

# 2004 FORMULA ONE SPORTING REGULATIONS

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The FIA will organise the FIA Formula One World Championship (the Championship) which is the property of the FIA and comprises two titles of World Champion, one for drivers and one for constructors. It consists of the Formula One Grand Prix races which are included in the Formula One calendar and in respect of which the ASNs and organisers have signed the organisation agreement provided for in the 1998 Concorde Agreement (Events). All the participating parties (FIA, ASNs, organisers, competitors and circuits) undertake to apply as well as observe the rules governing the Championship and must hold FIA Super Licences which are issued to drivers, competitors, officials, organisers and circuits.

## 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.
- 2) These Sporting Regulations were published on 30 October 2003 and come into force on 1 January 2004 and replace all previous FIA Formula One World Championship Sporting Regulations.

## GENERAL UNDERTAKING

- 3) All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the Formula One Technical Regulations (the Technical Regulations) and the present Sporting Regulations together with all the provisions of the 1998 Concorde Agreement (the Agreement) of which they have had due notice.

- 4) The Championship is governed by the Agreement and its schedules.
- 5) 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 41.

#### **GENERAL CONDITIONS**

- 6) It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Agreement, 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.
- 7) Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.
- 8) The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 9) 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.

#### **LICENCES**

- 10) All drivers, competitors and officials participating in the Championship must hold a FIA Super Licence. Applications for Super Licences must be made to the FIA through the applicant's ASN.  
The driver's name will remain on the list for Super Licences for one year.

#### **CHAMPIONSHIP EVENTS**

- 11) Events are reserved for Formula One cars as defined in the Technical Regulations.
- 12) Each Event will have the status of an international restricted competition.
- 13) The distance of all races, from the start signal referred to in Article 151 to the chequered flag, shall be equal to the least number of complete laps which exceed a distance of 305 km. However, should two hours 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 two hour period ended. The Line is a single line which crosses both the track and the pit lane.
- 14) The maximum number of Events in the Championship is 17, the minimum is 8.
- 15) The final list of Events is published by the FIA before 1 January each year.
- 16) An Event which is cancelled with less than three months written notice to the FIA will not be considered for inclusion in the following year's Championship unless the FIA judges the cancellation to have been due to force majeure.
- 17) An Event may be cancelled if fewer than 12 cars are available for it.

#### **WORLD CHAMPIONSHIP**

- 18) The Formula One World 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.
- 19) The title of Formula One World Champion Constructor will be awarded to the make which has scored the highest number of points, results from both cars being taken into account.
- 20) The constructor of an engine or rolling chassis is the person (including any corporate or unincorporated body) which owns the intellectual property rights to such engine or chassis. The make of an engine or chassis is the name attributed to it by its constructor.

If the make of the chassis is not the same as that of the engine, the title will be awarded to the former which shall always precede the latter in the name of the car.

- 21) Points for both titles will be awarded at each Event according to the following scale :
- 1st : 10 points
  - 2nd : 8 points
  - 3rd : 6 points
  - 4th : 5 points
  - 5th : 4 points
  - 6th : 3 points
  - 7th : 2 points
  - 8th : 1 point
- 22) If a race is stopped under Articles 165 and 166, 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.
- 23) The drivers finishing first, second and third in the Championship must be present at the annual FIA Prize Giving ceremony.

#### **DEAD HEAT**

- 24) Prizes and points awarded for all the positions of competitors who tie, will be added together and shared equally.
- 25) If two or more constructors or drivers finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to :
- a) the holder of the greatest number of first places,
  - b) if the number of first places is the same, the holder of the greatest number of second places,
  - c) if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
  - d) if this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it thinks fit.

#### **PROMOTER**

- 26) An application to promote an Event must be made to the ASN of the country in which the Event is to take place, which will apply to the FIA. It must be accompanied by written evidence that the promoter has made arrangements within the terms of the Agreement to secure the participation of competitors, which arrangements are conditional only upon the FIA entering the Event on the Championship calendar.

#### **ORGANISATION OF EVENTS**

- 27) An organiser is a body appointed and/or approved in accordance with the Agreement with the powers and responsibilities set out therein. Upon deciding to grant an application to hold an Event, the FIA will invite the relevant ASN to organise it or to nominate an organiser. If the ASN is not in a position to do so, the FIA may itself appoint an organiser. The organiser must be a club or body acceptable to the FIA and must enter into the organisation agreement set out in schedule 6 of the Agreement when it applies to organise the Event.
- 28) Each organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 90 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 60 days before the Event.

#### **INSURANCE**

- 29) The promoter of an Event must procure that all competitors, their personnel and drivers are covered by third party insurance as required by the Agreement and its schedules.
- 30) Ninety 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 Agreement. Sight of the policy must be available to the competitors on demand.

- 31) Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.
- 32) Drivers taking part in the Event are not third parties with respect to one another.

#### **FIA DELEGATES**

- 33) For each Event the FIA will nominate the following delegates:
- safety delegate ;
  - medical delegate ;
  - technical delegate ;
  - press delegate.
- and may nominate :
- a representative of the President of the FIA ;
  - an observer ;
  - a stewards advisor ;
  - a safety car driver ;
  - a medical car driver.
- 34) 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.
- 35) The technical delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

#### **OFFICIALS**

- 36) 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 ;
  - A race director ;
  - A permanent starter.
- 37) The following officials will be nominated by the ASN from among holders of an FIA Super Licence, 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.
- 38) 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 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.

- 39) The race director, the clerk of the course and the technical delegate must be present at the Event from 10.00 on the day of initial scrutineering and the stewards from 15.00 on the same day.
- 40) 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.

#### **COMPETITORS APPLICATIONS**

- 41) Applications to compete in the Championship may be submitted to the FIA at any time between 1 March two years prior to the Championship in which the applicant wishes to compete and 15 November immediately preceding such Championship, on an entry form as set out in Appendix 2 hereto accompanied by the entry fee provided for in the Agreement, together with the deposit provided for in Article 44 where applicable. Applications from teams not already competing in the Championship will only be considered where a place is available, taking into account all the teams who are entitled to compete under the Agreement. Entry forms will be made available by FIA who will notify the applicant of the result of the application within thirty days of its receipt. Successful applicants are automatically entered in all Events of the Championship and will be the only competitors at Events.
- 42) Applications shall include :
  - a) confirmation that the applicant has read and understood the Agreement (including its schedules), the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them,
  - b) the name of the team (which must include the name of the chassis),
  - c) the make of the competing car,
  - d) the make of the engine,
  - e) the names of the drivers. A driver may be nominated subsequent to the application upon payment of a fee fixed by the FIA,
  - f) an undertaking by the applicant to participate in every Event with the number of cars and drivers entered.
  - g) an undertaking that the car does not make use of any component, system, software or device which has been (or might reasonably be suspected to have been) designed, supplied or constructed by or with the help of anyone who has been involved on behalf of the FIA with checking Formula One electronic systems during the 24 months immediately preceding the application.
- 43) A competitor may change the make and/or type of engine at any time during the Championship. All points scored with an engine of different make to that which was first entered in the Championship will count (and will be aggregated) for the assessment of Benefits, however such points will not count towards (nor be aggregated for) the FIA Formula One Constructors Championship.
- 44) With the exception of those whose cars have scored points in the Championship of the previous year, applicants must supply information about the size of their company, their financial position and their ability to meet their prescribed obligations. Any applicant which did not take part in the Championship for the previous year must also deposit US\$48,000,000 (forty-eight million United States dollars) with the FIA when submitting its application. This sum will be returned to it forthwith if its application is refused or in twelve equal monthly instalments (including interest) commencing immediately after the first Event in which it competes, provided it has met and continues to meet all the requirements of the Agreement and its schedules. If the applicant fails to appear for the Championship for which it has entered, its deposit will be forfeit save only that the applicant may delay its participation by one year, in which case US\$12,000,000 (twelve million United States dollars) will be forfeit and the balance repaid as set out above.

- 45) All applications will be studied by the FIA which will publish the list of cars and drivers accepted together with their race numbers on 1 December (or the following Monday if 1 December falls on a weekend), having first notified unsuccessful applicants as set out in Article 41.
- 46) No more than 24 cars will be admitted to the Championship, two being entered by each competitor.
- 47) If in the opinion of the Formula One Commission a competitor fails to operate his team in a manner compatible with the standards of the Championship or in any way brings the Championship into disrepute, the FIA may exclude such competitor from the Championship forthwith.

#### **PASSES**

- 48) No pass may be issued except in accordance with the Agreement. A pass may be used only by the person and for the purpose for which it was issued.

#### **INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

- 49) 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.
- 50) 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.
- 51) 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**

- 52) 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 stopping of a race under Article 165 ;
  - 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.
- 53)
  - 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.
- 54) 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 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 55b) below will not apply and 25 seconds will be added to the elapsed race time of the driver concerned.

- 55) Should the stewards decide to impose either of the penalties under Article 54a) or b), the following procedure will be followed :
- a) The stewards will give written notification of the 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 stewards' decision is notified on the timing monitors the relevant driver may cover no more than three complete laps before entering the pit lane and, in the case of a penalty under Article 54b), proceeding to his garage where he shall remain for the period of the time penalty.  
  
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 55b) or 55c) may result in the car being excluded.

#### **PROTESTS**

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

#### **SANCTIONS**

- 57) 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**

- 58) a) During a season each team will be permitted to use four drivers (excluding any third driver taking part in either of the free practice sessions on the first day of practice). Changes may be made at any time before the start of the qualifying practice session provided any change proposed after 16.00 on the day of scrutineering receives the consent of the stewards.

Additional changes for reasons of force majeure will be considered separately.

Any new driver may score points in the Championship.

- b) In addition to the above all teams, other than those who finished in the top four positions of the previous year's World Championship for Constructors, will be permitted to run a third driver during both free practice sessions on the first day of practice provided :
- he is not one of the team's nominated drivers for the Event in question ;
  - he is in possession of a Super Licence ;
  - he has not been a nominated driver for a Formula One team in more than six World Championship Events during the two previous World Championships.

If one of the team's nominated drivers is unable to drive at some stage after the end of initial scrutineering, and the stewards consent to a change of driver, the third driver may take part in the remainder of the Event. Under such circumstances the driver concerned must use the engine and tyres which were allocated to the original driver (see Articles 75 and 86).

#### **DRIVING**

- 59) The driver must drive the car alone and unaided.

## **CAR LIVERY**

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

Both cars entered by a competitor must be presented in substantially the same livery at each Event, any change to this livery during a Championship season may only be made with the agreement of the Formula One Commission. These requirements do not apply to any car being run under Article 58(b).

In order that the cars of each team may be easily distinguished from one another whilst they are on the track, the on board camera located above the principle roll structure of the first car must be predominantly fluorescent red, the same camera on the second car must remain as supplied to the team and any third car fluorescent yellow.

- 61) Each car will carry the race number of its driver (or his replacement) as published by the FIA at the beginning of the season. When a car is shown on a 25 cm television monitor in such a way as substantially to fill the screen in at least one dimension, its race number must be clearly visible from the front of the car.
- 62) 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.

## **TESTING**

- 63) a) No testing is permitted at sites which are not currently approved for use by Formula 1 cars. In order to ensure that venue licence conditions are respected at all times during testing, Competitors are required to inform the FIA of their test schedule in order that an observer may be appointed if deemed necessary.
- b) During all Formula One testing :
- red flag procedures must be respected ;
  - no other type of vehicle is permitted on the track ;
  - every reasonable effort should be made to ensure that the recommendations concerning emergency services detailed in Article 16 of Appendix H to the Code are followed.

## **PIT LANE**

- 64) 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 148 or 169, the inner lane is the only area where any work can be carried out on a car.
- b) 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.
- c) Any driver intending 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 ;
- the fitting or removal of cooling and heating devices ;
- changing wheels when a change of climatic conditions has been confirmed (see Article 130) ;
- changing wheels if a spare car is used.



When cars are permitted to leave the pit lane they must do so in the order they arrived at the end of the pit lane unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

- d) Other than tyre rubber left when cars leave their pit stop position, Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed by the FIA safety delegate.
- e) Competitors must not paint lines on any part of the pit lane.
- f) Other than under c) above no equipment may be left in the fast lane.
- g) 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.
- h) 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**

- 65) At the first Event of each Championship, the FIA will check all licences.

### **SCRUTINEERING**

- 66) Between 10.00 and 16.00 on the day before first practice initial scrutineering of all cars will take place in the garage assigned to each team.
- 67) 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.
- 68) No car may take part in the Event until it has been passed by the scrutineers.
- 69) 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.
- 70) 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.
- 71) The race director or the clerk of the course may require that any car involved in an accident be stopped and checked.
- 72) 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.
- 73) 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**

- 74) Supply of tyres :
  - a) Any tyre company wishing to supply tyres to Formula One teams must notify the FIA of its intention to do so no later than 1 January preceding the year during which such tyres will be supplied.

Any tyre company wishing to cease the supply of tyres to Formula One teams must notify the FIA of its intention to do so no later than 1 January of the year preceding that in which such tyres were to be supplied.

- b) No tyre may be used in the Championship unless the company supplying such tyre accepts and adheres to the following conditions :
- one tyre supplier present in the Championship : this company must equip 100% of the entered teams on ordinary commercial terms ;
  - two tyre suppliers present : each of them must, if called upon to do so, be prepared to equip up to 60% of the entered teams on ordinary commercial terms ;
  - three or more tyre suppliers present : each of them must, if called upon to do so, be prepared to equip up to 40% of the entered teams on ordinary commercial terms ;
  - each tyre supplier must undertake to provide no more than two specifications of dry-weather tyre to each team at each Event, each of which must be of one homogenous compound. Any modification or treatment, other than heating, carried out to a tyre or tyres will be considered a change of specification ;
  - each tyre supplier must undertake to provide no more than one specification of wet-weather tyre at each Event which must be of one homogenous compound ;
  - if, in the interests of maintaining current levels of circuit safety, the FIA deems it necessary to reduce tyre grip, it shall introduce such rules as the tyre suppliers may advise or, in the absence of advice which achieves the FIA's objectives, specify the maximum permissible contact areas for front and rear tyres.

75) Quantity and type of tyres :

- a) During the Event no driver may use more than forty dry-weather tyres (twenty front and twenty rear) and twenty eight wet-weather tyres (fourteen front and fourteen rear).

If a driver change is made during an Event the tyres allocated to the original driver must be used by the new driver.

From the forty dry-weather tyres each driver will be allocated twelve (six front and six rear) for use on the first day of practice, these tyres may not be used at any other time during the Event. No more than eight (four front and four rear) of the twelve tyres allocated for the first day of practice may be of one specification.

Before 09.00 (or 08.00 during Events taking place in North America) on the second day of practice each driver must nominate which specification of tyre he will use for the remainder of the Event. However, if both free practice sessions on the first day of practice are declared wet this decision may be deferred until 13.00 (or 12.00 during Events taking place in North America).

- b) All dry-weather tyres must incorporate circumferential grooves square to the wheel axis and around the entire circumference of the contact surface of each tyre.

- c) Each front dry-weather tyre, when new, must incorporate 4 grooves which are :

- arranged symmetrically about the centre of the tyre tread ;
- at least 14mm wide at the contact surface and which taper uniformly to a minimum of 10mm at the lower surface;
- at least 2.5mm deep across the whole lower surface ;
- 50mm (+/- 1.0mm) between centres.

Furthermore, the tread width of the front tyres must not exceed 270mm.

- d) Each rear dry-weather tyre, when new, must incorporate 4 grooves which are:

- arranged symmetrically about the centre of the tyre tread ;

- at least 14mm wide at the contact surface and which taper uniformly to a minimum of 10mm at the lower surface ;
- at least 2.5mm deep across the whole lower surface ;
- 50mm (+/- 1.0mm) between centres.

The measurements referred to in c) and d) above will be taken when the tyre is fitted to a wheel and inflated to 1.4 bar.

- e) A wet-weather tyre is one which has been designed for use on a wet or damp track.

All wet-weather tyres must, when new, have a contact area which does not exceed 280cm<sup>2</sup> when fitted to the front of the car and 440cm<sup>2</sup> when fitted to the rear. Contact areas will be measured over any square section of the tyre which is normal to and symmetrical about the tyre centre line and which measures 200mm x 200mm when fitted to the front of the car and 250mm x 250mm when fitted to the rear. For the purposes of establishing conformity, only void areas which are greater than 2.5mm in depth will be considered.

Prior to use at an Event, each tyre manufacturer must provide the technical delegate with a full scale drawing of each type of wet-weather tyre intended for use.

Prior to the start of the qualifying practice session, and subject to the requirements of Articles 127-135, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry-weather tyres may be used for the remainder of the relevant session.

- f) Tyre specifications will be determined by the FIA no later than 1 September of the previous season. Once determined in this way, the specification of the tyres will not be changed during the Championship season without the agreement of the Formula One Commission.

76) 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) From among the forty (twenty front and twenty rear) dry-weather tyres available to each driver, the FIA technical delegate will choose at random sixteen tyres (eight front and eight rear) which are the only dry-weather tyres which such driver may use in the qualifying practice session.
- d) At any time during an Event, and at his absolute discretion, the FIA technical delegate may select alternative dry-weather tyres to be used by any team or driver from among the relevant stock of tyres which such team's designated supplier has present at the Event.
- e) A competitor wishing to replace one unused tyre by another identical unused one must present both tyres to the FIA technical delegate.
- f) The use of tyres without appropriate identification may result in deletion of the relevant driver's qualifying times or exclusion from the race.
- g) The only permitted type of tyre heating devices are blankets which use resistive heating elements.

77) Wear of tyres :

The Championship will be contested on grooved tyres. The FIA reserve the right to introduce at any time a method of measuring remaining groove depth if performance appears to be enhanced by high wear or by the use of tyres which are worn so that the grooves are no longer visible.

## **WEIGHING**

- 78) (a) During the qualifying practice session cars will be weighed as follows :
- 1) the FIA will install weighing equipment in the first pit garage (the FIA garage) which will be used for the weighing procedure ;
  - 2) all cars which complete a flying lap will undergo the weighing procedure. The FIA technical delegate will inform the driver by means of a red light at the beginning of the pit lane ;
  - 3) the driver will proceed directly to the FIA garage and stop his engine ;
  - 4) the car will then be weighed with driver (and without driver if necessary) and the result given to the driver in 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;
  - 7) if a car stops on the circuit and the driver leaves the car, he must go to the FIA garage immediately on his return to the pit lane 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) The relevant car may be excluded should its weight be less than that specified in Article 4.1 of 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 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) No one other than scrutineers and officials may enter or remain in the FIA garage without the specific permission of the FIA technical delegate.
- 79) Any breach of these provisions for the weighing of cars may result in the deletion of the relevant driver's qualifying times or exclusion from the race.

## **GENERAL CAR REQUIREMENTS**

- 80) Electromagnetic radiation between 2.0 and 2.7GHz is forbidden save with the written consent of the FIA.
- 81) Accident data recording :
- a) Each car must be fitted with an FIA accident data recorder during each Event and during all tests which are attended by more than one team. Teams must use their best endeavours to ensure that the recorder is in working order at all times. The only purpose of these units is to monitor, record or control one or more of the following :
    - data relevant to an accident or incident ;
    - a deceleration warning light on board the car ;
    - a lap trigger ;
    - the driver input signal used to initiate the propulsion of the car at the start of a race.
  - 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.
- 82) During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

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

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

The following are permitted :

- covers which are placed over damaged cars or components ;
- a transparent tool tray, no more than 50mm deep, placed on top of the rear wing ;
- warming or heat retaining covers for the engine and gearbox on the grid ;
- a rear wing cover designed specifically to protect a mechanic starting the car from fire ;
- tyre heating blankets ;
- covers over the tyre manufacturer's code numbers (not the FIA bar code numbers) ;
- a cover over the car in the parc ferme overnight ;
- a cover over the car in the pit lane or grid if it is raining.

### **SPARE CARS AND ENGINES**

- 83) Subject to the requirements of Article 86, a competitor may use several cars for practice and the race provided that :
- a) he has no more than four cars available for use at any one time ;
  - b) he uses no more than two cars for each of the free practice sessions held under Article 118a) and b) (other than when a third driver is used under Article 58) ;
  - c) he uses no more than three cars during each part of the qualifying practice session. Prior to the start of the second part of the qualifying practice session he must nominate which two cars he intends to use for that part. If a driver wants to change to a spare car after the start of the second part that car must carry the same fuel load as his original car and, to ensure that this is the case, the original car will be weighed at the end of the session for comparison purposes.
  - d) they are all of the same make and were entered in the Championship by the same competitor,
  - e) they have been scrutineered in accordance with these Sporting Regulations,
  - f) each car carries its driver's race number.

With reference to b) and c) above, a car will be deemed to have been used once the timing transponder has shown that it has left the pit lane.

- 84) Any driver who decides to use another race car or a spare car following the qualifying practice session, and before the end of the pit lane is closed for the start of the race, must start the race from the pit lane following the procedures detailed in Article 148. Under these circumstances no restrictions on fuel load will be applied and tyres may be changed.

- 85) No change of car is permitted after the start of the race and, any driver wishing to change car, must have got out of his original car and left the grid before the 15 second signal which immediately precedes the start.

A change of car will be deemed to have taken place once a driver is seated in his new car and such change may only take place in the pit lane or the team's designated garage area.

- 86) Only one engine may be used by each driver during all practice sessions and the race. Should it become necessary for a driver to use another engine he will drop ten places on the starting grid each time one is used. However, should an engine change be carried out after the qualifying practice session, any drivers concerned will be required to start the race from the back of the starting grid in accordance with Article 131.

After consultation with the relevant engine supplier the FIA will attach seals to each engine in order to ensure that no significant moving parts can be rebuilt or replaced.

Other than the straightforward replacement of one engine unit with another, a change will also be deemed to have taken place if any of the FIA seals are damaged or removed from the original engine after it has been used for the first time in any practice session held under Articles 118 and 119.

### **GENERAL SAFETY**

- 87) 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.
- 88) 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.
- 89) Any driver intending to leave the track should signal his intention to do so in good time making sure that he can do this without danger.
- 90) (a) 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.  
(b) Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 91) A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 92) The organiser must make at least two fire extinguishers of 5kg capacity available to each competitor and ensure that they work properly.
- 93) a) Refuelling is allowed only in the pit lane at the team's designated garage area.  
b) With the exception of cars forced to abort their qualifying run due to red flags being displayed on the circuit which may then be refuelled before a new qualifying attempt, or any adjustment to the fuel level when a spare car is needed during the second part of the qualifying practice session, fuel may not be added to nor removed from a car between the start of the second part of the qualifying practice session and the start of the race.  
c) Other than a fuel breather and an external fuel pressurising device for starting the engine (in which case only fuel on board the car may be used for running the engine), no connection may be made to the fuel system of the car between the start of the second part of the qualifying practice sessions and the start of the race.
- 94) The driver may remain in his car throughout refuelling but, unless an FIA approved race refuelling system is used, the engine must be stopped.

With the exception of the first part of the qualifying practice session and until the start of the second part, race refuelling systems may not be used during, or immediately after, any practice session. Whilst being used during the qualifying practice session and the race, any refuelling carried out with the race system must take place in the pit lane and all team personnel working on the car must wear clothing which will protect all parts of their body from fire. Each competitor must ensure that an assistant equipped with a suitable fire extinguisher of adequate capacity is beside the car throughout all refuelling operations.

- 95) 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.
- 96) At no time may a car be reversed in the pit lane under its own power.
- 97) 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 clearing equipment from the grid after all cars have left the grid on the formation lap;
  - d) mechanics under Article 150 only.
- 98) During a race, the engine may only be started with the starter except :
- a) in the pit lane or the team's designated garage area where the use of an external starting device is allowed, or ;
  - b) under Article 155c) or d).
- 99) Drivers taking part in practice and the race must always wear the clothes, helmets and head and neck supports specified in the Code.
- 100) A speed limit of 60km/h will be imposed in the pit lane during all free practice sessions, this will be raised to 100km/h for the remainder of the Event. Under exceptional circumstances the Permanent Bureau of the Formula One Commission may amend these limits.
- Except in the race, any driver who exceeds the limit will be fined US\$250 for each km/h above the limit (this may be increased in the case of a second offence in the same Championship season). During the race, the stewards may impose either of the penalties under Article 54a) or b) on any driver who exceeds the limit.
- 101) 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.
- 102) 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.
- 103) Only six 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.
- 104) 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.
- 105) The race director, the clerk of the course or the FIA medical delegate can require a driver to have a medical examination at any time during an Event.
- 106) 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 AND QUALIFYING PRACTICE SESSIONS**

- 107) 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.
- 108) No driver may start in the race without taking part in the qualifying practice session.
- 109) 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.

- 110) Unless written permission has been given by the FIA to do otherwise, the circuit may only be used for purposes other than the Event after the last practice session on each day of practice and on the day of the race no less than one hour before the end of the pit lane is opened to allow cars to cover a reconnaissance lap.
- 111) The interval between the fourth free practice session and the qualifying practice session may never be less than one hour.
- 112) 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.
- 113) In the event of a driving infringement during practice the Stewards may delete the relevant driver's time from the second part of qualifying. In this case, a team will not be able to appeal against the steward's decision.
- 114) 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.

Furthermore if, in the opinion of the stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled and may not be permitted to take part in any other practice session that day.

- 115) On the second day of practice, all cars abandoned on the circuit during the first free practice session will be brought back to the pit lane or the team's designated garage area prior to the start of the second session.
- 116) 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.
- 117) Each driver's lap completed on the track during the second part of qualifying practice session will be timed to determine the driver's position at the start of the race.
- 118) Free practice sessions will take place :
  - a) The day after initial scrutineering from 11.00 to 12.00 and from 14.00 to 15.00.
  - b) The day before the race from 10.00 to 10.45 and from 11.15 to 12.00 (from 09.00 to 09.45 and from 10.15 to 11.00 during Events taking place in North America).
- 119) The qualifying practice session will take place the day before the race commencing at 14.00 (at 13.00 during Events taking place in North America). This session, which will comprise of two parts separated by two minutes, will be run as follows :
  - During the first part each driver will carry out a single timed lap starting in the order they were classified in at the end of the previous race. Any drivers who were not classified will be arranged according to the number of laps they completed during the previous race, the one with the highest number going first. At the first race of the year the order of the last race of the previous year's World Championship will be used and, in all cases, any new drivers will be arranged in numerical order.
  - The first part will be deemed to have finished when the last car in sequence enters the pit lane. If the last car fails to leave the pit lane, stops on the circuit or comes back to the pits before completing three laps, the second part will start five minutes later.
  - The running order for the second part will be determined by the times achieved in the first part with the slowest driver going first.
  - If more than one car fails to record a time during the first part of the session they will start the second part in first part order reversed.



- If two or more drivers set identical times during the first part priority will be given to the one who set it first.
- If a car stops on the track in the first part it may not be used during the second part, if the car is brought back to the pits before the end of the session it must remain in parc fermé until the end of the session.
- If more than one car fails to record a time during the second part they will start the race in second part order reversed.

120) The following procedure will be used during both parts of the qualifying practice session :

- Each driver will be given one minute to join the track, this will be signalled by the light at the end of the pit lane turning green. The first green light will be shown at 14.00 (at 13.00 during Events held in North America).
- As each driver crosses the Line to start his flying lap, other than those 5th, 10th and 15th in sequence, the light at the end of the pit lane will be turned green for one minute for the following driver.
- The light for the 6th, 11th and 16th cars in sequence will be turned green for one minute two minutes after the previous driver crosses the Line to complete his flying lap.

Any driver failing to leave the pit lane in the allotted minute will not be permitted to take any further part in that part of the qualifying practice session. Under these circumstances the green light for the next car, other than one which is 6th, 11th and 16th in sequence, will be turned on two minutes later. If any car 5th, 10th or 15th in sequence fails to leave the pit lane during the allotted minute the green light for the following car will be turned on two minutes after the previous car enters the pit lane.

121) If a car stops on the circuit during the qualifying practice session red flags will normally be shown and the driver concerned will not be permitted to take any further part in that part of the session. Unless a longer stoppage is deemed necessary (in which case at least two minutes warning will be given) the light at the end of the pit lane will be turned green five minutes after the signal to stop was given. Any car obliged to return to the pit lane under these circumstances, having not completed a flying lap, may be refuelled and the tyres may be changed, the driver will then be permitted a further attempt to qualify.

However, if the stopped car is in a safe position, or can be removed quickly without hindering another driver attempting to qualify, the session will continue. Under these circumstances :

- if any car stops on its out lap, other than one which is 5th, 10th or 15th in sequence, the green light for the following car will be shown two minutes later ;
- if any car 5th, 10th or 15th in sequence stops on its out lap the green light for the following car will be turned on two minutes after the previous car enters the pit lane ;
- if any car 5th, 10th or 15th in sequence stops on its flying lap or in lap the green light for the following car will be shown two minutes later.

122) If a car returns to the pit lane before completing three laps during the qualifying practice session:

- if any car enters the pit lane at the end of its out lap, other than one which is 5th, 10th or 15th in sequence, the green light for the following car will be shown 30 seconds later ;
- if any car 5th, 10th or 15th in sequence enters the pit lane at the end of its out lap the green light for the following car will be shown two minutes after the previous car enters the pit lane ;
- if any car 5th, 10th or 15th in sequence enters the pit lane at the end of its flying lap the green light for the following car will be shown two minutes later.

123) Other than any car required to enter the pit lane if the qualifying practice session is stopped, any car returning to the pit lane without completing three laps will not be permitted to join the track again until its next scheduled run, if applicable.

- 124) If, in the opinion of the stewards, a driver deliberately stops on the circuit or impedes another driver in any way during the qualifying practice session his time from the relevant part of the session will be cancelled.

#### **POST QUALIFYING PARC FERMÉ**

- 125) After weighing during the first part of the qualifying practice session, and any further random checks deemed necessary by the FIA technical delegate have been carried out, cars will be returned to the relevant team.
- 126) After weighing during the second part of the qualifying practice session (see Article 78), cars will then be moved to the parc fermé, the procedures thereafter are laid out in Articles 127-136.
- 127) Every car which took part in the second part of the qualifying practice session, or was intended for use during that part of the session (in the event of a driver failing to leave the pit lane), will be required in parc fermé. Any car which failed to leave the pit lane during the second part of the session must be taken by the team to the parc fermé immediately. If a car is damaged during the second part of the session the FIA technical delegate may make alternative arrangements according to the level of damage and any other circumstances he deems relevant.

Each car will be deemed to be in parc fermé from the time at which the light at the end of the pit lane turns green for the start of its qualifying run in the second part of the session until the green lights are illuminated at the start of the formation lap which immediately precedes the first start of the race.

Between these times, other than when cars are returned to the parc fermé overnight, the following work may be carried out :

- cooling devices may be fitted ;
  - changes to improve the drivers comfort. In this context anything other than addition or removal of padding (or similar material) and adjustment of mirrors and pedals may only be carried out with the specific permission of the FIA technical delegate ;
  - a fuel breather may be fitted ;
  - bodywork (excluding radiators) may be removed and / or cleaned ;
  - cosmetic changes may be made to the bodywork ;
  - any part of the car may be cleaned ;
  - any parts which are removed from the car in order to carry out any work specifically permitted below must remain close to it and, at all times, be visible to the scrutineer assigned to the relevant car ;
  - fluids used for replenishment must conform to the same specification as the original fluid ;
  - on board cameras, timing transponders and any associated equipment may be removed, refitted or checked.
- 128) After weighing during the second part of the qualifying practice session all cars will be detained in the parc fermé for further checks. Whilst the cars are being detained there three appropriate members from each team will be permitted in the parc fermé at any one time for the purpose of:
- checking tyre pressures ;
  - connecting a jump battery under the supervision of the FIA ;
  - downloading data by physical connection to the car under the supervision of the FIA ;
  - fitting water heaters ;
  - engine oil may be drained ;
  - changing tyres before the car is pushed back to the team's garage. These, or any other tyres, may be used when the car is returned to the parc fermé the same evening and back

to the team's garage on Sunday morning. The wheels and tyres used for qualifying will be marked and / or sealed by the scrutineers before being released to the team ;

- carrying out any work required by the FIA technical delegate.

Once any such work has been carried out the team personnel must leave the parc fermé immediately.

No other work of any kind will be permitted at this time unless deemed absolutely necessary by the FIA technical delegate.

- 129) Once the qualifying practice session has finished, and all preliminary checks have been carried out by the FIA, the cars held in the parc fermé will be released simultaneously and teams will be permitted to push them back to their garages. Cars will remain under parc fermé conditions throughout. From this point, and until 18.30 (17.30 during Events taking place in North America), teams will be permitted to carry out the following work under supervision of the scrutineers :

- wheels may be removed ;
- removal of any parts genuinely necessary to carry out essential safety checks ;
- removal of spark plugs to carry out an internal engine inspection and cylinder compression checks ;
- engines may be started (an external fuel pressurising system may be used if necessary but only fuel on board the car may be used for running the engine) ;
- with the exception of fuel, fluids with a specific gravity less than 1.1 may be drained and/or replenished ;
- draining and / or addition of compressed gases ;
- heating devices may be fitted ;
- on board electrical units may be freely accessed via a physical connection to the car ;
- repair of *bona fide* accident damage ;

No other work will be permitted during this time unless the FIA technical delegate is satisfied that it is absolutely necessary and has specifically authorised it.

At some time before 18.30 (17.30 during Events taking place in North America) all cars used during the second part of the qualifying practice session (or which were intended for use but failed to leave the pit lane) must be taken back to the parc fermé, with all parts used for qualifying re-fitted (other than wheels and tyres, which if they are not fitted to the car, must be taken separately), where they will remain secure until the following day. Whilst cars are in the parc fermé they may be covered and fitted with devices to keep them warm, no team personnel will be permitted there unless specifically authorised by the FIA technical delegate.

- 130) At 08.30 (at 07.30 during Events taking place in North America) on the day of the race, or at other times if the relevant Event timetable makes this necessary, teams will be permitted to take their cars back to their garages where, again, they will remain under parc fermé conditions until the green lights are illuminated at the start of the formation lap which immediately precedes the first start of the race. Only the following work on the cars will be permitted during this time :

- repair of *bona fide* accident damage ;
- wheels and tyres may be removed, rebalanced, tyre pressures adjusted and tyre heating devices fitted ;
- other than when a change of climatic conditions has been confirmed, during all reconnaissance laps every car must be fitted with the same wheels and tyres as the driver used for his qualifying lap, the race must also be started with these same wheels and tyres. If one or more tyres are damaged, and are deemed unusable by the FIA technical delegate, they may be replaced by other tyres which have been used for a greater number of laps than the damaged ones ;

- with the exception of fuel, fluids with a specific gravity less than 1.1 may be drained and / or replenished, however, no replenishment may take place less than one hour and 30 minutes before the start of the formation lap unless specific approval has been given by the FIA. In order to ensure that fluids are not being used as ballast, and that the car is therefore being raced as it was qualified, the FIA reserves the right to weigh cars at random during the one hour period commencing one hour and 30 minutes before the start of the formation lap. When a car is weighed in this way its weight must be within 3kg of its weight at the completion of its qualifying lap, if not, fluids other than fuel may be replenished or drained under FIA supervision ;
- draining and / or addition of compressed gases ;
- the aerodynamic set up of the front wing may be adjusted using the existing parts. No parts may be added, removed or replaced ;
- on board electrical units may be freely accessed via a physical connection to the car ;
- removal of spark plugs to carry out an internal engine inspection and cylinder compression checks ;
- engines may be started (an external fuel pressurising system may be used if necessary but only fuel on board the car may be used for running the engine) ;
- the main electrical battery and radio batteries may be changed and a jump battery connected ;
- the brake system may be bled ;
- tape may be applied to bodywork joints and fasteners ;
- if the FIA technical delegate is satisfied that changes in climatic conditions necessitate alterations to the specification of a car tyres may be changed and changes may be made to the brake cooling ducts and radiator exit ducts. The changes listed above may be made at any time after the message "CHANGE IN CLIMATIC CONDITIONS" is shown on the timing monitors, from this point the choice of tyres, brake cooling ducts and radiator exit ducts is free.

Any work not listed above may only be undertaken with the approval of the FIA technical delegate following a written request from the team concerned. It must be clear that any replacement part a team wishes to fit is similar in mass, inertia and function to the original. After the work has been carried out the car must be submitted for re-scrutineering. Any parts removed will be retained by the FIA.

- 131) If a competitor wishes to change an engine whilst the car is being held under parc fermé conditions the relevant driver must start the race from the back of the starting grid. If more than one car is involved they will line up at the back of the grid in qualifying order.
- 132) If a competitor wishes to modify any part on the car or to make changes to the set up of the suspension whilst the car is being held under parc fermé conditions the relevant driver must start the race from the pit lane and follow the procedures laid out in Article 148.
- 133) One scrutineer will be allocated to each car for the purpose of ensuring that no unauthorised work is carried out whilst cars are being held under parc fermé conditions. If any such unauthorised work is carried out a report will be made to the stewards of the meeting.
- 134) A list of parts replaced with the specific agreement of the FIA technical delegate whilst cars are being held under parc fermé conditions will be published and distributed to all teams prior to the race.
- 135) In order that the scrutineers may be completely satisfied that no alterations have been made to the suspension systems or aerodynamic configuration of the car (with the exception of the front wing) whilst in post-qualifying parc fermé, it must be clear from physical inspection that changes cannot be made without the use of tools.

## **STOPPING THE PRACTICE**

- 136) 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 and the abort lights 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 the pit lane, 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.

## **PRESS CONFERENCES AND DRIVERS PARADE**

- 137) The FIA press delegate will choose a maximum of five drivers who must attend a press conference in the media centre for a period of one hour at 15.00 on the day before first practice. At Events taking place in North or South America this press conference will take place at 11.00. These drivers' teams will be notified no less than 48 hours before the conference. In addition, a maximum of two team personalities may be chosen by the FIA press delegate to attend this press conference.

On the first day of practice, a minimum of three and a maximum of six drivers and/or team personalities, (other than those who attended the press conference on the previous day and subject to the consent of the team principal) will be chosen by ballot or rota by the FIA press delegate during the Event and must make themselves available to the media for a press conference in the media centre for a period of one hour at 16.00.

No driver may enter into a contract which restricts his right to talk to any representative of the media during an Event. It shall be the duty of each team to ensure that their drivers do not unreasonably refuse to speak to any representative of the media during the Event.

- 138) Immediately after the qualifying practice session the first three drivers in qualifying will be required to make themselves available for television interviews in the unilateral room and then attend a press conference in the media centre for a maximum period of 30 minutes.
- 139) Two hours and forty five minutes before the race all drivers must attend a drivers parade, Competitors will be given details of the parade by the press delegate.

## **THE GRID**

- 140) At the end of the qualifying practice session the fastest time achieved by each driver during the second part of the session will be officially published.
- 141) The grid will be drawn up in the order of the fastest time achieved by each driver in the second part of the qualifying practice session. Should two or more drivers have set identical times, priority will be given to the one who set the fastest time in the first part of the qualifying practice session.
- 142) 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 safety delegate.
- 143) The starting grid will be published four hours before the race. 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.
- 144) The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 16 metres.

## **MEETINGS**

- 145) Meetings, chaired by the race director, will take place at 16.00 on the day before first practice and 18.00 on the first day of practice. The first must be attended by all team managers and the second by all drivers.

Should the race director consider another meeting necessary it will take place three hours before the race, Competitors will be informed no later than three hours after the end of the qualifying practice session. All drivers and team managers must attend.

## **STARTING PROCEDURE**

- 146) 30 minutes before the start of the formation lap the cars will leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

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

- 147) Any car which has not taken up its position on the grid by the time the five minute signal is shown will not be permitted to do so and must start from the pit lane in accordance with Article 148.

- 148) 17 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.

15 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 reached the end of the pit lane. These 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.

- 149) 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 pit lane. Any car which does not have all its wheels fully 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 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 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 by the fastest route immediately after cars able to do so have left the grid. If the driver is able to re-start the car whilst it is being pushed he may rejoin the formation lap.

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, and for the purposes of this Article as well as 150 and 164(o), it will be deemed to be a white line one metre in front of pole position.

Either of the penalties under Article 54a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

150) 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, the car will be pushed into the pit lane by the fastest route.

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

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

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

152) 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 officials and fire marshals.

153) 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 149.

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.

154) 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 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 under their own power.

155) 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, the abort lights will be switched on, 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.

156) Should Article 154 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.

- 157) Either of the penalties under Article 54a) or b) will be imposed for a false start judged using an FIA supplied transponder which must be fitted to the car as specified.
- 158) Only in the following cases will any variation in the start procedure be allowed :
- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the race director teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 15 minute point. If necessary the procedure set out in Article 154 will be followed.
  - 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 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 light 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, 1 min., 15 second) 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 abort lights will be shown on the Line and 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 164(o) will apply.
- 159) 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**

- 160) Team orders which interfere with a race result are prohibited.
- 161) A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 165).
- 162) If a car stops during the race it must be removed 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 it shall be the duty of the marshals to assist him.
- 163) 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, or a flashing blue light, will also warn the driver if cars are approaching on the track.

## **SAFETY CAR**

- 164) (a) The FIA safety car will be driven by an experienced circuit driver. It will carry an FIA 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 o) 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, 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 orange 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 o) 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 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 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 its orange 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 entry 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) Green flags and lights will be shown when the safety car has pulled off the circuit but overtaking remains forbidden until the cars cross the Line. However, any car which slows with an obvious problem may be overtaken.
- 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 166 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) 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.
- o) In exceptional circumstances the race may be started behind the safety car. In this case, at any time before the one minute signal its orange 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 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 Article 54a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

### **STOPPING A RACE**

- 165) 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 and the abort lights 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 penultimate lap before the lap 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.

- 166) 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 167 will apply.

Case B. Two or more full laps but less than 75% of the original race distance (rounded up to the nearest whole number of laps and calculated cumulatively if more than one stoppage occurs). If the race can be restarted, Article 168 will apply.

Case C. 75% or more of the race distance (rounded up to the nearest whole number of laps and calculated cumulatively if more than one stoppage occurs). 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 for the penultimate time before the race was stopped.

### **RESTARTING A RACE**

- 167) 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 in a spare car.
- 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 pit lane, the team's designated garage area 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 only be allowed in the pits at the team's designated garage area.

- 168) Case B.

- a) Other than the race order at the end of the penultimate lap before the lap during which the signal to stop was given, the number of classified laps completed by each driver and the time taken by the leader to complete his classified laps, 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 penultimate lap before the 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) No spare car will be eligible.
- f) Cars may be worked on in the pit lane, the team's designated garage area 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 is only permitted in the pit lane. If a car is refuelled it must take the re-start from the back of the grid and, if more than one car is involved, their positions will be determined by their race order at the end of the penultimate lap before the lap during which the signal to stop was given. In this case their original grid positions will be left vacant.

169) In both Case A and Case B :

- a) 10 minutes after the stop signal, the end of the pit lane will be closed.
- 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 pit lane. It may then start from the pit lane as specified in Article 148.

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**

170) 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 13. Should two hours elapse before the full distance has been covered, the end-of-race signal will be given to the leading car the first time it crosses the Line after such time has elapsed.

171) Should for any reason (other than under Article 167) 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.

172) After receiving the end-of-race signal all cars must proceed on the circuit directly to the post race 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 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.

## **POST RACE PARC FERME**

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

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

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

#### **CLASSIFICATION**

176) 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 two hours. 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.

177) 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.

178) 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.

179) 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**

180) The drivers finishing the race in 1st, 2nd and 3rd positions and a representative of the winning constructor must attend the prize-giving ceremony on the podium and abide by the podium procedure set out in Appendix 3 (except Monaco); and immediately thereafter make themselves available for a period of one hour and 30 minutes for the purpose of television unilateral interviews and the press conference in the media centre.

## APPENDIX 1

### INFORMATION REQUIRED UNDER ARTICLE 28

#### 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 (AS AGREED WITH THE PERMANENT BUREAU OF THE FIA FORMULA ONE COMMISSION).
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,
  - 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. RACE DIRECTOR,
3. SAFETY DELEGATE,
4. PERMANENT STARTER,
5. MEDICAL DELEGATE,
6. TECHNICAL DELEGATE,
7. PRESS DELEGATE.
8. STEWARD'S ADVISER,  
AND, IF APPROPRIATE,
9. A REPRESENTATIVE OF THE PRESIDENT OF THE FIA,
10. AN OBSERVER,
11. A SAFETY CAR DRIVER,
12. A MEDICAL CAR DRIVER.

**APPENDIX 2**

**FEDERATION INTERNATIONALE DE L'AUTOMOBILE**

**ENTRY FORM FOR THE 2004 FIA FORMULA ONE WORLD CHAMPIONSHIP**

**THE APPLICANT**

Full Company Name .....

Country Of Incorporation .....

Registration Number .....

Date Of Incorporation .....

Country Of Residence .....

Registered Office .....

.....

.....

.....

.....

Trading Address .....

.....

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.....

.....

Tel.....

Fax.....

E-mail .....

Directors .....

.....

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.....

.....

.....

.....

Team Principal .....

.....

.....

Team Manager .....  
.....  
.....

Authorised Representatives ..... Title .....  
with sole power to bind the company ..... Title .....  
..... Title .....

**CONSTRUCTORS DETAILS OF ENTRY**

National Competitor Licence ..... Issued By .....  
Number .....  
Team Name .....

(which must include the  
Name of the chassis)

We, the Applicant, hereby confirm that we are a "constructor" within the meaning of schedule 3 of the 1998 Concorde Agreement.

We hereby apply to enter the 2004 FIA Formula One World Championship and we undertake to participate in each and every event:

i) With the make of the car referred to below which we nominate for the purpose of Article 19 of the Sporting Regulations

Name of the Chassis .....  
Make of the Engine .....

ii) With the drivers referred to below which we nominate for the purpose of Articles 42(e) & 59 of the Sporting Regulations

Driver of the first car [or\*] .....  
Licence Number ..... Issued By .....  
Driver of the second car [or\*] .....  
Licence Number ..... Issued By .....

(tick only if applicable)

\* We wish to nominate the name of the driver of the first car subsequent to this application. For this purpose we expressly agree to be bound by the provisions of Article 42(e) of the Sporting Regulations.

\* We wish to nominate the name of the driver of the second car subsequent to this application. For this purpose we expressly agree to be bound by the provisions of Article 42(e) of the Sporting Regulations.

We confirm that we have read and understand the provisions of the International Sporting Code, the 1998 Concorde Agreement (including its Schedules), the 2004 Formula One Technical Regulations and the 2004 Formula One Sporting Regulations. We agree to be bound by them (as supplemented or amended) and further we agree on our own behalf and on behalf of everyone associated with our participation in the 2004 FIA Formula One World Championship to observe them. We declare that we have examined this Entry Form and that the information given is true, correct and complete. Any changes must be notified to the FIA in writing within 7 days of such change in order for the reappraisal of the entry.



SIGNED BY .....(SIGNATURE)  
.....(PRINT NAME OF THE PERSON SIGNING)

being a person duly authorised  
to sign for and on behalf of

.....(PRINT FULL NAME OF  
APPLICANT)

Date .....

**TO BE COMPLETED BY THE FIA**

Super Licence Number Driver n°1 .....

Super licence Number Driver n°2.....

Date of Acceptance .....

## APPENDIX 3

### PODIUM CEREMONY

#### 1. MASTER OF CEREMONIES

A master of ceremonies will be appointed by the FIA to conduct the entire podium ceremony.

#### 2. PODIUM

##### a) ROSTRUM AND DAIS

The dimensions of the dais must follow those found in the FIA graphic design manual.

The distance between the edge of the winner's dais and the retaining barrier of the podium should be a minimum of 120cm to provide a walkway.

The place where each person presenting a trophy should stand must be marked on the floor of the podium.

Trophies must be laid out on a single table on one side of the podium. The champagne must be on the dais.

##### b) FLAGS

Olympic Games style "flat flags" should be used. There must be a minimum space of 50cm behind the podium structure for the flag men.

##### c) FLOOR

The podium and steps should be covered in green or dark blue carpet.

#### 3. ANTHEMS

a) A suitable sound system should be installed to ensure that national anthems, (initiated by the master of ceremonies) are clearly heard with an audio link to the TV broadcast.

b) When the champagne shower begins, music should be played. This should not start until the presenters have left the podium.

c) A commentary of the podium ceremony should be broadcast to the general public from the platform erected for the TV cameras.

#### 4. TROPHIES

Only 4 trophies will be presented during the podium ceremony:

a) winning driver

b) a representative of the winning constructor

c) second driver

d) third driver.

The trophies, which must be in the form of traditional cups, will be provided by the ASN and must show:

a) the FIA Formula 1 World Championship official logo

b) the official name of the event

c) the driver's position.

The height of the trophies shall be:

- a) winner's and constructor's trophies - no less than 50cm and no more than 65cm high
- b) second and third drivers' trophies - no less than 35cm and no more than 45cm high

The maximum weight per trophy must not exceed 5 kilos. Trophies must be of a design that is capable of being handled and transported without damage.

**5. SCENARIO** (See attached designs)

- a) Only three persons should be on the podium to present the trophies. In exceptional circumstances, the master of ceremonies may increase this to four.
- b) No police, bodyguards or persons not authorised by the master of ceremonies are allowed on the podium.
- c) The master of ceremonies will inform the TV and public address commentator of the names of the persons presenting the trophies.
- d) The master of ceremonies must be on the side of the podium where the trophies are located. The persons presenting the trophies will be on the other side. The master of ceremonies will hand the trophies to those presenting them.

**6. TELEVISION**

The ideal position for the TV camera is immediately opposite the podium and at the same height. Under no circumstances must there be a TV camera man on the podium.

**7. PARC FERME**

The parc fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.

As soon as all the cars have crossed the Line, a course car must go round the track to collect any driver who has finished in the first three but is stranded on the circuit.

The drivers must not be delayed in the parc fermé. One person, nominated by the master of ceremonies and in radio contact with him, will be responsible for moving the drivers from the parc fermé to the podium without delay. Only persons authorised by the master of ceremonies may make contact with the drivers before the end of the TV unilateral interviews.

**8. UNILATERAL ROOM**

The unilateral room must be adjacent to the podium. The master of ceremonies will see that the drivers proceed there immediately after the podium ceremony. The room should be suitably ventilated (or air conditioned if the temperature is above 25°C).

**9. PRESS ROOM**

Immediately after the TV interviews, drivers must go to the press room for interviews.

**10. WATER + TOWELS**

- 3 bottles of water must be put in the parc fermé (no identification)
- 3 bottles in the unilateral room (no identification).
- 3 towels must be available in the unilateral room

No other drinks are permitted in the parc fermé or unilateral room.

**11. PODIUM PROTOCOL (except for Monaco)**

The winning driver's award will be presented by the head of state or the prime minister of the host country or the FIA President. If such a person is not available, a comparable person within the host country, or a dignitary of international status should be invited. Should neither of these be available, the President of the ASN will be invited to present the winner's trophy.

The constructor's award must be presented by the official representative of the naming rights sponsor of the Event. In the absence of a naming rights sponsor, the master of ceremonies will select a suitable person.

The second and third drivers' awards must be presented by the President of the ASN, unless local circumstances require an additional dignitary to be present. In this case, the latter will present the second award and the ASN president the third. Should the ASN president be unavailable or presenting the winning driver's trophy, the master of ceremonies will select a suitable replacement.

An invitation will be issued to each person attending the podium ceremony, with clear instructions as to the procedure to follow.