

## **2016 Japanese Championship**

### **FORMULA 3 SPORTING REGULATIONS**

New Text for 2016 = thus

#### **General Conditions**

2016 Japanese F3 Championship is organized under authority granted by the Japan Automobile Federation (hereinafter called "the JAF") in accordance with all the provisions of the JAF National Sporting Regulations and its appendices based on the International Sporting Code (the Code), 2016 Japanese F3 Championship Sporting Regulations and the Supplementary Regulations of the Event and comprises three championship titles, one for drivers, one for teams (entrants) and one for engine tuners.

#### **Art. 1 Regulations**

1. The final text of these Sporting Regulations shall be the Japanese 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. JAF may review and alter these regulations at any time during the season. The change will be published through a Japanese Championship race bulletin.
3. The following regulations and rules will be applied to this Championship races:
  - FIA International Sporting Code and its Appendices (the Code)
  - JAF National Sporting Code and its Appendices (the N.S.C.)
  - These Sporting Regulations
  - Supplementary Regulations of the Event
4. On the Supplementary Regulations of the Event, the cover of an official program, results and poster, a certified logo of Japanese F3 Championship must be located in priority to others where it is most visible; with JAF logo and logo and nomenclature of the organizing club on its side.
5. An official program must note the name of the competitors and drivers, their nationality, the make and model of the cars, and engine tuners.

#### **Art. 2 General Undertaking**

1. Any individuals, entities and organizations shall be permitted to enter the Japanese F3 Championship on condition that they obey all regulations and rules written in the above point-3.
2. Throughout the Event, everyone concerned with entry to the Event must observe the rules in the same way as the competitor or its consignee.
3. If anyone has a doubt regarding these regulations, other regulations controlling this Japanese F3 Championship or the interpretation of the instructions made by the Stewards of the Meetings, the decision by the Stewards of the Meetings will be final, unless the person raising the doubt exercises the right to "protest or appeal" as stated on Art. 16 or the JAF makes another decision on the issue.

4. If the inspection towards drivers, competitor or cars that may influence the race result is carried out on later day, the Organizer must do so in accordance with the following:
  - 1) It must be approved by the Stewards of the Meetings in advance.
  - 2) The Organizer is to indicate clearly the time when the inspection result will be announced.
  - 3) The Organizer is to announce in the official notice that there may be a correction of the result due to the result of the inspection.
5. All participants, drivers and team members should act in good order. They must refrain from acting and saying assaultively or insultingly each other or to the officials.

### **Art. 3 The Observance of Competitors**

1. Each competitor is responsible for making everyone involved in its participation observe and follow all regulations and rules.
2. A competitor may nominate a consignee during an Event. If a driver is serving as a competitor, it must nominate a consignee. The designated consignee must have the competitor's license valid for the event and the consignee may not represent for several competitors in the relevant event.  
In any case the nomination must be submitted to the Secretary of the event in advance in writing (Refer to Art. 30- 3.)
3. Each competitor must ensure that its car conforms to the technical and safety regulations throughout the Event.
4. Presenting a car for scrutineering is considered to be a declaration that the car conforms to all the regulations.
5. Competitors, drivers, team crew and their guests must always bear correctly the credentials issued.

### **Art. 4 Competition License**

1. All competitors must hold a license issued by the JAF.
2. All drivers must hold National Competition Drivers licenses minimum requirement grade A (including drivers holding Limited National Competition Drivers licenses - grade A come under Chapter 3 Art. 2- 2.8) of the JAF Sports Certification Registration Regulations).  
In the case of the event having international status, the driver must hold International Drivers license minimum requirement grade B.  
Drivers falling into any of the followings are not allowed to take part in this Championship:
  - 1) FIA Super License holder at the time of applying official registration to JAF according to these regulations.
  - 2) Drivers classified within top 8 in the series ranking in the GP2, SF or Formula Renault 3.5 Series in 2014 - 2015.
3. A license must be current and valid in the year concerned at the moment of the entry application. The license of a competitor and a driver must not be suspended of its qualification.

### **Art. 5 Penalty Points**

Drivers must observe the Code Appendix L Chap. 4, "Code of Driving Conduct On Circuit" Art.2. (see JAF Motor Sports Year Book). Any driver who is judged to have conducted "dangerous driving" in breach to the provisions will be strictly punished.

1. Under the Code Art.12 "Penalties" and the N.S.C. 11 "Penalties", JAF shall apply the following measures to drivers competing in this Championship for disobeying Art. 15-1. of these regulations.
  - 1) The Stewards of the Meeting shall determine the penalty (reprimand, fine, time or exclusion) of the driver who violates the above mentioned rules during the Event, and shall make a definite judgment from the following three levels corresponding to the details of the violation. They are to report the details to JAF later by a report of the Stewards.
 

	penalty points
A: Dangerous conduct caused intentionally or by a serious mistake ...	3 or above
B: Dangerous conduct other than the above A ...	2
C: Contact or equivalent conduct ...	1
  - 2) The following measures shall be applied to a driver whose penalty points have reached a certain numbers. However, the penalty points will remain effective for 12 consecutive months after the points are given, and shall become null after the period passes.
    - (1) Any driver whose penalty points reach six is automatically forbidden to participate in the succeeding event. (The points shall be eliminated at the point when the suspension is lifted.)
    - (2) Any driver whose penalty points reach four after receiving a punishment mentioned in (1) above is automatically forbidden to participate in the succeeding race event. (The points shall be eliminated at the point when the suspension is lifted.)
    - (3) Whenever the penalty points reach two after receiving a punishment mentioned in (2) above, the driver is automatically forbidden to participate in the succeeding race event. (The points shall be eliminated at the point when the suspension is lifted.)
    - (4) Any driver who receives penalty points frequently may also have of one of the following penalties imposed along with the above penalties.
      - Suspension from all events of the 2016 Championship.
      - Deprivation of all 2016 Championship points.
      - Rejection of official registration for the 2017 Championship.
2. Pronouncement of a suspension penalty may be enforced retroactively according to the N.S.C. 11–10 "Pronouncement of Suspension from Events".
3. Teams are not able to protest or appeal against penalty points awarded by the stewards.

## Art. 6 Eligible Cars

1. Cars conforming to the 2016 FIA International Sporting Code Appendix J "Formula 3 Technical Regulations" and cars specifically approved by JAF.  
An automobile make corresponds to a complete car (chassis + engine). If a chassis manufacturer fits an engine which it does not manufacture, the car shall be considered a hybrid and the name of the chassis manufacturer shall always precede the name of the engine manufacturer.
2. This championship will be given national or international status.
3. The "Race Distance" mentioned in these Sporting Regulations means the original race

- distance defined under Art.4 of 2016 Japanese Race Championship Regulations (or if the distance is shortened before the start, the shortened distance).
4. The event consists of one race, two races, three races or two heats for this championship.
  5. The race distance of this championship race will be as follows:
    - 1) When the event consists of one race, 90 km at the shortest and 100 km at the longest.
    - 2) When the event consists of two races, a race of 65km(the minimum laps over 65km) and a race of 90km at the shortest and 100km at the longest will be organized for two days.
    - 3) When the event consists of three races, a race of 65km(the minimum laps over 65km), a race of 90km at the shortest and 100km at the longest and a race of one of these distance will be organized for two days.
    - 4) In the case of a two-heat event, each heat will be 65km at the shortest and 75km at the longest, the total race distance being no more than 150km.
    - 5) If the event is held having the status of an international competition, the minimum distance should be 65km regardless of the type of the event.
  6. The race finish is governed by the finish line (the control line each car crosses finally). The control line in this case is the single line crossing both the track and the pit lane. The end-of-race signal (checkered flag) will be given as soon as the leading car has covered the full race distance. However the following time passes before the race distance is run, the end-of-race signal will be given when the leading car crosses the finish line after that time have elapsed (If the race was stopped by red flag interventions, the end-of-race signal will be given when the total of the required time reaches the respective time excluding the intervention time):
    - 1) 35 min. for a race of 65km distance
    - 2) 45 min. for a race of 90km - 100km distanceDangerous overtaking after receiving the checkered flag is prohibited. Even if a car enters the pit lane on its final lap, it will be considered to have received the checkered flag if it crosses the control line on the pit lane.
  7. After the conclusion of a race event, if the Event is regarded as not having met the conditions of a championship event, JAF may cancel the championship title from the event concerned.
  8. Each race sanctioned as the Championship event must have at least five cars to start the race. If a race has less than five cars, the Championship for such race will not be regarded as valid, and points will not be awarded.
  9. Unless three or more sanctioned races are deemed valid in a season, the Championship for that category will not be valid.

## **Art. 7 Championship Point**

1. Championship points will be given to drivers, teams and engine tuners who have been previously officially registered with JAF in appointed documentation.
2. The points given to drivers, teams and engine tuners in each event sanctioned as the Championship are as below.

Should any driver, team or engine tuner having finished in a points-scoring position lose his qualifications to receive them for any reason, the points will be given to the runners-up based on the classification revised accordingly.

  - 1) Drivers points:

- (1) Points will be given as follows according to the overall classification of the race.
- (2) If a driver participates in the Championship in different cars, he is able to add up the points throughout the season on condition that the cars meet the requirements prescribed in Art.6.
- (3) According to the results of the official qualifying session one point will be awarded to the driver who took the pole position and also the driver recorded the best lap time during each race.
- 2) Team points:
  - (1) The points for a team will be given to a team (or entrant).
  - (2) If different cars belonging to the same entrant finish in points-scoring positions in a race, only the top will be awarded points.
  - (3) Points will be given as follows according to the classification:
- 3) Engine tuners points :
  - (1) The engine tuner means the cooperate body or an individual involved in such matters relating to the engine of a car as maintenance, checking, adjustment and development.
  - (2) If different cars with engines taken care by the same engine tuner finish in points-scoring positions in a race, only the top car will be awarded engine tuner points.
  - (3) Points will be given as follows according to the classification:
- 4) Attribution of points

1 <sup>st</sup> -	10 points	4 <sup>th</sup> -	3 points
2 <sup>nd</sup> -	7 points	5 <sup>th</sup> -	2 points
3 <sup>rd</sup> -	5 points	6 <sup>th</sup> -	1 points
- 5) Races that are unavoidably stopped will be handled as follows.
  - (1) If the race is stopped before the leading car has finished two laps, the race will be deemed incomplete and no Championship points will be awarded.
  - (2) If the race is stopped after the leading car has finished two laps but before it has covered 75% of the race distance, the race will be deemed complete but only half of the Championship points will be awarded.
  - (3) If the race is stopped after the leading car has finished 75% more of the race distance, the race will be deemed complete and all of the Championship points will be awarded.
- 6) Valid Championship points received by drivers, teams and engine tuners :

The valid points received by drivers, teams and engine tuners in events actually held as Championship races will be valid and added up.
3. JAF shall authorize the one who has attained the highest scores in each championship as the Japanese F3 Championship holder.
4. The Championship holder and the upper ranked must attend the JAF Motorsports Award Ceremony.

## **Art. 8 Dead Heat (Tie)**

1. Prizes and points awarded for all the positions of competitors who tie will be added together and shared equally.
2. If two or more drivers (pairs), teams attain the same score, the higher place in the Championship (in either case) shall be awarded to:

In the cases of below 1) and 2), championship points according to the result of each race defined under Art. 7.2.- 4) above will be solely considered within the range of the

championship points earned by the driver concerned.

- 1) The holder of the greatest number of high places within the valid points.
- 2) If the numbers in 1) above are the same, the higher place shall be determined by the points awarded in the final race.

If the Championship classification still cannot be determined by the points awarded in the final race, it will be determined by the points awarded in the previous event. If that still does not produce a result, the points awarded in the event before that will be used, and so on using the points awarded in previous events until the Championship classification can be determined.

## **Art. 9 Organization of Event**

The Organizer of the Championship Event must be a club or a body accredited by the JAF and take stated procedure for organizing application of the relevant championship event.

## **Art. 10 Insurance**

The Organizers must take the following measures in advance for insurance (including a mutual aid system) and report to the Stewards of the Meeting for entry before the beginning of the practice session.

1. Insurance of spectators  
The Organizer (or the owner of the facility) must take out accident insurance of at least ¥5,000,000 or more per person in the event of death or injury of a spectator due to an accident occurring during the course of the Event.
2. Insurance of competitors.
  - 1) The Organizer must take out accident insurance of at least ¥1,000,000 or more per person for the drivers and the team crew taking part in the Event
  - 2) The competitors must declare to the Secretary of the Meeting that they are covered by effective insurance upon entry.  
Drivers and the pit crew must be covered by insurance including the insurance taken out by the Organizer. The driver must be insured for a total of ¥10,000,000 or above and each team crew for a total of ¥5,000,000 or above.
3. Insurance of officials
  - 1) The Organizer must insure officials who are on duty on the course or anywhere similar with race accident insurance of ¥1,000,000 or more.
  - 2) The officials must declare to the Secretary of the Meeting in advance that they are covered by effective race accident insurance of over ¥5,000,000 including that attached by the Organizer.

## **Art.11 Duties (role) and the right of the Race Director and Adviser to the Stewards of the Meeting**

1. The Race Director shall work in permanent consultation with the Clerk of the Course.  
The duties (role) of the Race Director is to submit his proposal based on his own judgment to the Clerk of the Course concerning race operation and judgments throughout the duration of an event and equalize the operational and judgmental basis for the series of the events. However the Race Director should transfer the rights of

making final decision concerning race operation and judgments to the Clerk of the Course.

1. The Race Director should be informed of posting of officials/marshals who work for the event and allocation of equipments in relation to race operation and also organization of safety management from the Secretariat of the Meeting, and make proposal of amendment for the content of the report if he deems it necessary.
2. Race Director shall attend the race control throughout the period when the competing cars are running, meetings and briefings with the Clerk of the Course.
3. Race Director will make proposals for the following matters in accordance with the Code and these regulations to the Clerk of the Course. In this case, the Clerk of the Course will make every decision along with the Race Director.
  - 1) Respect the timetable and make necessary amendments;
  - 2) The stopping of any kind of practice or the race and carrying out the starting procedure for resuming;
  - 3) The stopping of any competing car during any kind of practice or the race;
  - 4) Judgment for any infringements committed during any kind of practice or the race;
  - 5) Carrying out starting procedure and proceeding of the race;
  - 6) The deployment of the Safety Car and its withdrawal during the race;
  - 7) Requiring re-examination of competing car and driver's physical checks.

## 2. Adviser to the Stewards of the Meeting

The adviser should be a vastly experienced person such as an ex-driver of the Championship or a former Clerk of the Course. The main role is to give advice on the followings in order to assist the Stewards of the Meeting.

- Conduct of drivers and participants on the track

- Assist the discussion of the Stewards of the Meeting for applying penalties for drivers etc. The adviser must attend the meeting of the Stewards of the Meeting however he/she has no voting right.

## **Art. 12 Main Officials**

The Organizer of the Championship Event must prescribe the following information about the main officials in the Supplementary Regulations of the Event.

1. Stewards of the Meeting will consist of three members including the Chief.
 

Chief Steward	:	_____	(nominated by JAF)
Steward	:	_____	(nominated by JAF)
Steward	:	_____	(nominated by the Organizing Committee)
Adviser	:	_____	(nominated by JAF)
2. Clerk of the Course :
- Deputy Clerk of the Course :
3. Race Director :
4. Secretary of the Meeting :
5. Chief Course Marshal :
6. Chief Scrutineer :
7. Technical Director
8. Chief Time Keeper :
9. Chief Medical Officer :
10. Chief Medical & First Aid :

11. Chief Public Relations :
12. Other main officials :

### **Art. 13 Official Registration and entry application**

1. Any competitors who take part in this championship race must apply for official registration to the JAF as set separately (supplementary to these regulations). If any change occurs to the registration, the competitors must report it promptly.
2. Based on the official registration application, the competition number of the competing car (car number) will be determined.
3. The deadline date for entry is to be set at 21 days prior to the Event at the latest.
4. If the Organizing committee of the Event rejects the entry application of a competitor without providing a reason in accordance with N.S.C. 4-19, the committee must report the reason to JAF promptly.
5. The competitor, driver and team crew must sign the written pledge provided according to N.S.C. 4-15 when applying for entry.
6. Entry applications must be sent to the Organizer accompanied with the entry fee and other documentation.
7. A certificate of delivery of the entry application will not be accepted as a certificate of receipt.

### **Art. 14 Instructions and Notification toward Competitor**

1. The Stewards of the Meeting may give instructions to competitors by means of an official notice in accordance to the Code Art.3.6 and the Code Art.11.9.  
This official notice will be circulated by all competitors, and when necessary, they must confirm its acceptance by signature.
2. All classifications of the race, the results of the practice and the race, as well as other notices towards competitors will be posted on the official notice board.
3. Any decision, notification or special matters to be brought to the attention of competitors by the Stewards of the Meeting, Scrutineers, the Clerk of the Course, Organizing Committee and Secretary of the Meeting will be submitted in writing.

### **Art. 15 Incident**

1. "Dangerous driving" must not be conducted at any time throughout the Event.  
The dangerous driving in this article includes any driving which :
  - 1) caused a collision;
  - 2) forced a driver off the track;
  - 3) illegitimately prevented a legitimate overtaking manoeuvre by a driver;
  - 4) illegitimately impeded another driver during overtaking.
  - 5) does not respect the provisions under Chap. 4 - Art.2 of the Appendix L to the Code.Any driver who is judged to have conducted dangerous driving in breach to the provisions will be strictly punished.
2. Any driver who breaches these provisions during the Event will be punished severely.  
If the submission of the compiled data (record of data logger etc.) is required by



- an official for the verification, competitors must submit it.
3. Penalties are applied to any breach of the regulations or disobedience regarding the instructions of the officials in accordance with the provisions stated in the Code Art.12.
  4. Competitors are responsible for the payment of penalty fines.
  5. Penalties which are not stated in these Sporting Regulations and the interpretation of these are decided by majority vote of the Stewards of the Meeting.
  6. Any decision on penalty will be made by the Stewards of the Meetings, and the competitor will be informed of it promptly in writing.
  7. Any infringement during practice sessions will incur penalties such as 'drop of the starting grid positions' imposed by the Stewards of the Meeting.
  8. Penalties imposed during the race including the start proceedings are as follows:
    - 1) The two time penalties imposed during the race are as follows;
      - (1) Driving-through penalty:  
The driver must enter the pit lane after the board described in 2) below is displayed and rejoin the race from the pit exit without stopping in the pits.
      - (2) Penalty stop:  
The driver must enter the pit lane after the board described in 2) below is displayed, stop at the penalty stop area for the time penalized and then rejoin the race from the pit exit. The driver is not allowed to stop at his/her pit. It is not necessary to stop the engine at the penalty stop area. If the engine stops, it can be started by an external energy source or the starter installed in the car after the penalty time has elapsed.
    - 2) As soon as the judgment of one of the following breaches is confirmed, a signboard showing the confirmed penalty and a black board with the car number will be shown at the control line, and the announcement to the pit will be made.
      - (1) false start : Driving-through penalty or more
      - (2) any breach of Appendix H such as disobey yellow flag : Penalty stop 10 sec. or more
      - (3) any breach during pit assistance : Driving-through penalty or more
      - (4) speeding in pit lane : Driving-through penalty or more
      - (5) any breach of point 1. of this Article : Driving-through penalty, penalty stop 10 sec. or more, or other penalty. Penalty point added to one of these penalties.
      - (6) any infringement during start proceedings: Driving-through penalty or more
  9. Any cars which fail to make the above within 3 laps after the car number is presented at the control line will be excluded from the race.
  10. The black board with the car number and the black flag will be displayed at the control line to notify that the drivers and cars concerned have been excluded.  
The competitor or its substitute must also present a signal to "stop" respectively, also. If the driver still does not stop, additional penalties may be imposed.
  11. The penalties imposed after the race are as follows:
    - 1) If a penalty could not be conducted because the race finished within 3 laps after the flag with the board was shown, an additional time penalty equivalent to driving through or penalty stop shall be added to the elapsed time of the car concerned. The time to be added shall be 30 seconds for the driving through penalty and 30 seconds plus the penalized stopping time for the penalty stop.
    - 2) If the above 1) is not applicable, the Stewards of the Meeting may impose other penalties including fine than those defined in the above 8. 2)- (1)-(6).
    - 3) When the penalties described above 1) and 2) can not be imposed on drivers who acted against the regulations during the race, the Stewards of the Meeting may

impose penalties such as 'drop of the starting grid positions' for the next race.

12. Any protest and/or appeal against 'the time penalties enforced during the race' and 'the black flag shown' under this article will not be admitted.
13. The competitors, drivers and team members must not leave the circuit until the announcement of an official classification when they have been instructed by the Clerk of the course to stand by or when they are listening to an explanation. However, if a consignee is left by force majeure, the Stewards of the Meeting must accept it.

#### **Art. 16 Protest and Appeal**

1. A protest shall be addressed to the Clerk of the Course in writing and accompanied by a protest fee.  
Only the competitor, or its consignee with a letter of consignment, holds the right to protest.
2. The procedure of the protest is set out in the Code Art.13.
3. The procedure of the appeal is set out in the Code Art.15.  
An appeal must be submitted to the JAF accompanied by an appeal fee.
4. Protests against decisions made by the judges in the exercise of their duties, as laid down in the Code Art.11.16, will not be admitted. (Refer to the Code Art.11.16 & 13.16)  
The names of the judges must be published in the Official Information of the Event.

#### **Art. 17 Sanctions**

1. The stewards may inflict any additional sanctions if necessary even if the penalties are defined specifically in these Sporting Regulations.
2. Any driver who receives three reprimands in the same season of the Championship will, upon the imposition of the third, be given a ten grid place penalty at that Event. If the third reprimand is imposed following an Incident during a race the ten grid place penalty will be applied at the driver's next Event. The ten grid place penalty will only be imposed if at least two of the reprimands were imposed for a driving infringement.

#### **Art. 18 Change of Driver**

1. A change of driver after the entry application is officially accepted will only be allowed if it is due to unavoidable circumstances such as the driver concerned being ill or injured, and must be approved by the Stewards of the Meeting.
2. The deadline for the change is the time of entry confirmation on the morning of the first day of the Event.
3. The application for the change of driver must be presented to the secretary of the Meeting accompanied with the fee set by the Organizer and the necessary documentation.

#### **Art.19 General condition of the driver**

1. During **all** practice sessions and the race, drivers shall use only the track and

must at all times observe the provisions of the Code relating to driving behaviour on circuits.

2. Drivers must always use the track. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver may not deliberately leave the track without justifiable reason.

3. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.
4. Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason.  
For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.
5. Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.
6. As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.
7. If a driver, against his own will or for any other reason, has to stop his car unavoidably, he must move his car away from the track as promptly as possible not to interfere with other cars. If the driver cannot move the car away from where it is endangering other cars by himself, the course marshals may provide assistance even while the engine is running. In this case, the driver will not be excluded from the race if he re-joined the race by himself without any infringement.
8. A driver may not push the car along the track, or push it to cross the finish line (control line).
9. Official instructions will be given to drivers by means of the signals laid out in the Code Appendix H.

## **Art. 20 Competition car number**

It is recommended that the regulations defined under the [Art.15](#) of the Code is respected concerning car number. The car number must be displayed in the prescribed position on the car and on the visible upper part of end plates of the rear wing before scrutineering. Should any amendment of the signage's position is required by the Stewards of the Meeting owing to its visibility, competitor concerned must obey it.

If the competitor does not obey it, the car concerned will not be allowed to start the subsequent session.

## Art. 21 Pit Area

1. During practice sessions and the race, maximum four team crews among those registered are permitted to enter the relevant working area at the same time when the car stops in the working area of the pit lane.  
Maximum three team crews among the four mentioned above may work on the car.  
There is no restriction on the number of crews who carry out the work in the pit garage.
2. The number of persons permitted onto the signaling platform is limited to three per car and these persons must not disturb the running cars when they cross the pit lane. No permanent facilities should be installed in the area for the grid marshals on the signaling platform.
3. The use of reverse gear in the pits or the pit area is strictly prohibited. If a car passes its pit, the car can only be pushed back by its team crews.
4. When the work is carried out in the designated working area of the pit lane, engine does not necessarily have to be stopped.
5. Tyre change are only permitted within the pit area including the working area of the pit lane and on a dummy grid.
6. It is forbidden to use any device which may detonate or create high temperature in the working area of the pit lane.
7. Competitors must not paint lines on any part of the pit lane.
8. A driver who intends to leave the track in order to return to his/her pit or paddock area must signal his/her intention in due time and shall ensure that he can leave the track safely.
9. It is the responsibility of the competitor to release his car from its pit only when it is safe to do so.
10. There are green, blue (~~or yellow~~) and red lights installed at the pit exit.  
During all practice sessions, a car may enter the track only when the green light is on.

## Art. 22 Sporting Checks and Scrutineering

1. Sporting Checks
  - 1) All competitors or anyone appointed officially by the competitor and driver must report to the designated location for a sporting check prior to the first practice session.
  - 2) The competitor and driver must present the following necessary documents at the time of the sporting check:
    - (1) For the event of national status:  
Documentation such as licenses for driver and competitor (entrant) and medical certificate.
    - (2) For the event of international status:  
Documentation such as licenses for driver and competitor (entrant), medical certificate and a certificate of participation issued by the driver's ASN if the driver is belonging to an ASN other than the ASN of the country of the venue.
  - 3) Unless specially permitted by the Stewards of the Meeting, any competitor or driver who fails to report for the check may not start for **any** practice session or the race.
  - 4) All competitors and drivers must present the following items to the location designated by the Organizer.

- (1) Crash helmet:  
(Only those defined under the Code Appendix L Chap. 3 are permitted.)  
If a device to protect the head and neck is to be used, it must be a device only those defined under the Code Appendix L Chap. 3 are permitted.  
Drivers are free to use any life support system.
  - (2) Flame-resistant racing suit with the bearer's name and blood type
  - (3) Flame-resistant racing gloves
  - (4) Flame-resistant racing socks
  - (5) Flame-resistant racing balaclava
  - (6) Flame-resistant racing shoes
  - (7) Flame-resistant racing underwear  
(The above 1-7 must comply with only the Code Appendix L Chap. 3)
2. Scrutineering
- 1) Aside from the sporting checks of competitors and drivers, a scrutineering will be enforced prior to the first practice session. The cars must submit to the scrutineering as a condition eligible for driving.
  - 2) Unless a waiver is granted by the stewards, any car which fails to report for the check by the designated time will not be allowed to start the subsequent session.
  - 3) The scrutineering of cars may be carried out separately from the checking of competitors and drivers, and may be carried out in the garage allocated to each team or another place.
  - 4) Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which may affect the safety of the car or call into question its eligibility for the Technical Regulations, or which is involved in an accident with similar consequences, must be re-presented by the competitor for scrutineering approval.
  - 5) Any car may be prohibited to start for safety reasons.
  - 6) The Clerk of the Course may require that any car involved in an accident be stopped and checked and any driver involved be medically checked.
  - 7) The car that sets the fastest time throughout all qualifying sessions and at least one other car selected randomly by the Stewards of the Meeting must undergo scrutineering immediately after the last qualifying session. All work is strictly forbidden on any of the participating cars after the end of the each qualifying session and each session until the cars for post-qualifying scrutineering have been designated. If any infringement is found during this scrutineering all times achieved by the relevant car will be cancelled.
  8. After the end of each race or each heat, at least top three cars are to be scrutineered. The Stewards of the Meeting may also have any other cars that participated in the race checked by the Scrutineers.
  9. The Organizer will report the results of the scrutineering to the Stewards of the Meeting and publish it.
  10. The Stewards of the Meeting and the Chief Scrutineer may:
    - (1) Check the eligibility of a car or driver before, during or after **any** practice session and before or after a race.
    - (2) Require a car to be dismantled by the competitor during the scrutineering to make sure the conditions of eligibility or conformity are fully satisfied.
    - (3) Request the submission of all data including that of the parts, samples, engine ECU and car body if deemed necessary.
    - (4) Request the competitor concerned to pay all the expenses which the exercising of powers mentioned in this Article may entail.
    - (5) Demand proof of the competitor's compliance with regulations in the case of

any doubts arising.

- (6) Inspect a car's weight and dimensions during or after **any** practice session and after a race.
11. 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.

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

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

When it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire, they are permitted in addition to the following :

- (1) Covers which are placed over damaged cars or components.
- (2) A cover over the car in the pit lane or grid if it is raining.
12. Any breach of this article may result in a penalty which may go as far as exclusion of the car and the driver concerned from the Event.  
The penalty shall be incurred due to its weight be less than that specified in the Technical Regulations, save where the deficiency in weight results from the accidental loss of a component of the car.
13. If the Organizer is preparing an automatic timing transponder device (transponders etc.), each competitor must install this device before the scrutineering. The refusal by any competitor to install the device will result in exclusion from the Event.

### **Art. 23 Tyres**

1. The tyres used in the Championship must be those designated by the Organizer and approved by JAF.
2. From the start of the practice session till the end of the last race, maximum two sets (four tyres for the front and four for the rear) of non-grooved tyres (dry tyres) per car may be used for one and two-race events and maximum three sets (six tyres for the front and six tyres for the rear) of dry tyres per car may be used for three-race event. However, competitors are allowed to replace marked but unused tyres with other tyres with the permission of the Stewards of the Meeting upon application from the tyre supplier.
3. Any modification of the tyres including grooving of dry tyre and re-grooving or reversed fitting of wet-weather tyre is not allowed.
4. Any intentional heating of tyre before running is not authorized.

### **Art. 24 Car and engine**

1. Car
  - 1) Spare cars or reserve must not be used.
  - 2) Bodywork (chassis) is defined as a survival cell (monocoque) and is specified and

distinguished by a "chassis number plate" affixed by the chassis manufacture and also a "transponder number" embedded into the chassis.

## 2. Exhaust Noise Level

- 1) All cars must fulfill the regulated value according to the JAF Technical Regulations "*Regulation of Exhaust Noise Level*", and, if necessary, must install a muffler.
- 2) The muffler must provide the required function during the race (until the end of Parc Fermé).
- 3) The maximum noise limit and the distance to the exhaust outlet can be selected referring to the following noise level contrast table.

Distance m	the maximum noise limits dB (A)
3	105
2	109
1	115

e.g.)  $PWL \doteq SPL + 20\log r + 8$

PWL : Power level of the noise

SPL : Sound pressure level at removed position r m

- 4) If other measuring methods are applied, the details must be stipulated in the Supplementary Regulations of the Event.

## 3. Change of Car

- 1) A change of car after the entry application is officially accepted will only be allowed if it is due to unavoidable circumstances such as the car concerned being broken or damaged, and must be approved by the Stewards of the Meeting.
- 2) The deadline for the change is 30 minutes before the start of the first practice session.  
Nevertheless, if bodywork is changed after this limit, the relevant competitor must obtain an approval from the Stewards of the Meeting following the same procedures as above and may be allowed to start the race at the back of the grid.
- 3) The application for the change of car must be presented to the Secretary of the Event accompanied with the fee set by the Organizer and the necessary documentation.

## Art. 25 Fuel

1. Refueling is only permitted within the pit area including the working area of the pit lane. But on a dummy grid, these works other than 9.4. below are permitted until the 3 minute board is shown. It is not allowed to refuel the car during the qualifying practice and the race.
2. When fuel is stored in a pit garage, the competitor must ensure that more than one fire extinguisher (minimum capacity, 5kg) in working order are prepared for the refueling operation. Team crew must also be on standby with the fire extinguishers during refueling ready to extinguish a fire immediately.
3. All spare fuel stored in the pit garage must be kept in leak-proof containers capable of withstanding three atmospheres of pressure.
4. No liquid may be supplied during the race. The supply of liquids therefore should be carried out in the competitor's own pit before the start of the race.
5. The fuel used for the Event must be marketed un-leaded gasoline with maximum 102 RON.
6. The Organizer must designate the fuel. The nature table of the fuel is to be specified in the Supplementary Regulations for the Event. The competitor is to purchase and

use only one brand from the designated fuel. No mixture of the fuel designated or no additional substances of gas, liquid or solids to the designated fuel is permitted except air.

7. When an examination designated by JAF is carried out, the competitor must surely follow its instructions.
8. The fuel must have the characteristics set out in the current FIA International Sporting Code Appendix J "Formula 3 Technical Regulations".

## **Art. 26 General Safety**

1. Competitors must not use flags or any items similar in any way whatsoever to these in the Code Appendix H to signal their drivers.
2. Any repair work on a car on the track must be conducted by the driver only using only the tools and parts installed on the car.
3. No intervention of any kind is allowed on a stopping car unless it is in the pit or on the starting grid except its driver and officials who have ex officio right to do so.
4. If a car stops during the qualifying practice or race for any reason whether unavoidable or not, the engine must be restarted by the driver using the starter installed in the car. If a car is restarted with the assistance of the marshals during the race, the car will be disqualified from the race.  
The use of an external energy source to start the engine is only permitted in the pit area, starting grid or penalty stop area.  
Any artificial assistance for the start in the pit area is strictly forbidden. The use of reverse gear in the pit area is also strictly forbidden.
5. All cars must turn the rear light on if they are ordered to do so by the Clerk of the Course. The rear light must always be illuminated when the car is running on wet-weather tyres. This rear light must always be in working order under any circumstance.
6. Any driver intending to leave the track or go to his pit must signal his intention to do so in good time making sure that he can do so without danger. When a driver abandons his car the steering wheel must be in place.
7. After receiving the end-of-race signal all cars must proceed along the circuit directly to the parc fermé without stopping, without receiving any objects whatsoever, without picking up retired drivers and without any assistance (except that of the marshals if necessary).
8. In the course of driving, all driver must always wear properly a flame-resistant racing suit, gloves, socks, balaclavas, shoes, underwear, a helmet, a seat belt, and so on properly. (Refer to the Code Appendix L Chap. 3)
9. Each driver must observe the speed limit set for the pit lane (max. 60km/h) defined in the Appendix H to the Code. Penalties affecting the results of the competition in principle will be imposed on any driver who does not respect this rule.
10. All drivers must have sufficient knowledge about the signalling of flags and lights prescribed in Appendix H to the Code and obey such signals.
11. No pets may enter the paddock and pit area. Also, no one under the age of 16 may enter the pit lane during the competing. Also, aside from the competition cars and the cars specially approved by the Organizer, no use of cars without registration (number) for road going is permitted at any part of the track.
12. If a competitor uses a radio for communication between the pit and the car or any other location, it must be installed in accordance with the relevant laws and the Supplementary Regulations of the Event, and must be permitted by the Organizer in



advance.

If a competitor is controlled or arrested due to violation of the relevant laws or for deviation of its reported content, the competitor will receive a penalty which may lead to exclusion.

13. Smoking is prohibited outside the designated places.
14. All drivers must submit prescribed medical sheets at administrative checks of the Event they entered.
15. The Chief Medical Officer or the Clerk of the Course may enforce the medical examination of a driver at any time they consider necessary.
16. The Chief Medical Officer or a doctor appointed by him may attend the briefings.
17. Should a driver injured in an accident be hospitalized for more than 24 hours for treatment or recovery, the Chief Medical Officer of the Event must make a report to JAF on the details of his injury, treatment and diagnosis.

### **Art. 27 Practice Sessions (Qualifying Practice etc.)**

1. For the one-race event, practice sessions are composed of one "practice session" which lasts minimum 30 minutes and one "qualifying practice session" which lasts between 20 and 30 minutes after an interval of more than 2 hours and a half from the "practice session".

For the two-race event, two qualifying practice sessions which last 10 minutes respectively are organized on Day 1. These sessions will be held continuously with an interval of 10 minutes.

Procedures for the qualifying session of three race event will be defined in the Supplementary Regulations of the event concerned.

Decisions will be made by the Stewards of the Meeting in the event of force majeure such as bad weather.

2. The driver must take part in and start the qualifying practice session. (Starting the session is defined as entering the course.)
3. The qualifying time must not exceed 110% of the average time of the fastest 3 achieved in the qualifying practice.
4. The Clerk of the Course may interrupt the qualifying practice by showing a red flag if he thinks it necessary to secure safety, to clear the track or to allow the recovery of cars on the track.

If the qualifying practice is stopped, the Stewards of the Meeting will decide the reduction or prolongation of the qualifying practice period. Even if the qualifying practice is stopped like this, no protest regarding the influence on the qualification of the drivers and the cars will be accepted.

Cars returning to the pit under its own power during the qualifying practice, suspension of the session by a red flag or its interruption after they stopped off the track during the qualifying practice are allowed to come back into the subsequent session. But if they returned to the pit with any assistance of the marshals for some reason they are not allowed to come back, except in a case described in Art. 19- 7. of these regulations.

Penalties may be imposed on any driver who caused the yellow or the red flag.

5. In order to decide the position of each driver on the starting grid, every lap will be timed during the qualifying practice. The final lap time measured after the checkered flag is shown will be effective. If two or more cars achieved the same qualifying time their order will be determined by the order in which they achieved it.
6. If any car run the section of deployment of the yellow flag during the qualifying practice,

the time of the relevant lap will not be included in the official result of the qualifying practice for that car.

7. If fewer than the number of cars admitted to start defined in the Supplementary Regulations achieved the qualifying time, the entrants for drivers who could not achieve the qualifying time may submit a supplication to the Stewards of the Meeting to start the race. The supplication must be accompanied by a recommendation from the Organizer. Following the supplication from such entrant(s), the Stewards of the Meeting may permit the driver(s) concerned to start the race. However, the following conditions should be met:
  - Such permission does not have any influence on the right of the cars that have already passed the qualifying practice to participate in the race.
  - Those cars are deemed to have the ability to attain the qualifying time.
  - Those drivers are to be assured of all safety matters, such as knowledge of the circuit (The supplication must be submitted to the Secretary of the Meeting within 30 minutes of the publication of the provisional results.) .
8. All the regulations for the race related to the pit area, track and safety are also applied to the qualifying practice and free practice.
9. Free practice session on the race day will not be organized.

#### **Art. 28 Press Conference after official qualifying practice**

After the official qualifying session, the drivers of cars finishing the session in first, second and third position must attend the press conference (if any) in the Press Conference Room without delay.

#### **Art. 29 Starting Grid**

1. The number of cars permitted to be on the starting grids is announced in the Supplementary Regulations within the limit of the circuit's allowance for the event concerned.
2. The list of drivers permitted to start in the race (including driver allowed under the Art. 26- 7, if any) will be published after qualifying is finished.
3. The final starting grid will be announced no later than one hour 30 minutes before the start of the race.

The final starting grid of two-heat events will be announced no later than 30 minutes before the start of each heat. The starting grid of the second heat will be determined according to the results of the first heat. A car that does not run in the first heat will be positioned at the back of the starting grid. If there are two or more such cars, their relative starting grid positions will be determined according to their qualifying results. If for any reason the first heat is not run, the starting grid of the second heat will be determined according to the qualifying results.
4. Any competitor whose car(s) is(are) unable to start the race for any reason whatsoever must inform the Clerk of the Course no later than two hours before the start of the race, or one hour 30 minutes before the start of a heat in the case of a two-heat event. If one or more cars are withdrawn, the starting grid will be closed up accordingly.

After the qualifying practice, if the pole position car cannot start the race for any reason, the pole position grid will be left open.
5. After the final starting grid is published, if any car cannot proceed to the grid, their grid

- position will be left open and other cars will remain in their own grid positions.
6. For two-race event, the result of the first qualifying practice decides the grid position of the first race and the result of the second qualifying practice session decides the grid position of the second race.  
The procedure for determining the starting grid for the three race event will be defined in the Supplementary Regulations of the event concerned.  
The pole position of each race will be given to the driver who attained the fastest time among the cars arranged in the above order and the driver concerned may not choose any other position.
  7. The lines of the grid will be at least 7m apart.

### **Art. 30 Briefing and Meeting**

1. The Clerk of the Course must hold a briefing for drivers one hour prior to the start of the first race at the latest in the presence of the Stewards of the Meeting.  
The Clerk of the Course also holds a meeting for competitors by the start of the qualifying practice.  
The above-mentioned meeting and briefing are also allowed to be held at the same time.
2. The briefing must be held at a location where all members can be seated and secure from noise at the initially scheduled time.
3. All drivers and competitors must attend these briefing or meeting respectively and sign an attendance table. However, even although a competitor is present for the Event, it is permitted to appoint one person in writing as a consignee for the meeting only. The representative however must have a competitors license valid for the event and may not be allowed to represent more than one competitor at the event concerned.  
The consignment must be submitted to the Secretary of the Meeting at least 30 minutes before the start of the meeting. (Refer to Art. 3- 2)
4. No attendance is permitted except for the persons stated in 3. above and those approved by the Stewards of the Meeting.
5. A competitor is responsible for attendance of its drivers. A driver and a competitor who do not attend the briefing and the meeting on time must attend the briefing/meeting held separately by paying the fee designated by the Organizer for the re-briefing/meeting.
6. The Clerk of the Course may hold a briefing and the meeting as necessary. In this case, the drivers or competitors will be informed in an appropriate manner.
7. Documents circulated during briefing will be published as bulletins after the end of the briefing with the approval of the Stewards of the Meeting concerned before the start of the briefing.

### **Art. 31 Starting Procedure**

1. There will be a standing start.  
The grid will be in a staggered 1 x 1 formation, the starting signal being given by means of lights.
2. 25 minutes before the start of the formation lap the cars will leave the pit lane to cover a reconnaissance lap.  
Should they wish to cover more than one reconnaissance lap, they must not run the

grids and this must be done by driving down the pit lane at greatly reduced speed between each of the laps. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Work in accordance with Art. 21- 5. will be permitted for the length of time stipulated in 4.1) below from the time the car reaches the starting grid.

3. The pit exit will be closed 15 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. Any car which is still in the pits within this time will be permitted to start from the pits. The cars start from the pits may then join the race once the whole field has passed the end of the pit lane for the first time after the start. This will be signaled by the pit exit light turning green.
4. The starting procedure will progress with "5 minutes to start", "3 minutes to start", "1 minute to start", and "15 seconds to start" signboards (or signals). These boards will be accompanied by a sound warning.
  - 1) "5 minutes to start" (or a signal)

Countdown starts. Entry to the grid will be closed. All work on cars on the grid will be prohibited. A car that cannot reach its position on the grid by then must start from the rearmost grid. If instructed by the marshals, they must return to the pits to start from there. (See 3. and 6. of this Article)
  - 2) "3 minutes to start" (or a signal)

Everybody except the drivers, officials and two team crew using an external energy source to start the engine must leave the track.
  - 3) "1 minute to start" (or a signal)

The engine is started by the driver sitting in the car. The two team crew mentioned in 2) above must leave the grid and move to the side of the course before the "15 seconds to start" sign described in 4) below is shown. They must leave the course once the formation lap has begun.
  - 4) "15 seconds to start" (or a signal)

This board (or the signal) will be shown for 15 seconds until a green flag is waved (green light) at the front of the grid to signal the cars to start the formation lap with the pole position driver leading keeping their grid positions.  
When leaving the grid all drivers must keep pit lane speed limit (Max.60km/h) activating speed limiter of the car their pass of the start line. During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.
5. Any driver who is unable to start the formation lap must raise his arm. Once all the other cars have passed the relevant car, the team crew at the side of the course mentioned in 4.3) above may try to restart the engine using an external energy source. This car may run in the formation lap but must not overtake any of the other entrant cars during the lap except the case mentioned in the point 6 below.

If the engine cannot be started even by the above methods, the car will be pushed by course marshals and, if necessary, the team crew at the side of the course into the pit or another safe place as indicated by the marshals. They can enter the pit or other safe place indicated above even via the pit lane exit if the car is pushed there by the shortest route. After that, the team crew can restart the engine using an external energy source.
6. If any car gets a late start for the formation lap the car concerned may overtake the others to recover its original position during the lap provided it can start before the last car crosses the start line. For the cars that can not start until the last car crosses the start line, a yellow flag will be waved for the relevant car(s) at the main flag tower.

A car which is unable to start the formation lap specified above or keep its position in

the grid order during the formation lap regardless of the reason may overtake the others to recover its original position with care for safety ~~only before the leading car stops at its own grid.~~

If the car can not recover its position until when it arrives at the pit entry road it may return to the pit ~~at low speed~~ from where he may start from the pit as outlined in 3. above.

7. When the cars come back to the grid at the end of the formation lap, they will stop at their respective grid positions, keeping their engines running. Marshals will stand facing each row on the grid and holding up a board indicating the numbers of the cars in that row. The marshals will lower the board as soon as the cars in that row have come to a stop. When all the boards have been lowered, the red light "five seconds to start" board (or a signal) will be shown. Five seconds after this board (signal) is shown, the starter will check that all cars are stationary before turning on the red lights. The race will be started by turning off all the red lights.

Normally the red lights are turned off at least 2 seconds and no more than 3 seconds after being turned on. (Starting light operation for using parallel five starting lights [lights etc. defined in "FIA Race Weekend light procedure"] will be determined separately.)

8. 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 and that car will be treated as being stalled. If the start is delayed as a result of a driver's inability to start, the driver concerned may then start the race from the back of the grid or the pit and any vacant positions resulting from this 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.
9. A car moved to the back of the grid as described in 6. or 8. above may not return to its initial grid position even if another car then stalls in the reformation.
10. If a problem arises when the cars reach the starting grid at the end of the formation lap the following procedure shall apply :
  - 1) If the red lights have not yet come on, the red flag will be shown and the "START DELAYED" board raised over the start line. The starter will turn on a yellow (or orange) flashing lights.
  - 2) If the red lights have come on, the starter will make the yellow (or orange) lights flash (with the red lights still on) and raise the "START DELAYED" board over the start line.
  - 3) In the case of either 1) or 2) above, all engines will be stopped and the starting procedure will begin again at the "5 minutes to start" point with the race distance reduced by one lap.
11. Should 10. above apply, the race will nevertheless count towards the Championship no matter how often the procedure is repeated, or how much the race is shortened as a result.
12. No refueling will be allowed if more than one start procedure proves necessary under 10. above.
13. If a car cannot leave the grid after the start signal, another attempt may be made to restart the engine using a starter on board until the course marshal touch the car concerned.

If the car will not start even after several attempts, the course marshals will immediately push it along the track for its restart. If the engine still not be activated, they will push it into the pit or another safe place. They may even enter there via the pit lane exit if the distance is shorter. The team crew may then enter the place indicated above to restart

the engine using an external energy source.

It is strictly forbidden for them to start the car by any artificial support in the pit or pit lane.

14. An official is appointed to judge whether the start is false. If it is confirmed that the start was false, the Stewards of the Meeting will penalize the offending car. (Refer to Art. 15 "Incident")
15. Admittance except for the permitted marshals is prohibited to the signaling platform for the start of the race.
16. A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.
17. Only in the following cases will any variation in the start procedure be allowed.
  - 1) If it starts to rain after the "five minutes to start" board (signal) but before the race is started, the abort signal ("START DELAYED" board) and the "10 minutes to start" board will be shown on the line and the starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in 10. above will be followed.
  - 2) If the start of the race is imminent and, in the opinion of the Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort signal ("START DELAYED" board) will be shown on the line simultaneously with a "10" board with a red background.

This "10" board with a red background means 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 means that the green flag will be shown in ten minutes.

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

If, however, the weather conditions have not improved within ten minutes after the "10" board with the red background was shown, the "10" board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed. This procedure may be repeated several times. Whenever a "10" board (with either a red or green background) is shown, it will be accompanied by a sound warning.
18. Any breach of the starting procedure may result in exclusion of the car and driver concerned from the Event.

### **Art.32 Course-in during the race**

During the race, a driver should enter the track under his own responsibility. A flashing blue (~~or yellow~~) light warns of car(s) approaching.

### **Art. 33 Safety Car**

According to the provisions set in the Code Appendix H, the safety car may be brought on to the track when necessary.

The following operation of the Safety Car is permitted :

1. The Safety Car (SC) during a race, as defined in the Appendix H to the I.S.C., basically

"joins track from the pit lane", however its waiting place may be altered for one lap only in order to act for an accident occurred at the race start and just after it. However if the place is changed, the Organizer must duly inform all the persons concerned through bulletins and briefings.

2. If a race is neutralized by the Safety Car, the principle of the procedure will be as defined under the Code that "the safety car shall be used at least the leader is behind it and all remaining cars are lined up behind him. (the rest is omitted)" However the leader which was once taken behind it went into the pit lane, the car then immediately behind the Safety Car may be deemed to be a leader at the discretion of the Clerk of the Course considering the whole circumstances of the race and it is permitted to resume the race with it.

### **Art. 34 Suspending and Resuming a Race**

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the red lights (abort lights) to be shown at the Line.

#### 1. Suspending a race

- 1) When the signal is given overtaking is forbidden, the pit exit will be closed. All cars must proceed slowly toward the red flag line before the starting line where they must stop in a row regardless of the leader's position. The grids then will be allocated to all the cars in the order they stopped behind the red flag line in staggered formation for resuming the race.

If there is any car which is unable to return to the grid as a result of the track being blocked etc., the car concerned will be brought back to the grid when the track is cleared.

In this case, the grids of all cars for resuming the race will be arranged in the order they occupied before the race was suspended with the approval of the Steward of the Meeting, in the order in which they crossed the last finish line that may determine the position of each car.

Any such cars mentioned above will then be permitted to resume the race.

The Safety Car will proceed forward to the red flag line. The official cars will then stop between the Safety Car and the red flag line in file.

- 2) Whilst the race is suspended :
  - neither the race nor the timekeeping system will stop ;
  - cars may be worked on once they have stopped behind the red flag line or entered the pits but any such work must not impede the resumption of the race ;
  - only team members and officials will be permitted on the grid.
- 3) Cars may enter the pit lane when the race is suspended but a drive through penalty will be imposed after the race is resumed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.
- 4) All cars in the pit lane will be permitted to leave the pits once the race has been resumed but any which were in the pit entry or pit lane when the race was suspended will be released before the cars entered the pit lane after the race has

been suspended. In this case, they may join the line of cars which completed one lap behind the official car after the three minute board was shown for resuming the race. However this is permissible only for the cars which were in the pit lane when the three minute board was shown for resuming the race. This is course-in not allowed for the cars which entered the pit lane after the race has been suspended. Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

- 5) Under these circumstances working in the fast lane will be permitted but any such work will be restricted to:
  - starting the engine and any associated preparation for it;
  - the fitting or removal of cooling and heating devices ;
  - changing wheels.

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

## 2. Resuming a race

- 1) The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, in all cases at least ten minutes warning will be given.
- 2) Boards (or signals) will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.
- 3) By the time when the three minute board (or a signal) is shown all cars must have their wheels fitted, after this board (or a signal) wheels may only be removed in the pit lane. Any car which does not have all its wheels fully fitted at the three minute board (or a signal) must start the race from the back of the grid or the pit lane. Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) which could not have all its wheels fitted (before three minute) from leaving the grid until all cars able to do so have crossed the red flag line. At some point after the three minute board (or a signal), which will be dependent upon the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap behind the official car, without overtaking, and must join the line of cars behind the safety car.
- 4) After the one minute board (or a signal) is shown engines must be started and all team personnel must leave the grid by the time the 15 second board (or signal) is given taking all equipment with them. If any driver needs assistance after the 15 second board (or a signal) he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.
- 5) The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless :
  - all cars are not yet in a line behind the safety car ;
  - team personnel are still clearing the grid ;
  - a further incident occurs necessitating another intervention.
- 6) When the green lights are illuminated the safety car will leave the grid with all cars following no more than 5 car lengths apart in the order they stopped behind the red flag line. Soon after the last car in line behind the safety car passes the end of the pit lane the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.
- 7) Overtaking during the lap is permitted only if a car is delayed when leaving the red



flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

- 8) Any driver who is delayed leaving the red flag line 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.
- 9) Either of the penalties under Art. 15- 8. 1)- (1) or (2) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.
- 10) During this lap Art.2.9.15 - Art.2.9.18 of the Appendix H to the Code will apply.
- 11) If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.
- 12) In the case of a two-heat event, this article will apply to each heat.

### **Art. 35 Finish**

1. The race finish is governed by the finish line (the control line each car crosses finally). The control line in this case is the single line crossing both the track and the pit lane. The end-of-race signal (checkered flag) will be given as soon as the leading car has covered the full race distance. However the following time passes before the race distance is run, the end-of-race signal will be given when the leading car crosses the finish line after that time have elapsed (If the race was stopped by red flag interventions, the end-of-race signal will be given when the total of the required time reaches the respective time excluding the intervention time):
  - 1) 35 min. for a race of 65km distance
  - 2) 45 min. for a race of 90km ~ 100km distanceDangerous overtaking after receiving the checkered flag is prohibited. Even if a car enters the pit lane on its final lap, it will be considered to have received the checkered flag if it crosses the control line on the pit lane.
2. Should for any reason, carelessness or other, the checkered flag be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the line before the signal was given.
3. Should the checkered flag be delayed due to carelessness, the final classification will be determined according to the order of cars when the scheduled number of laps was completed.
4. After receiving the checkered flag all cars will proceed along the circuit directly to the parc fermé after one lap.
5. The pit exit will be closed at the point the checkered flag is shown.

### **Art. 36 Parc Fermé**

1. All cars applied to classification of the race will be governed by the Stewards of the Meeting in the parc fermé indicated in the Supplementary Regulations of the Event and will be impounded until the official classification is published, unless otherwise informed by the Stewards of the Meeting.

2. Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there without the authorization of the Stewards of the Meeting.
3. In the case of a two-heat race, the parc fermé after the end of heat one will be each competitor's own working area of the pit lane unless otherwise indicated by the marshals. The parc fermé after the end of heat two will be the area designated in the Supplementary Regulations of the Event. No work whatsoever is permitted after the end of heat one until the official announcement of the results of that heat, during which time the marshals will be monitoring. Any kind of work on a car that has been damaged or malfunctioned during heat one is forbidden until that car is released like the other entrant cars. If a car requires work immediately after the end of heat one or requires continuous work, such work is permitted under the conditions of a pit start in the second heat.

### **Art. 37 Classification**

1. The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the finish line (the control line each car crossed finally).  
If a car takes more than twice the pole sitter's lap time to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car.  
In the case of a two-heat event, the classification will be determined by either of the following two methods:
  - 1) The classification will be determined according to the total number of laps in heat one and heat two and the time taken.
  - 2) The classification will be determined according to the total number of laps in heat one and heat two and, if the number of laps is the same, by the result of heat two.
2. Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.
3. If for any reason such as weather or other force majeure the race is forced to be stopped before its scheduled finish, the procedure provided in Art. 33 will be followed.

### **Art. 38 Podium Ceremony and Press Conference**

For each race: The drivers of cars finishing the race in first, second and third position are to attend the (provisional) prize-giving ceremony on the podium after the race, and immediately thereafter make themselves available for the press conference in the Press Conference Room.

## Appendix 1

The Organizer of the Championship Event must mention the following information in the Supplementary Regulations of the Event. The content of the Supplementary Regulations of the Event must not contradict or duplicate the content of these Sporting Regulations.

### • Particular information of the Event

#### 2016 Japanese F3 Championship

1. Name of the Event :
2. Name of the Organizer (abbreviation) :
  - Representative :
  - Address :
  - Tel :
  - Fax :
3. Organizing committee : (names of more than two members mentioned)
  - Chief of committee
  - Member of committee
  - Member of committee
  - Member of committee
4. Date of the Event : 2016
5. Place of the Event :
6. Entry :
  - Start of acceptance: 2016
  - Deadline : 2016
  - Entry fee :
  - Entry application :
  - Others :
7. Circuit :
  - Name :
  - Address :
  - Tel :
  - Fax :
  - Length : km
  - Direction of laps:
  - Race distance : Round : km ( ) laps
  - ( Round : km ( ) laps)
  - ( Round : km ( ) laps)
8. Maximum no. of cars to start race : cars
9. Start of the race : 2016
  - [( 2016) for two-race event]
  - [( 2016) for three-race event]
10. Scrutineering :
  - Date/Time : 2016
  - Place :
11. Parc fermé :
12. Tyres: (must mention the name of manufacturer designated by the Organizer)
13. Fuel: (must mention the specification of the brand designated by the Organizer)

- Service area :
- Method of fueling :
- Storage in pit (method and the maximum volume) :
- 14. Sporting checks :
  - Date/Time : 2016
  - Place :
- 15. Meeting  
All competitor or a consignee appointed officially by the competitor by written form (one person) must attend the following meeting:
  - Date/Time : 2016
  - Place :
- 16. Briefing :  
Every driver must attend the following briefing:
  - Date/Time : 2016
  - Place :
- 17. Procedures for official qualifying session and for determining starting grids in the case of a three-race event :
- 18. Classification in the case of a two-heat event : (Art.37- 1. 1) or 2) either is specified)
- 19. Duties of judges:  
Judicature defined under the Art.11.16 of the Code and the Art. 10-20 of the N.S.C will be as follows:
  - 1) Judges of fact (On track):  
Judgment concerning provisions defined under Appendix H to the Code  
Judgment concerning provisions defined under Chap. 4- 2 of the Appendix L to the Code.  
Judgment concerning general safety regulations defined under Art. 19 of these regulations.
  - 2) Start Judges:  
Judgment concerning starting procedures defined under Art.31 of these regulations.
  - 3) Judges of fact (Pits):  
Judgment concerning pit work etc. defined under Art. 21 of these regulations.
  - 4) Finish Line(Race) Judges:  
Judgment concerning Art.35 Finish
- 20. Winner's Press Conference:
  - Date : 2016
  - Place :
- 21. Location of Bulletin Board for Official Notices:
- 22. Prizes :
  - Place of award :
  - Date :
  - Details of the prize :
- 23. JAF approval number of the circuit :
- 24. JAF sanctioned event number :

**•Plan of Pit / Paddock Area**

The following must be indicated accurately on the plan.

1. Start Line
2. Control Line

3. Finish Line
4. Red Flag Line
5. Pit Road Entry and Exit
6. Place of Sporting Check
7. Scrutineering
8. Parc Fermé
9. Weighing Area
10. Gas Station
11. Place for Briefing & Meeting
12. Penalty Stop Area
13. Secretary of the Meeting
14. Stewards Room
15. Press Conference Room
16. Official Notice Board
17. Medical Center
18. Pit Area (the area including the Weighing Area, Pit Lane, and Pit Garage)
19. Main Flag Tower
20. Others

Ends