

2010 FORMULA TWO SPORTING REGULATIONS

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1) REGULATIONS

- 1.1 The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. From 2009 onwards changes to these Sporting Regulations will be announced no later than the 31 December preceding the season of their introduction.
- 1.2 These Sporting Regulations were published on [11 March 2010](#) and replace all previous FIA Formula Two Championship Sporting Regulations in respect of the 2010 FIA Formula Two Championship.

2) GENERAL UNDERTAKING

- 2.1 All drivers and officials participating in the Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the Formula Two Technical Regulations (the Technical Regulations) and the present Sporting Regulations together referred to as "the Regulations".

- 2.2 The Championship and each of its Events is governed by the FIA in accordance with the Regulations. Event means any event entered into the FIA Formula Two Championship Calendar for any year commencing at the scheduled time for scrutineering and sporting checks and including all practice and the race itself and ending at the later of the time for the lodging of a protest under the terms of the Code and the time when a technical or sporting certification has been carried out under the terms of the Code.
- 2.3 Any special national regulations must be submitted to the FIA with the original application for inclusion of an Event on the international calendar. Only with the approval of the FIA can such special regulations come into force for an Event.

3) GENERAL CONDITIONS

- 3.1 It is the driver's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Regulations and the F2 Operational Protocol.
- 3.2 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or track must wear an appropriate pass at all times.

4) LICENCES

- 4.1 All drivers participating in the Series must hold a Grade B International FIA Licence or above, in conformity with Appendix L, Chapter 1, Articles 2 and 4.
- 4.2 Competitors must hold current and valid licences and/or authorisations issued by their ASNs.

5) CHAMPIONSHIP EVENTS

- 5.1 Events are reserved for Formula Two cars as defined in the Technical Regulations.
- 5.2 Each Event will have the status of an international restricted competition.
- 5.3 The distance of each race, from the start signal referred to in Article 35 to the chequered flag, shall be equal to the least number of complete laps which exceed a distance to be declared before the first qualifying session.

The minimum race duration will be 30 minutes and the maximum race duration will be 45 minutes.

In either case, should the maximum duration elapse before the scheduled race distance is completed, the leader will be shown the chequered flag when he crosses the control line (the "Line") at the end of the lap during which the maximum race duration ended.

Should either race be suspended (see Article 38) the maximum duration of the race will be extended by no more than ten minutes.

The Line is a single line which crosses both the track and the pit lane.

- 5.4 The maximum number of Events in the Championship is 20, the minimum is 7.
- 5.5 The final list of Events is published by the FIA before 1 March each year.
- 5.6 An Event may be cancelled if fewer than 12 cars are available for it.

6) FORMULA TWO CHAMPIONSHIP

6.1 The Formula Two Championship driver's title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.

6.2 Points for the title will be awarded at each race according to the following scale but a driver must only count his highest scores from the total of all the races in the Championship less two.

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

6.3 If a race is suspended under Article 38, and cannot be resumed, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed more than 75% of the original race distance.

6.4 The drivers finishing first, second and third in the Championship must be present at the annual FIA Prize Giving ceremony.

7) DEAD HEAT

7.1 Prizes and points awarded for all the positions of drivers who tie, will be added together and shared equally.

7.2 If two or more drivers finish the season with the same number of points, the higher place in the Championship 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.
- if this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it thinks fit.

8) PROMOTER

8.1 The promoter of each Event will be Formula Two Limited.

9) ORGANISATION OF EVENTS

9.1 The organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than forty days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all drivers no later than twenty days before the Event.

10) INSURANCE

10.1 The promoter of an Event must procure that all competitors, their personnel and drivers are covered by third party insurance in accordance with the FIA requirements.

10.2 Twenty days before the Event, the promoter must send the FIA details of the risks covered by the insurance policy which must comply with the national laws in force as well as the FIA requirements. Sight of the policy must be available to the drivers on demand.

10.3 Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a driver or any other participant in the Event.

10.4 Drivers taking part in the Event are not third parties with respect to one another.

11) FIA DELEGATES

11.1 For each Event the FIA will nominate a technical delegate and may nominate :

- medical delegate ;
- press delegate ;
- a stewards advisor ;
- a safety car driver ;
- a medical car driver.

11.2 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.

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

12) OFFICIALS

12.1 The FIA will nominate a race director.

12.2 The following officials will be nominated by the ASN and their names sent to the FIA at the same time as the application to organise the Event :

- One steward from among the ASNs nationals ;
- The clerk of the course.

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

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations ;
- b) the stopping of any car in accordance with the Code or Sporting Regulations ;
- c) the stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out ;
- d) the starting procedure ;
- e) the use of the safety car.

12.4 The race director, the clerk of the course and the technical delegate should normally be present at the Event from 10.00 on the day of initial scrutineering and the stewards from 15.00 on the same day.

12.5 The race director must be in radio contact with the clerk of the course and the chairman of the stewards at all times when cars are permitted to run on the track. Additionally, the clerk of the course must be in race control and in radio contact with all marshal's posts during these times.

13) DRIVERS APPLICATIONS

13.1 Driver's applications to compete in the Championship must be made in accordance with the F2 Driver Contract and Operational Protocol.

13.2 Applications shall include :

- a) confirmation that the applicant has read and understood the Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Championship, to observe them ;
- b) an undertaking by the applicant to participate in every Event.

13.3 The FIA will publish the list of drivers accepted together with their race numbers no later than seven days before the start of the first Event of the Championship.

13.4 No more than 30 cars will be admitted to the Championship.

14) PASSES

14.1 A pass may be used only by the person and for the purpose for which it was issued.

15) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

15.1 The stewards or race director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.

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

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

16) INCIDENTS

16.1 "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 race director (or noted by the stewards and referred to the race director for investigation) which :

- necessitated the suspension of a race under Article 38 ;
- 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.

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

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

Provided that such a message is displayed no later than five minutes after the race has finished the driver or drivers concerned may not leave the circuit without the consent of the stewards.

- 16.3 The stewards may impose any one of 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 ;
 - 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 up to ten grid positions at the driver's next Event.

However, should either of the penalties under a) and b) above be imposed during the last five laps, or after the end of a race, Article 16.4b) below will not apply and 20 seconds will be added to the elapsed race time of the driver concerned in the case of a) above and 30 seconds in the case of b).

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

- a) The stewards will give written notification of the penalty which has been imposed to the driver concerned and will ensure that this information is also displayed on the timing monitors.
- b) From the time the stewards' decision is notified on the timing monitors the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 16.3b), proceeding to his garage where he shall remain for the period of the time penalty.

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

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

- c) When the time penalty period has elapsed the driver may rejoin the race.
- d) Any breach or failure to comply with Articles 16.4b) or c) may result in the car being excluded.

17) PROTESTS

- 17.1 Protests shall be made in accordance with the [Article 171 of the Code](#) and accompanied by a fee of €500. [For the avoidance of doubt a driver is considered a competitor.](#)

18) SANCTIONS

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

19) CAR LIVERY

- 19.1 Each car will carry the race number of its driver as published by the FIA at the beginning of the season. This number must be clearly visible from the front and both sides of the car.

20) TESTING

- 20.1 Official tests will be organised by F2, no other testing will be permitted except as stipulated in the F2 Operational Protocol.

- 20.2 No driver may cover more than 300km during any official test.

- 20.3 During each test each driver will have three sets of dry weather tyres available to him :

- a) One used set selected by the driver from the current nominated pool ;
- b) Two new sets.

- 20.4 During each test each driver will have two sets of wet weather tyres available to him
- a) One used set, selected by the Driver from the final pool of two sets of wet weather tyres used at the previous Event or Test, or if no wet weather tyres were used at the previous Event or Test, the previously nominated used set will be carried forward
 - b) One new set

21) PERSONNEL

- 21.1 Only F2 personnel may work on a car during a practice session or a race.
- 21.2 Each driver's mechanic may only receive instructions from the driver or from the F2 race engineer allocated to him for that event.

22) PIT LANE

- 22.1 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 end of the pit lane under Articles 35.3 and 38.5, the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.
- b) F2 will designate an area in the pit lane where each car may be worked on and one place where pit stops during both practice and the race may be carried out.
 - c) Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated garage area to the end of the pit lane.
 - d) Any driver that is required to start the race from the pit lane may not drive his car from his team's designated garage area until the 15 minute signal has been given and must stop in a line in the fast lane.

Under these circumstances working in the fast lane will be permitted but any such work is restricted to :

- starting the engine and any directly associated preparation ;
- changes made for driver comfort ;
- changing wheels.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 33.2 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

- e) Competitors must not paint lines or tape lines on any part of the pit lane.
- f) Other than under d) above no equipment may be left in the fast lane.

23) SCRUTINEERING

- 23.1 Initial scrutineering of all cars will normally take place between 07.00 and 09.00 on the day of the first practice
- 23.2 No car may take part in the Event until it has been passed by the scrutineers.
- 23.3 The scrutineers may :
- a) check the eligibility of a car at any time during an Event ;
 - b) require a car to be dismantled by F2 Limited to make sure that the conditions of eligibility or conformity are fully satisfied ;

- c) require F2 Limited to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail ;
 - d) require a competitor to supply them with such parts or samples as they may deem necessary.
- 23.4** Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 23.5** The race director or the clerk of the course may require that any car involved in an accident be stopped and checked.
- 23.6** 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.
- 23.7** 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.

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

24.1 Supply of tyres :

The appointed tyre supplier must undertake to provide only one specification of dry-weather tyre and one specification of wet-weather tyre at each Event.

24.2 Dry-weather tyres :

No more than four sets of dry-weather tyres may be used by each driver during each Event.

For the first day of the Event each driver may have the following number of tyres available to him :

- a) Two used sets chosen by the driver from the final pool of tyres from the previous Event or Test (whichever was the most recent) ;
- b) One new set.

At the end of the first day the driver must discard one of the two used sets provided under a) above.

For the remainder of the Event each driver may have the following number of tyres available to him :

- c) One used set from the first day of the Event ;
- d) The new set from the first day of the Event, irrespective of whether they were used ;
- e) One additional new set.

24.3 Wet-weather tyres :

For the first and second day of the Event each driver may have the following number of tyres available to him :

- a) One used set chosen by the driver from the final pool of tyres from the previous Event or Test (whichever was the most recent). If no tyres were used at the previous Event or Test the previously nominated used set will be made available ;
- b) One new set.

For the third day each driver may have the following number of tyres available to him :

- c) The tyres that he was permitted to use on the first and second days, or
- d) If the new set was used in race one he will be permitted to use a further new set during race two, these must replace four tyres of the driver's choice from the used pool of tyres from the first and second days.

Wet-weather tyres may only be used after the track has been declared wet by the race director.

24.4 Control of tyres :

- a) The outer sidewall of all tyres which are to be used at an Event must be marked with a unique identification.
- b) Other than in cases of force majeure (accepted as such by the stewards of the meeting), all tyres intended for use at an Event must be presented to the FIA technical delegate for allocation prior to the end of initial scrutineering.
- c) A competitor wishing to replace one unused tyre by another identical unused one must present both tyres to the FIA technical delegate.
- d) In the event any used tyre is damaged and requires replacement, the tyre must be replaced with another from the Driver's currently nominated three sets at the choice of the Driver and his F2 Race Engineer, except that on one occasion in every two Race Events a Driver may be supplied with one new tyre subject to the FIA Technical Delegate accepting the F2 Race Engineer's recommendation that it should be replaced.
- e) Once a tyre has been discarded by a driver from his allocation it cannot be re-introduced.
- f) The use of tyres without appropriate identification may result in a grid position penalty or exclusion from the race results.
- g) Tyres may not be turned on the rims, except in 24.3 d), but may be swapped from side to side with reversal of direction of rotation in accordance with the suppliers' guidelines.
- h) Tyre heating devices are forbidden.

25) WEIGHING

25.1 a) During the qualifying practice session cars will be weighed as follows :

- 1) weighing equipment will be installed at a suitable location stipulated by the FIA Technical Delegate which will be used for the weighing procedure;
 - 2) cars will be selected at random to undergo the weighing procedure ;
 - 3) when signalled to do so the driver will proceed directly to the FIA garage and stop his engine ;
 - 4) the car will then be weighed with driver and the result given to the driver writing ;
 - 5) if the car is unable to reach the FIA garage 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 FIA garage without the consent of the FIA technical delegate;
- b) After the race every classified car 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) The relevant car may be excluded should its weight be less than that specified in the Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.
 - d) No substance 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) No one other than scrutineers and officials may enter or remain in the FIA garage without the specific permission of the FIA technical delegate.

25.2 In the event of any breach of these provisions for the weighing of cars the stewards may drop the driver such number of grid positions as they consider appropriate or exclude him from the race.

26) GENERAL CAR REQUIREMENTS

26.1 The engine overboost facility may only be used in accordance with the Set-up Sheet referred to in the Technical Regulations.

26.2 During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely to protect the car or driver from rain.

26.3 Car-to-pit radio systems are prohibited, however, driver-to-engineer intercom systems may be used when the car is stationary in the pits.

27) REFUELLING

27.1 Refuelling is only permitted in the F2 garage or paddock area and may only be carried out by F2 personnel.

27.2 Refuelling is forbidden during any practice session or race.

28) GENERAL SAFETY

28.1 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar to these.

28.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position.

28.3 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.

28.4 If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance results in the car rejoining the stewards may exclude him from the race (other than under Articles 28.8(d) or 38.3).

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

28.6 Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.

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

28.8 During the period 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 when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap ;
- d) team personnel when assisting marshals to remove a car from the grid after the start of the race.

- 28.9 During a race, the engine may only be started with the starter except in the pit lane or the team's designated garage area where the use of an external starting device is allowed.
- 28.10 Drivers taking part in practice and the race must always wear the clothes, helmets and head and neck supports specified in the Code.
- 28.11 A speed limit of 60km/h will be imposed in the pit lane during all practice sessions and races. Except in the race, any driver who exceeds the limit will be fined €50 for each km/h above the limit (this may be increased in the case of a second offence in the same Event). During the race, the stewards may impose either of the penalties under Article 16.3a) or b) on any driver who exceeds the limit.
- 28.12 If a driver has serious mechanical difficulties he must leave the track as soon as it is safe to do so.
- 28.13 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.
- 28.14 People under 16 years of age are not allowed in the pit lane.
- 28.15 Animals, except those which may have been expressly authorised by the FIA for use by security services, are forbidden on the track, in the pit lane, in the paddock or in any spectator area.
- 28.16 The race director or the clerk of the course can require a driver to have a medical examination at any time during an Event.

29) PRACTICE SESSIONS

- 29.1 Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 29.2 No driver may start in the race without taking part in at least one practice session.
- 29.3 During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 29.4 In the event of a driving infringement during any practice session the stewards may drop the driver such number of grid positions as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session, any penalty imposed shall not be subject to appeal.
- 29.5 Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 29.4.
- 29.6 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the Line.

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

At the end of each practice session no driver may cross the Line more than once.
- 29.7 The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. However, only during qualifying practice will the session be extended as a result.

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

30) FREE PRACTICE

30.1 Two free practice sessions of 30 minutes duration will normally take place after initial scrutineering on the first day of the event.

31) QUALIFYING PRACTICE

31.1 Two qualifying practice sessions of 30 minutes duration will normally take place on the day after the free practice sessions.

31.2 All laps covered during qualifying will be timed to determine the drivers' positions at the start of the races. Times from the first session will determine grid positions for the first race and times from the second session for the second race, unless otherwise notified.

32) PRESS CONFERENCES AND DRIVERS PARADE

32.1 Drivers must attend press conferences and any track parade as required by the FIA.

33) THE GRIDS

33.1 At the end of each qualifying session, the fastest time achieved by each driver will be officially published.

33.2 The grids will be drawn up in the order of the fastest time achieved by each driver during the qualifying sessions unless otherwise notified. Should two or more drivers have set identical times, priority will be given to the one who set it first.

Once the grids has been established in this way, grid position penalties will be applied to the drivers in question in the order the offences were committed.

33.3 The driver having pole position will start the race from the position on the grid which is stipulated on the FIA circuit licence.

33.4 Any driver whose best qualifying lap exceeds 107% of the fastest qualifying time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the stewards may permit the car to start the race. Should there be more than one driver accepted in this manner, the grid order will be determined by the stewards. In either case, a competitor will not be able to appeal against the stewards decision.

33.5 The starting grids will normally be published no less than two hours before the start of the relevant formation lap. Any driver 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 at the earliest opportunity and, in any event, no later than one hour and fifteen before the start of the start of the relevant formation lap. If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grids will be published one hour before the start of the start of the relevant formation lap.

33.6 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 16 metres.

34) MEETINGS

34.1 All drivers must attend a meeting, chaired by the race director, normally on the day of the first practice session and at least 60 minutes before the start of the first practice session.

35) STARTING PROCEDURE

Two starting procedures are provided for and will be established according to the Event timetable.

35.1 Option one, pit lane open for ten minutes. Twenty minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Option two, pit lane open for five minutes. Fifteen minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Should they wish to cover a second reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps. The maximum number of reconnaissance laps allowed is two.

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

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

Ten minutes before the start of the formation lap the end of the pit lane will be closed and a second warning signal will be given. Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five minute signal must start behind any car already at the pit exit.

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

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

When the ten minute signal is shown, everybody except drivers, officials and F2 technical staff must leave the grid.

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

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

- 35.5** When the one minute signal is shown, engines should be started and all F2 personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

- 35.6** When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading.

When leaving the grid all drivers must proceed at a greatly reduced speed until clear of any F2 personnel standing beside the track. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after cars able to do so have left the grid. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

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

- 35.8** 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, and for the purposes of this Article as well as Article 37.16, it will be deemed to be a white line one metre in front of pole position.

Either of the penalties under Articles 16.3a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

- 35.9** When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.

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

Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights.

- 35.10** Unless specifically authorised by the FIA, during the start of a race the pit wall must be kept free of all persons with the exception of two people from each team, officials and fire marshals.

- 35.11** 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 end of the pit lane as specified in Article 35.3.

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.

- 35.12** If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply :

- a) If a car develops a problem that could endanger the start the driver must immediately raise his hands above his head and the marshal responsible for that row must immediately wave a yellow flag. If the race director decides the start should be delayed the green lights will be illuminated two seconds after the abort lights are switched on, a board saying "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

If the problem can be rectified the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this happens the race will be shortened by one lap.

- b) If any other problem arises, and if the race director decides the start should be delayed, the following procedures shall apply :
- 1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start five minutes later with the race distance reduced by one lap. The next signal will be the three minute signal.
- Tyre changing on the grid is not permitted during such a delay.
- Every time this happens the race will be shortened by one lap.
- 2) 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.

- 3) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
 - 4) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.
- 35.13** Should Article 35.12 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.
- 35.14** Only in the following cases will any variation in the start procedure be allowed :
- a) If it starts to rain after the three minute signal but before the race is started and, in the opinion of the race director teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point.
 - b) If the start of the race is imminent and, in the opinion of the race director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known at least ten minutes warning will be given.
 - c) If the race is started behind the safety car, Article 37.14 will apply.
- 35.15** The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure, may result in the exclusion of the car and driver concerned from the Event.
- 36) THE RACES**
- 36.1** During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag and/or a flashing blue light, will also warn the driver if cars are approaching on the track.
- 37) SAFETY CAR**
- 37.1** The safety car will be driven by an FIA appointed driver and will carry an FIA observer capable of recognising all the competing cars who is in permanent radio contact with race control.
- 37.2** Twenty minutes (or fifteen minutes if using the Option two start procedure) before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under 37.14 below) it will cover a whole lap of the circuit and take up position.
- 37.3** The safety car may be brought into operation to neutralise a race upon the order of the clerk of the course. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.

- 37.4** When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will be displayed on the timing monitors and all marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.
- 37.5** From this time, any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 37.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 37.7** All competing cars must then reduce speed and form up in line behind the safety car no more than ten car lengths apart. With the following exceptions, overtaking is forbidden until the cars reach the Line after the safety car has returned to the pits. Overtaking will only be permitted under the following circumstances :
- if a car is signalled to do so from the safety car ;
 - under 37.14 below ;
 - any car entering the pits may pass another car or the safety car remaining on the track after it has crossed the first safety car line ;
 - any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line ;
 - when the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line ;
 - any car stopping in its designated garage area whilst the safety car is using the pit lane (see 37.10 below) may be overtaken ;
 - if any car slows with an obvious problem.
- 37.8** 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.
- 37.9** The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.
- Once behind the safety car, the race leader must keep within ten car lengths of it (except under 37.11 below) and all remaining cars must keep the formation as tight as possible.
- 37.10** Whilst the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane 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 an appropriate speed until it reaches the end of the line of cars behind the safety car.
- Under certain circumstances the clerk of the course may ask the safety car to use the pit lane. In these cases, and provided it's orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 37.11** When the clerk of the course decides it is safe to call in the safety car the message "SAFETY CAR IN THIS LAP" will be displayed on the timing monitors and the car's orange lights will be extinguished This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.
- At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

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

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

- 37.12** Each lap completed while the safety car is deployed will be counted as a race lap.
- 37.13** If the race ends whilst the safety car is deployed it will enter the pit lane at the end of the last lap and the cars will take the chequered flag as normal without overtaking.
- 37.14** Under certain circumstances the race may be started behind the safety car. In this case, at the ten minute signal its orange lights will be illuminated, this being 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 ten car lengths apart. There will be no formation lap and race will start when the green lights are illuminated.

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.

Either of the penalties under Articles 16.3a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

38) SUSPENDING A RACE

- 38.1** Should it become necessary to suspend 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 will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.
- 38.2** When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid. The first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive.
- If the safety car has been directed into the pit lane (see Article 37.10) cars should stop in line in the fast lane of the pits.
- 38.3** If any cars are unable to return to the grid as a result of the track being blocked they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. The order will be taken at the last point at which it was possible to determine the position of all cars. Any such cars will then be permitted to resume the race.

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

- 38.4** Whilst the race is suspended :
- neither the race nor the timekeeping system will stop ;

- cars may be worked on once they have stopped on the grid or entered the pits but any such work must not impede the resumption of the race ;
- only F2 personnel and officials will be permitted on the grid.

38.5 Cars may not enter the pit lane when the race is suspended. A drive through penalty (see Article 16.3.a) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty. However, if the cars have been directed into the pit lane (see Articles 37.10 and 38.2) a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed but any which were in the pit entry or pit lane when the race was suspended will be released before any others. Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

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

39) RESUMING A RACE

- 39.1** The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, in all cases at least ten minutes warning will be given.
- 39.2** Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.
- 39.3** When the three minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane or on the grid during a further race suspension. Any car which does not have all its wheels fully fitted at the three minute signal must start the race from the back of the grid or the pit lane. Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have crossed the red flag line.
- At the two minute point, any cars between the safety car and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.
- 39.4** When the one minute signal is shown, engines should be started and all F2 personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.
- 39.5** The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless:
- a) the race is being resumed in wet conditions and the race director deems more than one lap necessary, in which case see Article 37.14 ;
 - b) all cars are not yet in a line behind the safety car ;
 - c) F2 personnel are still clearing the grid ;

d) a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid with all cars following no more than ten car lengths apart. Soon after the last car in line behind the safety car passes the end of the pit lane (including any cars which were waved off under 39.3 above) the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

39.6 Overtaking during the lap is permitted only if a car is delayed when leaving the grid 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 order before the race was suspended.

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.

39.7 Either of the penalties under Article 16.3a) or b) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the lap.

During this lap Articles 37.11, 37.12, 37.13 and 37.14 will apply.

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

40) FINISH

40.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 5.3.

40.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, or the prescribed time has been completed, 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.

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

Any classified car which cannot reach the post race 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.

41) PARC FERME

41.1 Only those officials charged with supervision and nominated F2 personnel may enter the post race parc fermé. No intervention of any kind is allowed there unless authorised by such officials.

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

41.3 The parc fermé shall be secured such that no unauthorised persons can gain access to it.

42) CLASSIFICATION

42.1 The car placed first will be the one having covered the scheduled distance in the shortest time, or, where appropriate, passed the Line in the lead at the end of thirty or forty five minutes (or more if the race is suspended, see Article 5.3). 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.

- 42.2** Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.
- 42.3** The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 9.1

PART A.

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

PART B.

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