

2003 FORMULA 3000 SPORTING REGULATIONS

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The FIA will organise the Formula 3000 International Championship (the Championship) which is the property of the FIA. All the participating parties (FIA, ASN, organisers, competitors and circuits) undertake to apply as well as observe the rules governing this Championship.

REGULATIONS

1) The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

GENERAL UNDERTAKING

2) All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (the Code), the Formula 3000 Technical Regulations (the Technical Regulations) and the present Sporting Regulations.

3) The Championship is governed by the present Sporting Regulations and the Technical Regulations.

4) Any special national regulations must be submitted to the FIA with the original application for inclusion of an Event on the international calendar. Only with the approval of the FIA can such special regulations come into force for an Event. The FIA will ensure that all applicant competitors are informed of such special regulations before entries close under Article 32.

GENERAL CONDITIONS

5) It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, 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. The 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.

6) Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.

7) The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

8) 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.

LICENCES

- 9) All drivers participating in the Championship must hold a Grade A International FIA Licence, in conformity with Appendix L, Chapter 1, Articles 2 and 4.
- 10) All drivers and competitors must hold current and valid FIA Licences and, where applicable, licences and/or authorisations issued by their ASN(s).

CHAMPIONSHIP EVENTS

- 11) Events counting for the Championship (Events) are reserved for International Formula 3000 cars as defined in the Technical Regulations and each Event will have the status of an international restricted competition.
- 12) The distance of all races, from the start signal referred to in Article 128 to the chequered flag, shall be equal to the least number of complete laps which exceed a distance of 150km. The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which this distance is exceeded. The Line is a single line which crosses both the track and the pit lane.

However, during one and the same meeting, no driver may take part in a Formula 3000 race and in a race counting for the FIA Formula One World Championship.

- 13) The maximum number of Events in the Championship is 12, the minimum is 8.
- 14) The final list of Events is published by the FIA before 1 January each year.
- 15) An Event may be cancelled if fewer than 12 cars are available for it.

CHAMPIONSHIP

- 16) The Formula 3000 International Championship driver's title will be awarded to the driver who has scored the highest number of points.
- 17) The title of Formula 3000 International Team Champion will be awarded to the Team which has scored the highest number of points, results from both cars being taken into account.
- 18) Points for both titles will be awarded at each Event according to the following scale :
- | | | | |
|-----|---|----|--------|
| 1st | : | 10 | points |
| 2nd | : | 6 | points |
| 3rd | : | 4 | points |
| 4th | : | 3 | points |
| 5th | : | 2 | points |
| 6th | : | 1 | point. |

19) Subject to completing an entry form as required by Article 32 below, Teams finishing in the top twelve places in the 2002 Team Championship will automatically be entered for the 2003 Championship. The three remaining places in the 2003 Championship will be allocated to winners of national F3000 championships (including any international series recognised by the FIA) or new Teams. If insufficient entries are received following this process, the last three Teams in the 2002 Team Championship will be invited to enter.

Subject to completing an entry form as required by Article 32 below, Teams finishing in the top twelve places in the 2003 Team Championship will automatically be entered for the 2004 Championship. The three remaining places in the 2004 Championship will be allocated to winners of national F3000 championships or new Teams. If insufficient entries are received following this process, the last three Teams in the 2003 Team Championship will be invited to enter.

- 20) If a race is stopped under Article 142, and cannot be restarted, no points will be awarded in case A, half points will be awarded in case B and full points will be awarded in case C.
- 21) The driver who wins the Championship must be present at the annual FIA Prize Giving Ceremony. Any such driver who is absent will be liable to a maximum fine of US \$ 50,000.00. All competitors shall use their best endeavours to ensure that their driver attends as aforesaid.

DEAD HEAT

- 22) Prizes and points awarded for all the positions of competitors who tie will be added together and shared equally.
- 23) If two or more Teams or drivers finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to :
- the holder of the greatest number of first places,
 - if the number of first places is the same, the holder of the greatest number of second places,
 - if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

d) if this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it thinks fit.

ORGANISATION OF EVENTS

24) Each organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 60 days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 30 days before the Event.

FIA DELEGATES

25) For each Event the FIA will nominate the following delegates :

- technical delegate.

and may nominate :

- medical delegate ;

- press delegate ;

- safety delegate ;

- a safety car driver.

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

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

OFFICIALS

28) The following officials will be nominated by the FIA :

- Two stewards, one of whom will be nominated chairman, from among holders of the FIA Super Licence of nationality different to that of the organiser.

The FIA reserve the right to also appoint a Race Director

29) The following officials will be nominated by the ASN from among holders of a FIA Super Licence, and their names sent to the FIA at the same time as the application to organise the Event :

- One steward of the meeting from among the ASN's nationals,
- the clerk of the course.

30) The race director, the clerk of the course and the technical delegate must be present at the Event from 10.00 on the date of initial scrutineering and the stewards from 15.00 on the same day.

31) The clerk of the course must be in race control and in radio contact with all marshals' posts at all times when cars are permitted to run on the track. The stewards of the meeting and other officials must be in contact with the clerk of the course at all times.

COMPETITORS APPLICATIONS

32) Applications to compete in the Championship may be submitted to the FIA at any time between 2 January and 15 January 2003 on an entry form supplied by the FIA and must be accompanied by the entry fee.

Successful applicants are automatically entered in all Events of the Championship and will be the only competitors at these Events. Unsuccessful applicants will be notified before 1 February 2003.

33) Applications shall include :

a) Confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Championship, to observe them ;

b) the names of the drivers. A driver may be nominated subsequent to the application upon payment of a fee fixed by the FIA, but in no case less than 15 days prior to the start of the first Event of the Championship ;

c) an undertaking by the applicant to participate in every Event with the number of cars and drivers entered;

d) proof that the applicant is either in possession of, or has paid a deposit on, two rolling chassis which are eligible for use in the Championship;

e) if required by the FIA, proof that the applicant has enough money to run his Team for the entire season.

34) All applications will be studied by the FIA which will publish the list of teams and drivers accepted together with their race numbers no later than 15 days after entries close having first notified unsuccessful applicants as set out in Article 32.

35(a) No more than 30 cars will be admitted to the Championship, two being entered by each competitor.

b) In order to preserve the competitive and sporting nature and structure of the championship, where any material change in the identity or control of a team occurs, any application or entitlement to participate in any part of the championship will be cancelled automatically.

However, the FIA may suspend the operation of that general rule where it gives its prior consent to the change of identity or control. That consent shall not be unreasonably withheld.

However, the grant of such consent shall be conditional upon the FIA being satisfied that the change of identity or control shall not materially alter the economic and sporting entity that is the team.

Factors which may be considered by the FIA in determining whether the economic and sporting entity will be maintained may include (but shall not be limited to) the composition and structure of the team, the team's name, the team's logos, the team's colours and fairness to other competitors.

Nothing in this rule shall prevent new teams from entering the championship in the normal way.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

36) In exceptional circumstances, the stewards 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.

37) All classifications and results of practice and the race, as well as all decisions issued by the officials of the Event, will be posted on the official notice board.

38) Any decision or communication concerning a particular competitor must be given to him within twenty five minutes of such decision and receipt must be acknowledged.

INCIDENTS

39) Incident means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the clerk of the course (or noted by the stewards and referred to the clerk of the course for investigation) which :

- necessitated the stopping of a race under Article 142;
- constituted a breach of these Sporting Regulations, or the Code;
- caused a false start by one or more cars;
- caused a collision;
- forced a driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- illegitimately impeded another driver during overtaking.

40(a) It shall be at the discretion of the stewards to decide, upon a report or a request by the race director or clerk of the course, if a driver or drivers involved in an Incident shall be penalised.

b) If an incident is under investigation by the stewards, a message informing all Teams of this will be displayed on the timing monitors whenever possible.

c) If a driver is involved in a collision or Incident (see Article 39), and has been informed of this by the stewards no later than 30 minutes after the race has finished, he must not leave the circuit without their consent.

41) The stewards may impose any one of three penalties on any driver involved in an Incident :

a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit ;

b) A ten second time penalty. The driver must enter the pit lane, stop at his pit for at least ten seconds and then re-join the race.

c) a drop of ten grid positions at the following Event.

However, should either of the time penalties be imposed during the last five laps, or after the end of a race, Article 42b) below will not apply and 25 seconds will be added to the elapsed race time of the driver concerned.

42) Should the stewards decide to impose a time penalty, the following procedure will be followed :

a) The stewards will give written notification of the time penalty which has been imposed to an official of the team concerned and will ensure that this information is also displayed on the timing monitors.

b) From the time the steward's decision is notified on the timing monitors the relevant driver may cover no more than three complete laps before entering the pits and proceeding to his pit where he shall remain for the period of the time penalty.

Whilst a car is stationary in the pits 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 rejoin the race.

d) Any breach or failure to comply with Articles 42 b) or 42 c) may result in the car being excluded.

43) Any determination made or any penalty imposed pursuant to Article 41 shall be without prejudice to the operation of Articles 160 or 161 of the Code.

PROTESTS

44) Protests shall be made in accordance with the Code and accompanied by a fee of 2000 US Dollars.

SANCTIONS

45) 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.

CHANGES OF DRIVER

46) Other than in cases of force majeure, or very exceptional circumstances as determined by the Stewards, once drivers have been nominated in accordance with Article 33(b) one of them must compete in every Event of the season for the Team by which he was nominated. Other drivers may be changed at any time provided the FIA are notified of any such change no later than two days prior to the Event at which the driver wishes to compete. Under exceptional circumstances the Stewards may agree to a driver change after this deadline but in no case will this be permitted after the start of qualifying practice.

Any new driver may score points in the Championship.

NUMBER OF CARS PARTICIPATING

47) The number of cars allowed to start the race is limited to 26.

RACE NUMBERS AND NAME OF CAR

48) The race numbers must be no less than 230mm high, have a minimum stroke thickness of 40mm and be of a clearly contrasting colour to their background.

49) The name or the emblem of the make of the car must appear on the front of the nose of the car and in either case be at least 25mm in its largest dimension. The name of the driver must also appear on the bodywork, on the outside of the cockpit, or on the driver's helmet and be clearly legible.

50) The provisions of the Code relating to national colours shall not apply to the Championship.

TESTING

51) Testing shall be considered any track running time undertaken under a) to d) below by a Team entered in the Championship using engines and rolling chassis sold or leased to them by the officially appointed Suppliers.

Any other track running time undertaken by, or on behalf of a Team entered in the Championship (or which is suspected of being connected in any way whatsoever with a Team entered in the Championship) is not permitted.

Testing of Formula 3000 cars must take place in accordance with the following :

a) Each year the FIA will organise up to six two day official tests at venues which are scheduled to hold an Event. Three of these tests will take place between 1 January and the first Event of the Championship and the remaining three between the last Event of the Championship and the end of the calendar year. Testing will consist of a three hour morning session and a three hour afternoon session.

During each of these tests all Technical Regulations must be respected and each driver may use no more than sixteen new and four used dry weather tyres. The used tyres must have been supplied to the relevant Team at a previous official test or Event.

b) During each calendar year teams may also test at venues of their choice for a maximum of 10 hours engine running time. Any testing carried out at a circuit scheduled to host an Event may only take place after the relevant Event and must be open to all Competitors wishing to participate.

c) Any competitor entering the Championship for the first time in 2003 must have respected a) and b) above during 2002. This will not apply to any Team eligible as a national Championship or international series winner provided such Team respects a) and b) above after 1 November 2002.

d) If any non-championship race is organised after 1 January, any engine running time done at this Event will not count towards the total allowed by b) above.

PIT LANE

52(a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "inner lane". Other than when cars are at the pit exit under Articles 124 and 146, the inner lane is the only area where any work can be carried out on a car.

b) 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 by the FIA Safety Delegate.

c) Competitors must not paint lines on any part of the pit lane.

- d) 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.
- e) Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is complete.
- f) It is the responsibility of the Competitor to release his car after a pit stop only when it is safe to do so.

SPORTING CHECKS

- 53) Each competitor must have all documents required by Article 10 available for inspection at any time during the Event.
- 54) At the first Event of each Championship, the FIA will check all licences.

SCRUTINEERING

- 55) Initial scrutineering of the car will normally take place between 10.00 and 16.00 on the day before first practice in the garage assigned to each team.
- 56) Unless a waiver is granted by the stewards, competitors who do not keep to these time limits will not be allowed to take part in the Event.
- 57) No car may take part in the Event until it has been passed by the scrutineers.
- 58) The scrutineers may :
 - a) check the eligibility of a car or of a competitor at any time during an 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.
- 59) 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.
- 60) The clerk of the course may require that any car involved in an accident be stopped and checked.
- 61) Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the competitors.
- 62) 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.

SUPPLY OF TYRES IN THE CHAMPIONSHIP AND TYRE LIMITATION DURING THE EVENT

- 63) A tyre manufacturer will be chosen by the FIA for the 2002, 2003 and 2004 seasons following an invitation for tenders to supply tyres to all the cars entered in Championship events for the duration of these seasons.
- 64) This manufacturer is obliged to supply 6 front and 6 rear dry-weather tyres to each car per Event. These tyres shall be marked. They shall all be made of the same quality of compound and shall be strictly identical.
- 65) All tyres must be used as supplied by the manufacturer, any modification or treatment such as cutting, grooving, the application of solvents or softeners, the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.

The only acceptable variation from the standard tyre specification is shaving of the shoulders as and when considered necessary by the technicians of the tyre supplier and when all such work is done by the supplier.
- 66) Wet-weather tyres must be provided by the same manufacturer but their number shall be free. They must be used as supplied by the manufacturer.
- 67) With the exception of race day, wet-weather tyres may only be used after the track has been declared wet by the race director and, during the remainder of the relevant session, the choice of tyres is free.
- 68) The distribution of the tyres to all the competitors shall be carried out under the supervision of the FIA technical delegate from the beginning of scrutineering until the beginning of practice. In a case of "force majeure", the stewards may alter this programme.
- 69) Before initial scrutineering, the FIA technical delegate will allocate twelve tyres to each driver.

- 70) On the sidewall of each tyre an appropriate identification will be applied.
- 71) A competitor wishing to replace an already allocated unused tyre by another unused one must present both tyres to the FIA technical delegate.
- 72) The use of tyres without appropriate identification is strictly forbidden.
- 73) No tyre allocated for one Event may be used at another Event unless this tyre is re-allocated by the FIA technical delegate.
- 74) During all practice sessions and the race only allocated dry-weather tyres are allowed in the pits.
- 75) During all practice sessions all allocated tyres must be clearly visible to scrutineers in the pits.
- 76) If, in the opinion of the tyre technicians and FIA appointed officials, the nominated tyre specification proves to be technically unsuitable, the stewards may authorise the use of additional tyres to a different specification.

WEIGHING

- 77(a) During qualifying practice cars will be weighed as follows :
- 1) the FIA will install weighing equipment in an area as close to the first pit as possible, this area will be used for the weighing procedure ;
 - 2) cars will be selected at random to undergo the weighing procedure. The FIA technical delegate will inform the driver by means of a red light at the pit entrance that his car has been selected for weighing ;
 - 3) having been signalled (by means of a red light), that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine ;
 - 4) the car will then be weighed and the result given to the driver in writing ;
 - 5) if the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed ;
 - 6) a car or driver may not leave the weighing area without the consent of the FIA technical delegate.
 - 7) if a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
- b) After the race each car crossing the Line will be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.
- c) Should the weight of the car be less than that specified in Article 4.1 of the Technical Regulations when weighed under a) or b) above, the car and the driver will be excluded from the Event save where the deficiency in weight results from the accidental loss of a component of the car due to force majeure.
- 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 race 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 authorised by such officials.
- 78) Any breach of these provisions for the weighing of cars may result in the exclusion of the relevant car.

GENERAL CAR REQUIREMENTS

- 79) Accident data recording :
- a) Each car must be fitted with an FIA accident data recorder during each Event and all official tests. Teams must use their best endeavours to ensure that the recorder is in working order at all times. The sole purpose of these units is to monitor and record data relevant to an accident or incident.
 - b) At any time following an accident or incident competitors must make the data recorder available and accessible to the FIA. A representative of the Team concerned may be present when data relevant to an accident or incident is being uploaded from the recorder. A copy of the data will be made available to the Team.
 - c) Any conclusions as to the cause of an accident, or any data relevant to an accident, may only be published in the form of a report which has been agreed between the Team concerned and the FIA.

NUMBER OF CARS

- 80) No Team may possess, or have available to it, more than two cars.
- 81) No change of car at an Event is permitted after the commencement of the formation lap unless the start is delayed or the race stopped before the leader has completed two laps. In these cases, no change of car is permitted after the commencement of the new formation lap which immediately precedes the start.

GENERAL SAFETY

- 82) Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

- 83) 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.
- 84) 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.
- 85) During practice 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.
- 86) A driver who abandons a car must leave it in neutral and with the steering wheel in place.
- 87) Repairs to a car may be carried out only in the paddock, pits and on the grid.
- 88) The organiser must make at least two fire extinguishers of 5 kg capacity available at each such pit and ensure that they work properly.
- 89) Save as provided in Article 125, refuelling is allowed only in the pits.
- 90) The driver may remain in his car throughout refuelling but the engine must be stopped unless a container of the kind specified in Article 125 is used. The competitor must ensure that an assistant with an extinguisher ready to work is beside the car throughout refuelling.
- 91) Oil replenishment is forbidden during the race. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.
- 92) 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 pits or on the starting grid.
- 93) At no time may a car be reversed in the pit lane under its own power.
- 94) During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the 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 clearing equipment from the grid after all cars have left the grid on the formation lap ;
 - d) mechanics under Article 127 only.
- 95) During a race, the engine may only be started with the starter except :
- a) in the pit lane where the use of an external starting device is allowed, or ;
 - b) under Article 132c) and d).
- 96) Drivers taking part in practice and the race must always wear the clothes and helmets specified in the Code.
- 97) A speed limit of 60 km/h will be enforced in the pit lane. During practice and reconnaissance laps any driver who exceeds the limit will be fined.
- During the race, the stewards may impose a time penalty on any driver who exceeds the speed limit.
- 98) If a driver has serious mechanical difficulties during practice or the race he must leave the track as soon as it is safe to do so.
- 99) The car's rear light must be illuminated at all times when it is running on wet-weather tyres. 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.
- 100) 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 16 years of age are not allowed in the pit lane.
- 101) Animals, except those which may have been expressly authorised by the FIA for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 102) The clerk of the course or the FIA medical delegate can require a driver to have a medical examination at any time during an Event.
- 103) Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

FREE PRACTICE, QUALIFYING PRACTICE AND WARM UP

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

105) No driver may start in the race without taking part in a qualifying practice session.

106) During all practices there will be a green and a red light at the pit exit. 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 at the pit exit to warn drivers leaving the pits if cars are approaching on the track.

107) During the Event, the circuit shall not be used for any purpose other than the Event except after qualifying practice has finished and during the period beginning after warm up on race day and ending 60 minutes before the pit lane is opened or at other times with the written consent of the FIA.

108(a) Events which are not taking place in conjunction with an event of a World Championship will be preceded by a one hour free practice session and two sessions of qualifying practice each lasting 30 minutes. All cars will be eligible to take part in the practice sessions which will be arranged as follows :

Free practice the day before the race :

10.00 - 11.00

Qualifying practice the day before the race :

12.30 - 13.00

14.30 - 15.00

(b) For Events which are taking place in conjunction with an Event of the World Championship practice sessions which will be arranged as follows :

Free practice the day before the race :

14.30 - 15.00

Qualifying practice the day before the race :

15.30 – 16.10

109) Warm Up : unless an Event is being held in conjunction with another FIA Championship, a free practice session may take place on race day between 10.00 to 10.20.

110) Unless a waiver is granted by the FIA, qualifying practice shall take place the day before the race. Any delay incurred during the first practice session will call for an identical alteration in the timetable of the second session.

111) If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

If any such assistance results in the car being driven or pushed back to the pits the following penalties will be imposed :

a) during a free practice session the car may not be used again in that session and, if it is used again, the driver's fastest qualifying lap time will be deleted ;

b) during a qualifying practice session the driver's fastest lap time from that session will be deleted.

None of the above penalties will be imposed if a driver, having received assistance, then leaves the car in the parc fermé, under the control of the technical delegate, without returning to his pit. No part of a car abandoned in the parc fermé or on the track may be used until the car is returned to the garage of the relevant Team.

In the event of a driving infringement during practice, the Stewards may delete any number of qualifying times from the driver concerned. In this case, a Team will not be able to appeal against the steward's decision.

112) 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. In the case of free practice only, the clerk of the course with the agreement of the stewards may decline to prolong the practice period after an interruption of this kind.

113) 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.

114) All laps covered during qualifying practice will be timed to determine the driver's position at the start in accordance with Article 117.

STOPPING THE PRACTICE

115) Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts.

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

At the end of each practice session all drivers may cross the Line only once.

THE GRID

116) At the end of qualifying practice, the fastest time achieved by each driver will be officially published (see Article 47).

117) The fastest driver will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA.

The grid will be drawn up in the order of the fastest time achieved by each driver. Should two or more drivers have set identical times, priority will be given to the one who set it first.

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

Should there be more than one driver accepted in this manner, their order will be determined by the stewards.

In either case, a Team will not be able to appeal against the stewards' decision.

119) The starting grid will be published by 09.00 on race day. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the clerk of the course accordingly at the earliest opportunity and, in any event, no later than 45 minutes before the start of the race. If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be published 45 minutes before the start of the race.

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

121) Any car which has not taken up its position on the grid by the time the ten minute signal is shown will not be permitted to do so and must start from the pits in accordance with Article 124.

MEETINGS

122) All Team Managers and drivers must attend a meeting, chaired by the race director, at 10.00 on the day of practice.

Should the race director consider another meeting necessary it will take place at 12.00 on the day of the race, Competitors will be informed no later than three hours after the end of qualifying practice. All drivers and Team Managers must attend.

STARTING PROCEDURE

123) 30 minutes before the time for the start of the race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

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

124) 17 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given.

15 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits can start from the pits provided it reached the pit exit under its own power. If more than one car is affected they must line up in the order in which they reached the pit exit.

Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

125) Refuelling on the starting grid may only be carried out prior to the 5 minute signal and by using one unpressurised container with a maximum capacity of 12 litres. Any such container may not be refilled during the starting procedure and must be fitted with one or more dry break couplings connecting it to the car.

No refuelling is allowed during the race.

126) 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 ten minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

When the five minute signal is shown all cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the five minute signal must start the race from the back of the grid or the pit lane.

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. 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, his team may attempt to rectify the problem. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

When the green flag is shown, the cars will begin the formation lap with the pole position driver leading. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane after 30 seconds.

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

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position 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 who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap. If the Line is not situated in front of pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position.

A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

127) Any driver who is unable to start the formation lap must raise his arm and, after the remainder of the cars have crossed the Line, his mechanics may attempt to rectify the problem under the supervision of the marshals.

If the car is still unable to start the formation lap it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.

128) When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. There will be a standing start and the starting signal will be given by means of starting lights. Once all the cars have come to a halt the five second signal will be shown and 5 seconds later the starter will switch on the red light(s). At any time between four and seven seconds after the red light(s) become visible, the race will be started by extinguishing the red light(s) The race is deemed to start when the red light(s) are extinguished.

129) During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

130) Any car which is unable to maintain starting order during the entire formation lap or is moving when the one second light comes on must enter the pit lane and start from the pits as specified in Article 124.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

131) If, after returning to the starting grid at the end of the formation lap, 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 start is delayed as a result, a marshal with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid on the new formation lap. The driver concerned may then start the race from the back of the grid and any vacant positions will not be filled.

Should there be more than one car involved, their new positions at the back of the grid will be determined in accordance with their respective final grid positions.

If a problem cannot be rectified before the commencement of the new formation lap the car must be pushed into the pit lane by the shortest route. The Team may then attempt to rectify the problem and, if successful, the car may then start from the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the pit exit under their own power.

132) If a problem arises when the cars reach the starting grid at the end of the formation lap the following procedure shall apply :

a) If the race has not been started, a red flag and a "start delayed" board will be shown, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three minute signal.

b) 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.

c) 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. If the driver is able to re-start the car whilst it is being pushed he may rejoin the race.

d) If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the pit lane. If the car then starts it may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

133) Should Article 132 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.

134) No refuelling will be allowed on the grid if more than one start procedure proves necessary under Article 132.

135) A time penalty will be imposed for a false start.

136) 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, a "start delayed" board will be shown on the Line and the starting procedure will begin again at the 15 minute point. If necessary the procedure set out in Article 132 will be followed.

b) If the start of the race is imminent and, in the opinion of the clerk of the course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the clerk of the course may delay the start of the race by showing a "start delayed" board simultaneously with a "10" board with a red background. This "10" board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of that ten minute period, a "10" board with a green background will be shown. The "10" board with a green background will mean that the green flag will be shown in ten minutes.

Five minutes after the "10" board with the green background is shown, the starting procedure will begin and the normal starting procedure signals (i.e.5, 3, 1min, 15 seconds) will be shown.

If however, the weather conditions have not improved within ten minutes after the "10" board with the red background was shown, the "10" board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed.

This procedure may be repeated several times.

At any time when a "10" board (with either a red or green background) is shown, it will be accompanied by an audible warning.

c) If the race is started behind the safety car, Article 141(n) will apply.

d) At Events which coincide with Formula One World Championship Events, an alternative start light system may be used at the discretion of the clerk of the course.

137) 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 starting procedure, may result in the exclusion of the car and driver concerned from the Event.

THE RACE

138) A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 142).

139) If a car stops during the race (except under Article 132(c) and (d), it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver rejoining the race, the car will be excluded from the results of the race.

140) During the race, drivers leaving the pit lane may only do so when the pit exit light is green and on their own responsibility, a marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.

SAFETY CAR

141(a) The FIA approved safety car will be driven by an experienced circuit driver. It will carry an FIA approved observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

b) 30 minutes before the race start time 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 n) below) it will cover a whole lap of the circuit and enter the pit lane.

c) The safety car may be brought into operation to neutralise a race upon the decision of the clerk of the course.

It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.

d) When the order is given to deploy the safety car during the race, all observer's posts will display waved yellow flags and a board "SC" which shall be maintained until the intervention is over.

e) During the race, the safety car with its revolving lights on, will start from the pit lane and will join the track regardless of where the race leader is.

f) All the competing cars will form up in line behind the safety car no more than 5 car lengths apart. All overtaking on the track is forbidden (except under n) below), unless a car is signalled to do so from the safety car.

g) 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.

h) 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 5 car lengths of it (except under j) below) and all remaining cars must keep the formation as tight as possible.

i) While the safety car is in operation, competing cars may stop at their pit, but may only rejoin the track when the green light at the pit exit is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at reduced speed until it reaches the end of the line of cars behind the safety car.

j) When the clerk of the course calls in the safety car, it must extinguish all the revolving lights, this will be the signal to the 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 five car lengths behind it. As the safety car is approaching the pit entrance the yellow flags and SC boards at the observer's posts will be withdrawn and waved green flags will be displayed for no more than one lap.

k) When the safety car has pulled off the circuit and the cars are approaching the Line, green lights will be shown. Overtaking remains strictly forbidden until the cars pass the green light at the Line unless a car slows with an obvious problem.

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

m) If the race is stopped under Article 143 Case C, the safety car will take the chequered flag and all cars able to do so must follow it into the pit lane and into the parc fermé.

n) In exceptional circumstances the race may be started behind the safety car. In this case, at any time before the one minute signal its revolving yellow lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and race will start when the leading car crosses the line for the first time.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position 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 who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

STOPPING A RACE

142) Should it become necessary to stop the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts.

When the signal is given to stop all cars shall immediately reduce speed in the knowledge that :

- the race classification will be that at the end of the lap two laps prior to that during which the signal to stop the race was given,
- race and service vehicles may be on the track,
- the circuit may be totally blocked because of an accident,
- weather conditions may have made the circuit undriveable at racing speed,
- the pit lane will be open.

143) The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given :

Case A. Less than two full laps. If the race can be restarted, Article 144 will apply.

Case B. Two or more full laps but less than 75% of the race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article 145 will apply.

Case C. 75% or more of the race distance (rounded up to the nearest whole number of laps). The cars will be sent directly to the parc fermé and the race will be deemed to have finished when the leading car crossed the Line at the end of the lap two laps prior to that during which the signal to stop was given.

RESTARTING A RACE

144) Case A.

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full original race distance.
- c) The drivers who are eligible to take part in the race shall be eligible for the restart either in their original car or the other car of that Team.
- d) Any driver who was forced to start from the back of the grid or the pit lane during the original start may start from his original grid position ;
- e) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to either :
 - the pit lane or ;
 - if the grid is clear, to their original grid position or ;
 - if the grid is not clear, to a position behind the last grid position as directed by the marshals.
- f) Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the car's correct grid position and must in no way impede the re-start.
- g) Refuelling will be allowed until the five minute signal is shown.

145) Case B.

- a) Other than the race order at the end of the lap two laps prior to that during which the signal to stop was given and the number of laps covered by each driver, the original race will be deemed null and void.
- b) The length of the re-started race will be three laps less than the original race distance less the number of classified laps completed by the leader before the signal to stop was given.
- c) The grid for the re-started race will be arranged in the race order at the end of the lap two laps prior to that during which the signal to stop was given.
- d) Only cars which took part in the original start will be eligible for the re-start and then only if they returned under their own power by an authorised route to either :
 - the pit lane or ;
 - to a position behind the last grid position as directed by the marshals.
- e) Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the car's correct grid position and must in no way impede the re-start.
- f) If a car returns to the pits it may not be refuelled.

146) In both Case A and Case B :

- a) 10 minutes after the stop signal, the pit exit will close.
 - b) 15 minutes after the stop signal, the five minute signal will be shown, the grid will close and the normal start procedure will recommence.
 - c) Any car which is unable to take up its position on the grid before the five minute signal will be directed to the pits. It may then start from the pits as specified in Article 124.
- The organiser must have sufficient personnel and equipment available to enable the foregoing timetable to be adhered to even in the most difficult circumstances.

FINISH

147) 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 12.

148) Should for any reason (other than under Article 143) the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of- race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

149) After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without stopping, 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.

PARC FERME

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

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

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

CLASSIFICATION

153) The car placed first will be the one having covered the scheduled distance in the shortest time. 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.

154) If a car takes more than twice the time of the winner's fastest lap to cover its last lap this last lap will not be taken into account when calculating the total distance covered by such car.

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

156) 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.

PODIUM CEREMONY

157) The drivers finishing the race in 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium and abide by the podium procedure set out in Appendix 2.

APPENDIX 1
INFORMATION REQUIRED UNDER ARTICLE 24

PART A.

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

PART B.

1. FIA STEWARDS OF THE MEETING,
2. TECHNICAL DELEGATE,
AND, IF APPROPRIATE,
3. MEDICAL DELEGATE,
4. RACE DIRECTOR,
5. PRESS DELEGATE.
6. A SAFETY CAR DRIVER,

APPENDIX 2
PODIUM PROCEDURE

1. INTRODUCTION

This procedure has been developed in order to ensure the dignity of the Formula 3000 International Championship, while at the same time providing the television and press with the best possible working conditions. It reflects the experience of the organisers, promoters and media.

2. PODIUM PRESENTATION

For the Prize-Giving ceremony, it is essential that the podium arrangements are good. The best results are obtained when the podium is directly accessible from the parc fermé, with steps at one side.

A white background and a floor of the same colour make a considerable improvement to the visual aspect of the podium and provide good lighting conditions for the photographers.

The promoters should see to it that the title "FIA Formula 3000 International Championship" appears at the top of the back board, followed by the name of the Circuit.

A specimen plan of the podium layout can be obtained, on request, from the FIA or Special Event Productions Limited.

Three poles of equal height will be placed at the rear of the podium for the raising of the national flags of the drivers finishing in the first three places.

3. PARTICIPANTS

3 Trophies will be presented at each race counting for the FIA Formula 3000 International Championship.

They are awarded to :

- the winning driver,
- the driver who finished second,
- the driver who finished third.

No more than three acceptable personalities, one for each trophy, should be called upon to be present on the podium.

The promoter must make sure that the personalities presenting the trophies arrive at the foot of the steps leading to the podium at least 5 minutes before the end of the race. The official in charge of the podium will explain the ceremony and, in particular, the order in which the trophies are to be presented.

The personalities will mount the podium before the arrival of the drivers to wait for them there.

The promoters must also, with the help of the organisers, ensure that the drivers arrive at the podium immediately after the chequered flag.

4. ON THE PODIUM

The following objects must be placed on the podium at least 15 minutes before the end of the race :

- trophies,
- champagne, prepared for the ceremony,
- bottled drinking water.

The drivers must wear their normal overalls.

Under no circumstances may laurel wreaths or other such gifts be presented or awarded on the podium. It is the promoters' duty to see to it that the advertising arrangements are respected and that any person wearing unauthorised commercial brand names is denied access to the podium.

5. PRESENTATION OF TROPHIES

The following is a standard procedure for all events of the FIA Formula 3000 International Championship:

5.1. National anthems and flags.

As soon as they arrive on the podium, the three drivers who finished 1st, 2nd and 3rd in the race will climb onto their respective steps.

- The national anthem of the winning driver will be played immediately.
- The three drivers' national flags will be raised simultaneously on the poles placed at the rear of the podium, the national flag of the winning driver being in the centre, the national flag of the second placed driver on the same side as the step on which this driver is standing, and the national flag of the third placed driver on the same side as the step on which this driver is standing. These flags will remain in place throughout the ceremony.

5.2. Trophies.

Once the national anthem has been played, the trophies will be presented in the following order :

- winning driver,
- driver who finished second,
- driver who finished third.

5.3. Champagne.

The person in charge of the podium must ensure that the personalities move aside after presenting the trophies, in order to enable the drivers to celebrate their victory with the traditional champagne-spraying.

6. WINNER'S PRESS CONFERENCE

Immediately after the podium ceremony, the drivers finishing in 1st, 2nd and 3rd places must go to the place designated for the Press Conference and the unilateral television interviews if applicable.

A person will be appointed who, with the help of the promoters, will be responsible for this operation which must be carried out without the slightest delay.

7. CHECKLIST

The following is a brief checklist intended to help the promoters and organisers to respect this standard procedure.

Who is responsible ?

An official nominated by the promoter must be appointed for the entire podium procedure.

He must co-ordinate this procedure with the television producer, the people in charge of safety in the podium area, and all the other persons involved in the ceremony.

Anthems and flags.

On race day, check that the national flags are in good order, that the national anthems are available and easily identifiable and that it is possible for the persons responsible for the flags and anthems to know the nationality of the drivers involved in the ceremony.

Champagne and water.

It must be ensured that bottled drinking water is available for the drivers before they arrive on the podium and that champagne is ready to be used in accordance with the procedure.

Trophies.

There have been many cases in which glass trophies have been broken on the podium, or where elderly persons have had trouble lifting trophies which were too heavy, etc.

Choose objects which are pleasing to the eye and light enough to be handled on the podium.

Briefing of personalities.

It is imperative that all the personalities taking part in the presentation of the trophies should be informed in detail about the running of the ceremony, and in particular about the place where they should stand on the podium which will be marked on the ground, in order to enable the television crews to work in the best possible conditions.

Safety.

It is necessary to organise swift access to the podium and then to the Press Conference.