised.
- b) in all other cases, FPT will repair the engine at the Competitor expenses. This same competitor will be penalised, losing eight positions on the starting grid of the race following the technical control.

Any engine revision and/or replacement request by the Competitor upon the last Event, entails the driver to immediately loose positions on the starting grid if another engine revision/replacement has been previously obtained.

Should the Competitor not accept to immediately loose the eight positions on the grid and FPT proves the engine not to be affected by make deficiency (see p. b), the Driver will be subject to a ten points classification penalty.

Any Competitor may request at any time for the original parameters correspondence suitable to the usage status of his own engine by prior payment to FPT Racing of 1.000,00 (one thousand/00) Euros making available to FPT his own unit.

FPT Racing will check parameters delivering the results of the tests on the technical form.

If the parameters match the usage status of the engine, FPT Racing will give the engine back to the Competitor. In the negative, FPT Racing will disassemble the engine, at the Competitor's presence, to find out the causes.

If these ones cannot be ascribed to a wrong use by the Competitor, FPT Racing will restore the engine at its own expenses, paying the 1.000,00 (one thousand/00) Euros back to the Competitor.

In the contrary, i.e. if the causes are to be ascribed to the Competitor's wrong use, FPT Racing will repair the engine at the Competitor's expenses.

FPT Racing will take care of updated records for each operation and let them available to the CSAI for any action which may be deemed necessary to take.

### 8.2.2.3) Chassis data acquisition

During Qualifying Sessions and Races the following chassis data acquisition system is admitted:

Chassis conduits	4 suspension potentiometers
	1 steering potentiometer
	2 brakes pressure sensors
	2 speed sensors on front wheels only
	1 speed-up meter
	1 lap trigger time recorder
	1 running recorder sensor

The data acquisition system is free. If a different unit is necessary for this purpose, different from the one integrated in the Engine Electronic Control Unit Marelli, it may be interfaced to the system by the CAN-BUS connection, exclusively dedicated and passively used in order to acquire engine parameters to be recorded, by means of the implemented protocol. In this sense, no bidirectional link will be admitted.

### 8.2.2.4) Radio Communication (Driver radio)

All radio equipment is free. Energy source, if necessary, must be the one provided by the vehicle electric system. Radio system is due to allow for voice transmission only.

Competitors are responsible for its use in compliance with national regulations governing the use of radio frequencies.

## ART. 9. Signals

Signals used during the Qualifying Sessions and the Races comply with the provisions of the Appendix to Chapter II of the N.S. 16 – Extract from International Sporting Code Annexe H.

Drivers must obey all the regulations of the Appendix to Chapter II of the N.S. 16 – Extract from International Sporting Code Annexe H, both during Sessions and Races. They must also obey all the provisions coming from the race Officials.

As a normal rule, during the Qualifying Sessions and the Races, vehicles exiting the pit lane are guided by lights.





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**ART 10. Registrations to the Italian Formula 3 International Series**

Participants must send the official Entry Form for the 2012 Italian Formula 3 European Series (attached to these Regulations), duly filled in to ACI Sport SpA together with the relevant Entry Fee (or proof of its payment) within the term hereunder indicated (choose between A. and B) for the procedure to follow:

The entry fee for the 2012 Italian Formula 3 European Series for every entered vehicle will be as follows:

Points	Type	Entry Fee	VAT	Total
A	registration to the Series (Euro 5.000,00) + to 5 days collective tests ( Euro 7.000,00) - ( the whole payment must be made seven days before the first Series test takes place)	Euro 12.00,00	Euro 2.520,00	Euro 14.520,00
B	registration to a single event of the Series, one day collective test included (payment for each single race to be made seven days before attending the Series Round test )	Euro 2.600,00	Euro 546,00	Euro 3.146,00
C	registration to a single event of the Series, (valid for the following rounds: Valencia, Hungaroring, Red Bull Ring) (payment for each single race to be made seven days before attending the Series Round)	Euro 900,00	Euro 189,00	Euro 1.089,00

**Ways of payment**

Payment can be made by the following means:

- Bank transfer addressed to ACI Sport SpA by the Banca di Credito Cooperativo di Formello – Viale Umberto I, 4 – 00063 Campagnano di Roma - IBAN IT 63 S 08812 38950 000000050986.
- Bank Draft or Bank Check sent to ACI Sport SpA. - Via Solferino, 32 - 00185 Roma – Tel. 0039. 06. 44341291 - Telefax: 0039. 06 44341294 via a registered or a record delivery letter.

**ART. 11. Entry fees to single event, ways of payment**

Competitors must register themselves to each single event sending the Entry Form for the Event, duly filled in to the Organizer of each single Event together with the relevant Entry Fee (or proof of its payment) within the Monday of the week when the relevant Event takes place.

Entry Forms must detail the following information about competitors and drivers, number of licence, vehicles, groups, class, formulas, ect.)

Every driver Entry Fee to a single Event will amount to:

Type	Entry Fee	VAT	Total
<b>Italian Formula 3 European Series (*)</b>	<b>Euro 1.600,00</b>	<b>Euro 336,00</b>	<b>Euro 1.936,00</b>

(\*) A 20% fee is to be added to the base amount due if Entry Fee is payed within three days after the time limit fixed for the closing of entries (see also N.S. 2.)

Entry Fee includes:

- paddock area for technical activities (see also attached paddock regulations )
- the following passes: nr. 4 Circuit Pass (3 of them are valid also as Pit Wall), nr. 12 Pass Paddock, nr. 2 Pass Auto
- n° 1 transponder for times survey
- Qualifying Sessions (art. 18) and the Race/s (art. 20).

**ART. 12. Competition Numbers**

Competition numbers are assigned by the C.S.A.I. and will remain unchanged for the duration of the Championship.

**ART. 13 Sport Checking, Scrutineering, briefing**



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Sport checks and scrutineering: Pre-race sport checking will take place during the week when the relevant International Series Event takes place at the time and place indicated by the Organizer in the Supplementary Regulations, according to the provisions set in the NS9.

**The inspection of all sport documents will be carried upon drivers first participation to one of the International Series Events and will be valid for the whole Trophy, save for the documents expiring and renovated during the International Series which Competitors and Drivers will take care of for the necessary checks.**

All the drivers registered in the meeting will be weighed in pre-race scrutineering of the first and fourth event of the Series, fully dressed with the complete overall and helmet (as normally dressed during sessions and races).

Competitors are responsible for asking weight checkings to be carried out. The C.S.A.I. will publish a note containing drivers weight data. Competitors and/or Drivers must have available all necessary licenses and documents at any time during each International Series Event. Pre-race Scrutineering will be performed on vehicles' first participation to one of the International Series Events.

Vehicle technical passport will be updated with a control certification stamp and with the expiry verification validity. Officials may require at any time during the Event for other verifications to be carried out and for the technical passport to be always available.

Vehicles presentation at the Scrutineering involves the implicit declaration of its conformity to the Technical Regulations.

**The phonometric noise limit control, according to provisions of the N.S. 9, is compulsory for all vehicles.**

**Maximum noise limit is of 105 dB(A).**

Further phonometric noise controls that limits are not exceeded may be carried out at any time during the event by appointed Officials.

Exhausts may be not equipped with catalytic converters provided they comply with provisions set in N.S. 9.

Once positively succeeded in the sporting and technical verifications, competitors are given a permit to enter the track for official practices.

**After each qualifying practice and after each of the races, the first three classified and one more vehicle, chosen at random by the Stewards of the Meeting, will be scrutineered.**

**Normally, every vehicle will be checked as per: Weight – Wings and body size – Fuel conformity – Intake and Exhaust system – Engine software management.**

**The Stewards of the Meeting may at their own discretion consider to verify other technical items.**

Vehicles software may be checked by means of the special equipment properly supplied to the Scrutineers.

Competitors are due to make download point accessible (not claiming for body parts to be removed).

Telemetric data related to official practices and the race can be downloaded. Will be deleted after the opening of its parc fermé.

Competitors accept not to claim for any reimbursement in connection with duty scrutineering even though it results in their favour.

Competitors/Drivers participating at their first Event once the Series has begun are obliged to show all sport and technical documents for the necessary inspection.

Competitor who is subject to scrutineering at the end of the first and/or of the second race, both administrative or upon protest, may decide to immediately submit his vehicle for checking or to have the questioned part sealed, postponing scrutineering to the end of the event.

The entirety of the seals attached by the Scrutineers is kept under the Competitor responsibility.

Accordingly, Competitor accepts that any exclusion from the classification of the concerned race, where the part has been sealed, will involve also exclusion from classification of the following races of the same event.

### **ART. 14 Briefing:**

All Competitors and Drivers of the admitted vehicles must be present during the whole briefing, to be held at the time and place indicated by the Organiser in the Supplementary Regulations, and must sign the presence form produced by the Organiser.

Competitor and/or Driver lined up at the starting grid and who's not signed the presence form is subject to a penalty fine equal to 260,00 euros.

### **ART. 15. Vehicle Replacement, Reserve Vehicles**

No reserve vehicle will be admitted.

### **ART. 16. Box-Paddock Provisions**





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Competitors/Drivers and their Teams will carefully respect all provisions under current sporting regulations.

Repairs are admitted during the race (free practices, qualifying, etc.) and must be performed only within the allotted assistance area in front of the box and in accordance with the current Regulations - N.S. 9 and N.S. 16.

Refuelling in the pit lane is strictly forbidden during the whole event

Just 4 people per car may stand around it to perform repairs activities, in addition to the tyres company personnel. If the driver sticks on board, he won't be counted within the 4.

Each Competitor will be responsible for keeping his area or box in due order, and for the correct behaviour of any person directly or indirectly involved in his participation to the Italian Formula 3 European Series.

Workshop and recovery vehicles must be kept well clean and immaculate and must show the Italian Formula 3 European Series writings and logo.

The Stewards may inflict penalties to the drivers for infringement of these provisions, reaching the exclusion from the classification and/or race.

Team personnel must always wear accurate uniforms and the accreditation card visible at any time.

It is forbidden the permanence of non - accredited persons inside the boxes during practices and races.

Immediately after the race starts, all equipment must be brought back to respective boxes.

**Every time the vehicle stops at boxes, engine must be switched off; should a vehicle be halted beyond its own assistance area, it must be pushed by its team service staff.**

Drivers, inside the vehicle, must switch the engine on using the starter; if necessary it is allowed to use a backup battery for restarting the engine.

Drivers are not allowed, in any case, to push their vehicle or have it pushed, penalty of exclusion from the race.

The transmission of any signal is forbidden from and to a vehicle in motion during official practices and/or the race, save for the transponder timekeeping signal and for the driver radio.

Vehicles exit from the pit lane, during free and official practices, and during the races, will be regulated by lights.

A speed limit of 60 kph during the whole Event will be enforced in the Pit Lane.

Drivers are responsible for this limit to be observed.

Officials will be appointed to control the speed at the Pit Lane and their decisions cannot be appealed.

Therefore drivers must start slowly from their service area and keep a moderate pace along the pit lane, never exceeding 60 kph.

Failure to comply with these provisions will entail the following penalties:

- 1. During Practices:** Euro 100,00 every 5 Km exceeding 60 kph and up to 80 kph. Above 80 kph, driver will be called by means of a black flag and sanctioned by a 1.000,00 Euros fine penalty and also by a time penalty cancelling scored times.
- 2. During the races:** time penalty -Drive Through

ACI Sport staff members are allowed free access to the boxes at any time during the event and Competitors and Drivers must provide full cooperation.

Failure to observe the rules is sanctioned by the appointed Officials up to the exclusion from the race.

### **ART. 17. Private Testing, Free Practices, Official Tests**

Free practices and races with Formula 3 cars are regulated as follows:

- a) Valencia 1/4 and Hungaroring 6/5: they are authorized until 25 March 2012.**
- b) Mugello 10/6 – Misano 8/7 – Imola 2/9 – Vallelunga 16/9 – Monza 30/9: free practices are authorized until 3 June 2012**
- c) Red Bull Ring 5/8: they are authorized until 29.07.2012.**

Further to these dates, free practices and race participation with Formula 3 cars will be thus regulated:

d) they are forbidden until the date of the relevant event save for the official tests (see point f) and the corresponding free practices.

e) Once the relevant Event has been completed, each Circuit hosting Formula 3 Events is allowed to host free practices and races with Formula 3, with no limit.



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f) ACI CSAI will organize 5 official tests days, each test day lasting minimum three hours. During these days, the current Sporting and Technical Regulations must be totally observed. Timekeeping, tyres and fuel services will be provided during these test days.

This is the test days Calendar:

DATE EVENT	CIRCUIT	DATE TEST
10 June	Mugello (I) (Km. 5,245)	7.06.2012
8 July	Misano (I) (km. 4,226)	5.07.2012
2 September	Imola (I) (Km. 4,909)	30.08.2012
16 september	Vallelunga (I) (Km. 4,085)	13.09.2012
21 October	Monza (I) (Km. 5,792)	26.09.2012

g) free practices will be developed on above mentioned circuits on one unique session of max. 30' (thirty) minutes. In the other circuits hosting Italian Formula 3 European Series Events, one or more free practice sessions are allowed for a maximum duration of 90' (ninety) minutes.

Costs: One free practice session for the duration of 30' will cost 160,00 Euro + VAT.

**ART. 18. Official Practices**

Official Practices will take place in two sessions of max 15' (fifteen) minutes each with a **max 10' 5" (ten five minutes)** interval. At the end of each qualifying practice, the list of the drivers who have made the best times will be issued.

**ART. 19. ADMISSION TO THE START – STARTING GRID**

Start admission and the related grid will be established in line with the Official Practices classification and regulated under the current sporting regulations.

The starting grid of the first race will be based on the best time reached by each driver upon the first qualifying session. If two or more drivers have obtained the same time, priority will be given to the driver who has got it first.

The starting grid of the **second third** race will be based on the best time reached by each driver upon the second qualifying session.

The starting grid of the **third Second** race will be obtained as follows:

- a) the first six drivers who will be lined up in reverse order referring to the first race classification;
- b) race 1 arrival order will be followed from 7<sup>th</sup> classified onwards, being excluded the drivers at point a).

If two or more drivers have obtained the same time, priority will be given to the driver who has got it first.

Here below a scheme with the max. number of vehicles admitted in each circuit:

DATE	CIRCUIT	MAX. NUMBER OF ADMITTED VEHICLES
1 April	Valencia (E) (km. 4,005)	37
6 May	Hungaroring (H) (Km. 4,381)	37
10 June	Mugello (I) (Km. 5,245)	46
8 July	Misano (I) (km. 4,226)	36
5 August	Red Bull Ring (A) (Km. 4,326)	37
2 September	Imola (I) (Km. 4,909)	42
16 september	Vallelunga (I) (Km. 4,085)	36
21 October	Monza (I) (Km. 5,792)	48

A Competitor may require for a vehicle to be admitted to a Race even though it has not covered any practice lap nor has qualified, for reasons beyond Drivers will, provided that an already qualified vehicle is not thus eliminated.

In this case, the admitted vehicle will start at the end of the grid.

**20. - RACE (DURATION AND START)**

Each event will be composed of three races to be effected according to the program of the event established by the Organiser.



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the first race will last 22' minutes + 1 lap;  
the **second third** race will last 30' minutes + 1 lap.  
the **third second** race will last 15' minutes + 1 lap;

The starting procedure will be operated according to provisions set in N.S. 16 Chap. II, art. 6.2 – Standing Start, as herewith reported. The start will be given using lights. The Driver must, from his position in the driving seat, turn on the car using the starter motor. The Driver may not, under any circumstances, push or have his car pushed to start it. However, the use of an external power source to be temporarily connected to the Car is also permitted. The procedure during the period immediately prior to the start is as follows:

**15' (fifteen minutes)** before the start time announced, the cars will leave the pit area and complete a lap of the circuit. They will then line up in their assigned grid positions and the drivers will turn off their engines; work may be carried out on the cars from this time until the 5' sign is shown;

**10' (ten minutes)** before the announced start time, the pit exit will be closed; any car still in the pit area will only be allowed to start after the whole group has passed the pit exit and this has been confirmed by sound signal indicating a 2' minute warning; the start will be counted down using the following signs accompanied by a sound signal:

**5' panel:** begins the countdown; when this panel is shown, access to the grid is closed; any car that has not taken its position on the grid at that point will start from the back of the grid;

**3' panel:** everyone, excluding drivers, Race Officials and Teams personnel operating external energy source, must leave the track.

**1' panel:** engines are started. using the starter on board. If necessary, the use of an external power source is allowed. Everybody must abandon the grid.

**30'' panel:** after this panel is shown, a green flag will be shown in front of the grid to indicate that the cars must proceed and start a full lap of the circuit, keeping their respective positions in the formation; the driver in pole position must guide the group speed.

Passing of other cars is not permitted during this lap. Any driver that cannot start his car must immediately indicate this by raising his arm as soon as the other cars have left the grid. His mechanics must then push the car back to the pits under the supervision of the Race Officials. If during this time, the car starts, the driver may regain his formation lap and when he catches up with the main group, must remain in last position without overtaking any other car. At the end of the formation lap, the driver will be lined up in last position.

If a Driver has difficulty in leaving his position on the start grid when the green flag is shown to mark the start of the formation lap, he may return to his pre-start position on the grid before the start of the race if he has not been passed by all the other cars that have started on the formation lap. If he's passed by all the other cars started on the formation lap, this Driver will not regain his pre-start position in the grid and be lined in last position.

If the car fails to start and the mechanics and/or officials cannot push it, an assistance vehicle will have to come out and bring it back to the pits. In such cases, once the car is repaired, it may restart from the pit lane after the race has begun.

Once the formation lap is over, cars will stop with engines on at the starting grid original positions.

If, in this position, the Driver has any difficulty to start, he's due to report it at once by raising his arm. In this case, the Starting Row Official will immediately wave a yellow flag and the Clerk of the Course may decide to delay the start of the race: the NO-START yellow lights will be on and the EXTRA FORMATION LAP panel will be shown. Drivers will be shown a red flag and will start another formation lap. As soon as the other cars have left the grid, mechanics must then push the car to the pits under the supervision of the Race Officials. If an extra formation lap is used, the race duration will be reduced by 1 lap; if the race is a regularity one, two minutes will be deducted.

A Starting Official will be lined near each row of the grid, he'll first raise a numbered panel and will then lower it when all the cars by his row have stopped: when all the cars will be rightly holding their positions on the grid, an Official will wave a green flag.

The Clerk of the Course/Race Director will show a 5' panel and at the end of the 5'the red lights will be on. Once the red light is off – commonly after 0,2 up to 3 seconds - the starting signal will be given.

Any false start or conduct that does not comply with the regulations will be signalled by the Start Officials whose decisions are final. The names of the aforementioned officials (one per row) will be made known in a specific bulletin. Any false start or conduct that does not comply with the regulations, signalled by the Start Officials, will be punished with a Drive Through penalty.



If a car is not able to start it will be pushed to the pits or to another appointed area under the supervision of the Race Officials until all the other cars have started.. If during this time, the car starts, the driver may normally restart the race: this procedure is allowed after the start of the race (red lights off).

**Start delayed**

If during the start procedure, the track becomes suddenly unfit, a START DELAYED board will be displayed on the starting line and the Competitors will be informed.

As soon as normal conditions are restored on the track, the start procedure is renewed displaying the 5' (five minutes) panel.

The race or races will be developed according to the Program of the Event established by the Organiser.

A bulletin will properly communicate the name of the Starters.

Competitors and Drivers will be well informed about any change and/or update to the program.

A race which has not been declared wet before the start will not be interrupted if, during the course, it starts raining and drivers are allowed to use rain tyres.

Any participant who has carried out a false start will be sanctioned with a Drive Through.

**ART. 21. - SAFETY CAR**

The use of the Safety Car will be accorded priority under Annexe H to the Code Art. 2.9 provisions. A race will therefore be interrupted only when the use of the Safety Car is not permitted.

**ART. 22. – PARC FERME**

Immediately after the official practices and the race/s, all cars will be driven to the Parc Fermé. Should the vehicles be late to the Parc Fermé they will be excluded from classification.

Vehicles must stand at the Parc Fermé for 30' MINUTES after the publication of the Classification.

Vehicles indicated on the list published by the Parc Fermé may be withheld longer.

**ART. 23. CLASSIFICATION AND POINTS**

The following classifications will be drawn at each race:

- a) Italian Formula 3 European Series Trophy
- b) Italian Formula 3 European Series Trophy for Rookies
- c) Italian Formula 3 European Series Trophy for Teams

The following list of points will be awarded for every classification:

Race	Classification (points awarded)									
	1°	2°	3°	4°	5°	6°	7°	8°	9°	10°
<b>First</b> 22'+1 lap	20	15	12	10	8	5	4	3	2	1
<b>Second</b> 30'+1 lap	20	15	12	10	8	5	4	3	2	1
<b>Third</b> 15'+1 lap	13	11	9	7	6	5	4	3	2	1

One point will be scored by the driver who has realized the Pole Position in the first and in the **second third** Race of the Italian Formula 3 European Series Trophy. In case of ex-aequo, the point will be assigned to the driver who has made the best time first.

One point will be awarded for Italian Formula 3 European Series Trophy classification to the driver who has resulted the best lap time in each race.

In case of ex-aequo, the point will be assigned to the driver who has made the best lap time first.

**ART. 24. Prize giving**

**The first three drivers classified in each race will be awarded prizes. At the end of each race, the First Classified Driver's Team will receive a prize.**

The podium Ceremony proceedings are of the greatest importance in each Event. Organisers undertake to carefully obey the rules and instructions given by the C.S.A.I. concerning its arrangement and proceedings.



The drivers who have won prizes must immediately reach the Podium to attend the Prize giving Ceremony. They must wear their overalls and behave impeccably during the Prize giving.

The Podium Ceremony time schedule is indicated during the Briefing to the drivers.

The drivers who have attended the Podium Ceremony are transferred thereafter to the media centre (or elsewhere upon indication by ACI Sport) for the post-race press conference.

Except cause of force majeure, drivers are obliged to attend both the podium ceremony and the press conference; non compliance with this duty is sanctioned by the Stewards with fines.

#### **ART. 25. Protests and Appeals**

Protests must be made in accordance with the Code and accompanied by a fee of € 350,00.

Appeals must be lodged in accordance with the Code and accompanied by a fee of € 3.000,00 to the Italian National Court and of € 12.000 in case of an appeal to the International Court.

#### **ART. 26 Bulletins**

The C.S.A.I. and the Organisers may conveniently give instructions to all participants by means of Bulletins to be considered integrant to these Regulations and for their best enforcement.

#### **ART. 27.**

##### **Breach to Sporting and/or Technical Regulations**

Any breach of the sporting/technical regulations involving the decision of exclusion from the race classification, will also entail for the driver to lose the points obtained in that race and a 10 points penalty will be inflicted to the points already collected or still to be collected in all rankings.

**If a driver licence is suspended for more than one month, and this judgement is confirmed, he'll be excluded from the Series rankings and from any title award.**

#### **ART. 28. Titles Award**

The scored points valid for the titles award are indicated at art. 23.

Every driver can participate in the International Series Final Classification provided he has made(\*) 5 events; non-compliance with this last provision does not allow for scoring points.

(\*) Made: means passing administrative checkings and scrutineering and being indicated in the relevant checked list.

The titles assignment is also bound to compliance with provisions set in art. 3.

#### **ART. 29. Title of Italian Formula 3 International Series Trophy**

Scoring attribution within the Final Classification, in order to be assigned the Italian Formula 3 International Series Trophy title, is made summing up the points corresponding to the best 21 (twenty-one) results made during the Italian Formula 3 International Series races.

#### **ART. 30. Title of Italian Formula 3 International Series Trophy for Rookies**

Scoring attribution within the Final Classification, in order to be assigned the Italian Formula 3 International Series Trophy for Rookies, is made summing up the points corresponding to the best 21 (twenty-one) results made during the Italian Formula 3 International Series races.

**The drivers who, at the 31/12/2011, have raced in the following categories cannot participate in this Classification:**

- Formula 3 International/National Championship
- National and/or International Championship/Trophy/Series with single-seaters exceeding 2.400 cc.

**N.B.:** The C.S.A.I. may, at its own discretion, allow for participants who have applied for entry and don't comply with above mentioned requirements.

#### **ART. 31. Title of Italian Formula 3 International Series Trophy for Teams**

The Italian Formula 3 International Series Trophy for Teams is reserved to Competitors Body Entrants holding a valid 2012 licence.



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Scoring attribution within the Final Classification in order to be assigned the Italian Formula 3 International Series Trophy for Teams title is made summing up the points corresponding to the best results made during the Italian Formula 3 European Series races.

The best driver of each Competitor Body Entrant resulted within the first ten positions of each race final classification will score points. For this purpose the representatives of each Competitor Body Entrant must have presented a declaration, countersigned by the driver/s, stating the driver/s belonging to their team.

The relevant points will be considered starting from the Event following the delivery date of above declaration and that'll be so until any written revoke. Any point scored before this revoke will remain at the previous Team/Competitor Body Entrant.

### ART. 32. Ex Aequo

In order to resolve ex aequo cases within any of the Titles to be assigned, the highest number of first places will be considered, and the then of second, third place, and so on until the priority of one of the drivers will be determined.

### ART. 33. Tyres characteristics, use and checkings

One Brand Kumho will be provided of the following sizes and models:

Slick tyres	- Front	S700 180/550 R13 SLICK compound K50 with barcode
	- Rear	S700 240/570 R13 SLICK compound K50 with barcode
Wet tyres	- Front	W700 180/550 R13 WET compound K25 with barcode
	- Rear	W700 240/570 R13 WET compound K25 with barcode

Tyres must have been ordered within the Monday before the Event meant for participation, by the following official supplier Company:

The RS&TA Srl Co. –Via Carlo Cattaneo, 881 – 20035 Lissone (MB) – tel. +39 039 463761 – fax +39 039 2452999 – email: [kumho.motorsport@rseta.it](mailto:kumho.motorsport@rseta.it), official supplier of the tyres Kumho, will supply each vehicle regularly scrutineered with tyres, as per the relevant sizes, according to the provisions established in the Sporting and Technical Regulations.

#### 33.1 Official Tests:

The maximum number of slick tyres to be used in official tests for each vehicle at each event is limited to n° 2 (two) new complete sets; it's also admitted the use of maximum one marked tyres train, for any official test and/or race, of the last event to which vehicles have participated.

Each Competitor will choose the slick tyres set to be used during official tests for each entered vehicle; he will fill in a special form with the numbers of the slick tyres set in his allocation delivering the related voucher to the Technical Delegate before running official tests. Competitors are responsible for the correct compilation of the form with the tyres marking numbers to be used during the event.

Non-compliance with this provision will be sanctioned by the Race Officials even reaching the exclusion from the race.

N.B.: Upon the first participation a max. of two new complete sets is allowed.

#### 33.2. Free Practice:

The maximum number of slick tyres to be used in free practices for each vehicle at each event is limited to n° 1 (one) new complete set; it's also admitted the use of maximum two marked tyres trains, for any practice session and/or race, of the last event to which vehicles have participated.

Each Competitor will choose the slick tyres set to be used during free practices for each entered vehicle; he will fill in a special form with the numbers of the slick tyres set in his allocation delivering the relevant voucher to the Technical Delegate before running free practices.

Competitors are responsible for the correct compilation of the form with the tyres marking numbers to be used during the event.

Non-compliance with this provision will be sanctioned by the Race Officials even reaching the exclusion from the race.

N.B.: Upon the first entry of a Team to an Event a max. of two new complete sets is allowed.

#### 33.3. Official Qualifying Practices and Races:

During Official Qualifying Practices and Races each vehicle can use only slick or, if necessary, wet tyres according to its own allocation.





Each Competitor will choose the slick tyres set to be used during Official Qualifying Practices and Races; he will fill in a special form with the numbers of the slick tyres set in his allocation delivering the relevant voucher to the Technical Delegate within the time scheduled for Scrutineering.

Competitors are responsible for the correct compilation of the form with the tyres marking numbers to be used during the event.

The Officials appointed for the race will, at any time, during the Event, conduct spot-checks.

A tyres parc fermé will be established at any Event valid for the Trophy by the Official Tyres Suppliers designated by the Manufacturer: tyres will be delivered to Competitors by the parc fermé no later than 60 minutes before Qualifying Sessions and Races.

Competitors will deliver the tyres back in the same place no later than 20 minutes after opening hour of the parc fermé established for Qualifying Practices and the first Race.

Pre-heating and any modification or treatment or the application of solvents altering the tyres compound are strictly forbidden.

Slick tyres allotment for each vehicle at Qualifying Sessions and Races is of 2(two) new complete SETS.

Non-compliance with this provision will be sanctioned by the Race Officials even reaching the exclusion from the race.

### 33.4 Wet tyres Restrictions

The Clerk of the Course is the only one appointed to evaluate whether the track is humid or wet for the use of rain tyres. His decision will be rapidly communicated to all Competitors.

Once a "WET TRACK" board is displayed, drivers are allowed to choose their tyres according to the present article provisions, well agreed that practices or races will be developed on the humid or wet track and that qualifying practices or races won't be interrupted by the Clerk of the Course.

Rain tyres allotment for each vehicle at Qualifying Sessions and Races is of 2(two) new complete SETS.

A tyres parc fermé will be established for all entered drivers, at any Event, by the Official Tyres Supplier designated by the Manufacturer: rain tyres are due to be withdrawn, checked and marked following the same provisions as slick tyres also with regard to the Tyres Parc Fermé rules.

The rain tyres which were withdrawn and unemployed due to risk of rain must be returned within 15' from the end of the practice/race in question. The Official Tyres Supplier will take care of the tyres (rims-mounted) during the whole sport season.

### ART. 34. Fuel, characteristics, use and checkings

In order to be allowed to participate in all the races of the 2011 Italian Formula 3 European Series, it is compulsory to use the official fuel supplied by the Official Supplier Company directly on the spot. Fuel must have been ordered within the Monday before the Event meant for participation, by the following official supplier Company:

**The Panta Distribuzione SpA Co., ss. 235 Km 47+980 – 26010 Bagnolo Cremasco (CR) - tel. 0373 235141 – fax 0373 235123 - mail : [crstofanilli.giovanni@panta.it](mailto:crstofanilli.giovanni@panta.it), official supplier of the fuel "Panta NS 102 octanes" will supply each vehicle regularly scrutineered with the fuel for the event.**

The Technical Delegate will extract a sample from the fuel tank truck, before any delivery to the Competitors, in order to carry out the comparative analysis at the scrutineering, this sample to be sealed in a special can.

The characteristics of any other fuel sample extracted from the Competitors' vehicles shall be equal to the sample kept in the sealed can.

The fuel technical characteristics are indicated in the N.S. 9.

The fuel tank of each competitor's vehicle must contain at least three litres of fuel at the end of the Qualifying Practices and Races, to keep at the Officials disposal.

The samples procedure will be performed by the Race Officials according to N.S. 9 provisions at any time during the Event.

Failure to provide the above mentioned fuel quantity in the vehicle's tank will entail correspondingly the cancellation of the times accrued or the exclusion from the race.

The sample eventually taken out of the vehicles at the grid does not allow for any further topping and therefore this regulation is not going to be operated.

**Fuel compliance with standards may also be checked on the race with special equipments provided to the Technical Delegates for the comparative analysis with the sample taken from the fuel tank supplier. Checkings may be performed at any time during the event.**

**Apart from these controls, the Stewards of the Meeting may arrange for other laboratory analysis according to the provisions established in the N.S. 9.**



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**ART. 35. Prize Awards**

The total prize awards of the Italian Formula 3 European Series amounts to Euro 180.000,00 (onehundredandeighty thousand/00), thus divided:

- a) Euro 50.000,00 (fiftythousand/00) to the Italian Formula 3 European Series **Winner 2012**.
- b) Euro 50.000,00 (fiftythousand/00) to the winner of the Rookies Drivers Classification. This prize cannot be combined with the previous one.
- c) Euro 80.000,00 (eightythousand/00) will be divided per each Event of the Series Calendar and therefore each Event prize award of Euro 10.000,00 (tenhousand/00) will be thus distributed:

The following money prize will be assigned to the Drivers participating at each Event depending on the results obtained summing up the first, second and third race points:	
Awards Classification Position (sum of the points gained in all three races)	Prize to be awarded
1° classified (1 <sup>st</sup> + 2 <sup>nd</sup> + 3 <sup>rd</sup> race)	Euro 5.000,00
2° classified (1 <sup>st</sup> + 2 <sup>nd</sup> + 3 <sup>rd</sup> race)	Euro 3.000,00
3° classified (1 <sup>st</sup> + 2 <sup>nd</sup> + 3 <sup>rd</sup> race)	Euro 2.000,00

In case of ex aequo the classification position to be assigned to each driver will depend on the result obtained in the first race.

**N.B.:** Prizes will be awarded only upon the driver's compliance with provision set in art 28 of this Regulation (participation in at least 5 Events).

The CSAI may at its own discretion decide for a different allocation, should the prizes fail to be assigned.

**ANNEXE° 1**

**Italian Championships and combined events Competitors Paddock management rules**

The following rules are meant for the best management of paddock areas in order to provide for the best development of the event at anytime.

**Paddocks Area Allocation**

- 1) Paddock areas allocation will depend on the standard allotment for each entered vehicle, according to the following distribution:

- 1.1) **Italian GT Championship - Italian Formula 3 European Series - Italian Touring Endurance Championship - Italian Prototype Championship – Italian Formula ACI-CSAI Abarth Championship – other combined Programs.**

Any team participating in the abovementioned Championship Programs and having up to 3 vehicles will be assigned a paddock area for placing the following vehicles:

- . n° 1 main tented trailer truck, for a max. 140 sm. area
- . n° 1 Hospitality, for a max. 60 sm. area, and livery coordinated with the team's main image, for technical-organizational use.

N.B.: Should a team have only one vehicle, the area will be reduced accordingly.

**1.2) Additional Areas**

Any Team request for additional areas will be considered only after the technical needs of the participants have been met with and must be payed to the Organiser according to Euro 20,00/ sm. rate.



**Box Allocation**

- 2) Box allocation will be arranged according to the following priorities:
  - a) Italian GT Championship - Italian Formula 3 European Series
  - b) Italian Touring Endurance Championship
  - c) Italian Prototype Championship – Italian Formula ACI-CSAI ABARTH Championship
  - d) Other combined Programs
- 3) Box allocation will be unquestionably proportional to entered vehicles and agreed by the ACI Sport S.p.A. Logistics Responsible.
- 4) Any Team participating to above listed Championships or to Other combined Programs, who have already been assigned one or more boxes, may benefit of the Service Tent for vehicles not hosted in a box, always according to standard sm. allocation criteria for every entered vehicle as described at the points 1.1) – 1.2) and 1.3).

**General Conditions**

- 5) Upon signing for entry, each Competitor must compulsorily indicate which structures are going to be necessary for each vehicle.
- 6) Outgoing trailer trucks handling will be allowed only after the end of the last scheduled race and therefore only at the end of the Event.
- 7) All materials, such as tyres, batteries, tanks, cans, etc., must be taken away from the paddock and the boxes.
- 8) Under the unquestionable guide of the staff appointed to the paddock management, each Team will download vehicles from the trailer-trucks and/or from the cart before fitting any kind of structure.
- 9) Access to the paddock will be regulated by scheduled times for each Event, and made known by bulletins and/or by a note reported on the Program of the Event.  
Officially entered Competitors may access the paddock upon transmission of their vehicles data and payment of the relevant entry fees.  
The Paddock closing time is fixed at 20.00 hrs every day. After this time Teams are only allowed to enter the circuit enclosure, towards a designated area for the night pause, but absolutely not to the paddock. It's also forbidden to handle any vehicle positioning, this being performed only under the guidance of the paddock staff in charge.
- 10) A Team responsible, duly appointed by a written form indicating the number of the vehicles to be attended, will represent his team before the Paddock Responsible.
- 11) No personal cars are allowed inside the paddock area. However a delivery pass will be issued for all loading and downloading activities allowing to access the paddock for max. 45'.
- 12) **Any breach of the above reported rules, not to mention the rules contained in express bulletins, will be penalised by the stewards of the Meeting with a 1.000,00 (One thousand/00) Euro fine.**