



2017 Australian FORMULA 3 Premier Series

Sporting and Technical Regulations

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2017 Australian FORMULA 3 Premier Series Sporting Regulations

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2017 Australian FORMULA 3 Premier Series Sporting Regulations



S1 TITLE and JURISDICTION

S1.1 Title

This Series shall only be known as and referred to as the “2017 Australian FORMULA 3 Premier Series”.

S1.2 Authority / Jurisdiction

- (a) Each event in the 2017 Australian FORMULA 3 Premier Series (Series) shall be conducted using the Sporting and Technical Regulations issued for this Series by FORMULA THREE MANAGEMENT PTY LTD (F3M); Supplementary and Further Regulations issued by the Event Organiser at each round; Bulletins issued by the Stewards of the Meeting and any Driver Briefing Notes and instructions issued by the Clerk of the Course at a meeting.
- (b) Formula 3 Three Management Pty Ltd (F3M) is the Series Organiser (SO) for this Series.

Contact Details: Formula -Three Management Pty Ltd (ABN 18 090 526 640)

Ian Richards

20 Staite Street, Wingfield

SA 5013

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S2 ADMINISTRATION

S2.1 Personnel

The following personnel have been appointed to the Series by the SO and have the authority to administer the various aspects of these regulations.

- (a) Technical Advisor (TA) Jonathan Hawkins
- (b) Series Organiser (SO) Ian Richards and Meryl Richards

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Series, each Competitor must hold the relevant Competitor's Licence and be a party to a current agreement with the F3M.

S4 AUTOMOBILE ELIGIBILITY

Each automobile must comply with the provisions of the 2017 Australian F3 Premier Series Technical Regulations to be eligible to compete in the Series.

S4.1 Classes

Each automobile shall be nominated in one of the following classes as defined in the 2017 Australian FORMULA 3 Premier Series Technical Regulations:

- (a) Premier Class
- (b) National Class
- (c) Trophy Class

S4.2 Replacement Automobiles

Following the commencement of the first qualifying session of each round of the Series, any automobile that has been entered to compete at that round may not be replaced with another automobile.

S5 DRIVER ELIGIBILITY

S5.1 Licence Requirements

To be eligible to compete in the Series, a Driver must hold the relevant Circuit Licence (PC) or higher and be registered for the Series with the F3M.

S5.2 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Series, a Competitor may nominate a substitute driver who may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting and the F3M.

S6 SERIES ROUNDS

The Series shall be conducted over six (6) rounds as detailed in the Series Calendar below. Each race conducted as a part of the Series shall count in determining the final results.

S7 SERIES CALENDAR

The Series shall be conducted over the following rounds:

Round	Date	Circuit
1	19 – 21 May	Morgan Park
2	9 – 11 June	Mallala Motorsport Park

3	30 June – 2 July	Sydney Motorsport Park
4	19 – 20 August	Phillip Island
5	15 – 17 Sept	Queensland Raceway
6	20 22 Oct	Wakefield Park

S8 ROUND FORMAT

The number, length and format of track sessions shall ultimately be negotiated between the F3M and the event organiser prior to a round of the Series and shall be advised in the relevant Supplementary / Further Supplementary Regulations issued for a meeting.

Generally, the format for each race meeting shall be as follows:

S8.1 Round Format

- (a) Practice - Three (3) x 20 minute practice sessions
- (b) One (1) x 15 minute qualifying session for all drivers
- (c) Race 1 – One (1) x 20 minute race (expressed as a number of laps)
- (d) Race 2 – One (1) x 20 minute race (expressed as a number of laps)
- (e) Race 3 – One (1) x 20 minute race (expressed as a number of laps)

S8.2 Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards of the Meeting.

S9 GRID DETERMINATION/DRIVER QUALIFICATION

S9.1 Grid Determination Progressive Grid Format

- (a) **Race 1:** The grid for Race 1 shall be determined by a Qualifying session. Fastest time to pole, 2nd fastest to 2nd on grid etc.
- (b) **Race 2:** The Grid for Race 2 shall be determined by the finishing order of race 1 except that the first four finishing positions from Race 1 shall be reversed.
- (c) **Race 3:** The Grid for Race 3 shall be determined by the second fastest lap time achieved by each driver in qualifying.

S9.2 Qualifying cancellation

- (a) If the qualifying session duration in total after any stoppages is reduced to less than 50% of the allotted time for any reason, the grid for race 1 and race 3 shall be as per S9.1 with the lap times from the qualifying session substituted with the lap times from the most recent practice session at the Round which had a total duration of ten (10) minutes or more.
- (b) If there are no practice sessions which had a total of ten (10) minutes or more, the Chief Timekeeper shall then, subject to the approval of the Stewards of the Meeting, determine the grid order for any race where qualifying lap times were to be used to determine the grid.

S9.3 Driver Qualification

- (a) To race, each starter must practice or qualify within 115%, save for exceptional circumstances accepted as such by the Stewards of the Meeting. Such exceptional circumstances must be supported by evidence that the Driver has previously demonstrated their ability to achieve the required time under normal circumstances.
- (b) Each driver who does not record a lap time in a qualifying session shall start at the rear of the grid, in an order determined by the Stewards of the Meeting.

S10 START PROCEDURE

S10.1 Start Procedure

The start procedure for each race shall be as– a Standing Start as per the Event Organisers Regulations.

S10.2 Delayed Start

In the event of a delayed start, the start procedure shall recommence from the 2 minute signal.

S10.3 Stalled Automobile

If an automobile does not start or is stalled when starting the formation lap, or starting the race, the automobile may be restarted by an F3 official nominated by the F3M, with the permission of the officials, after the rest of the field has left the grid.

S10.4 Race Suspension/Stopping

In the event that a red flag is displayed in a race:

- (a) If the race leader has completed fewer than two (2) laps when the red flag is displayed, the race shall be stopped and if possible restarted. as per the Event organisers Regulations.
- (b) If the race leader has completed more than two (2) laps but less than 75% of the race distance (rounded up to the next whole lap) when the red flag is displayed, the race shall be suspended. If resumption of the race is possible, it shall be as per the Event organisers Regulations.

If resumption of the race is not possible, it shall be the Event organisers Regulations.

(c) If the race leader has completed more than 75% of the race distance (rounded up to the next whole lap) when the red flag is displayed, the race shall be deemed to be finished and results shall be as per the Event organisers Regulations.

(d) S11 AWARDS and POINTSCORE

S11.1 Prizes and Trophies

- (a) Prizes, trophies and awards shall be as determined by the F3M and shall be advised to each Competitor.
- (b) Trophies shall be awarded at each round to the first, second and third driver of an eligible automobile based on points accumulated during the round in the Premier Class.
- (c) A trophy shall be awarded at each round to the first driver of an eligible automobile in the National Class based on points accumulated during the round.
- (d) A trophy shall be awarded at each round to the first driver of an eligible automobile in the Trophy Class subject to there being three (3) entrants in that class, based on points accumulated during the round.
- (e) Each trophy recipient is required to attend the podium presentation. Each driver must wear the sponsor's hat only, provided by the F3M, for the podium proceedings and any television interviews immediately following the podium presentation.
- (f) The winner of the Series in the Premier and National Classes must be present at the Formula 3 Awards prize giving ceremony held on the Sunday evening of the final round. Failure to attend the ceremony shall be deemed an infringement of these regulations unless prior agreement has been given by the F3M and may result in the loss of points and/or the award.

S11.2 Pointscores

Points shall be awarded to each driver based on their finishing position in each race in the Series as follows:

- (a) **Premier Class** – points shall be awarded to each driver of an eligible automobile based on their relative finishing position within their class.
- (b) **National Class** – points shall be awarded to each driver of an eligible automobile based on their relative finishing position within their class.
- (c) **Trophy Class** – Points shall be awarded to each driver of an eligible automobile based on their relative finishing position within their class.

S11.3 Points Allocation

- (a) Points shall be allocated for each race as per the following tables

(i) Premier, National and Trophy Classes

Finishing position in class for Races 1 & 2	Points	Finishing position in class for Race 3	Points
1 st	12	1 st	20
2 nd	9	2 nd	15
3 rd	8	3 rd	12
4 th	7	4 th	10
5 th	6	5 th	8
6 th	5	6 th	6
7 th	4	7 th	4
8 th	3	8 th	3
9 th	2	9 th	2
10 th	1	10 th	1

- (b) Points shall only be awarded to the drivers classified as finishers in the final results of each race.
- (c) In addition to the above, one (1) Point shall be awarded to each Driver placed in the highest grid position in each Class except the Trophy Class for Race 1 at each Round.
- (d) In addition to the above, one (1) Point shall be awarded to each Driver that achieves the fastest lap time in each Class except the Trophy Class in each race of the Series.
- (e) The results for each round of the Series shall be determined by the number of points scored by each driver at the round. In the event of a tie at the end of any round of the Series, the final positions for that round shall be determined by comparing the results of each of the tied drivers in the final race of that round. The higher place in the round results shall be awarded to the driver with the higher finishing position in the final race.
- (f) Where drivers contest more than three (3) rounds, the lowest contested round points score will be removed from each driver's final series total.
- (g) The driver gaining the highest point score from five (5) of the six (6) rounds contested of the Series in Premier Class shall be declared the winner of that Class and the Series.
- (g.1) To be eligible for overall Premier Series awards (1st, 2nd, 3rd), drivers must have contested all six (6) rounds.
- (h) The driver gaining the highest point score from five (5) of the six (6) rounds contested of the Series in National Class shall be declared the winner of that Class and the Series.
- (h.1) To be eligible for overall National Series awards (1st, 2nd), drivers must have contested all six (6) rounds.
- (i) The driver gaining the highest points total over the six (6) rounds of the Series Trophy Class shall be declared the winner in that Class.

- (j) In the event of a tie in any Class at the end of the Series, the final positions shall be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places in the relevant Class being awarded the higher Class position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) in the relevant Class achieved by each tied driver until each position has been determined.

S12 EVENT OPERATIONS

S12.1 Series Registration and Entry

The Series shall operate under the relevant Series Registration and Entry Process. Series Registration and Entry Forms shall be available from the F3M with document checking being conducted by the F3M prior to the first official track session at each round of the Series.

S12.2 Driver/Team Manager Briefings

Each Driver and Team Manager (i.e. an appropriately authorised representative of the Competitor, other than the driver) must attend the compulsory Drivers' briefing. The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the meeting. The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance. Other compulsory briefings may be convened as required and will be advised to each Competitor accordingly.

S12.3 Impound/Parc Ferme

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Officials of the Meeting) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (b) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area (or as directed by Race Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (c) Automobiles may not be removed from impound/Parc Ferme except with the express permission of the Chief Scrutineer.
- (d) Each automobile while in the designated impound/Parc Ferme area must not be touched by any third party except with the express permission of the Chief Scrutineer, with the exception of the driver to exit the automobile and measure tyre pressures.
- (e) No team members other than the driver are permitted to enter the impound/Parc Ferme area until permission is granted from the Chief Scrutineer.
- (f) The time that Parc Ferme shall be maintained and the time limit for lodging any protest regarding an alleged ineligibility of an automobile at the conclusion of each race meeting shall be 30 minutes.

The Chief Scrutineer retains the authority to conduct further eligibility checks on specific automobiles after this time.

S12.4 Qualifying

- (a) During qualifying, automobiles may not return to the paddock/garage area without the express permission of the TA. If an automobile exits pit lane to the paddock/garage during qualifying it shall not be permitted to re-join that session and shall be excluded from that session.

S12.5 Pit Lane

- (a) Each Pit Crew member is required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the meeting organiser.
- (b) The pit lane speed limit of 60 km/h must be respected at all times while an automobile is in pit lane, not withstanding what speed limit signs are on display.

S12.6 Removal of Automobiles from the Circuit

Following the commencement of the first qualifying session, it is not permitted to remove any automobile from the circuit (prior to the release of all automobiles from the impound/Parc Ferme established following the final race of that round of the Series) without the prior express written approval of the Chief Scrutineer.

S12.7 Radio Communication to/from Automobile

Two way radio communications between the driver and a member of the pit crew is compulsory at all times when the driver is in the automobile during each practice session, qualifying session and race.

S12.8 Race Management Channel (RMC)

A minimum of one (1) senior team member for each competing automobile must monitor RMC at all times during practice, qualifying or racing. Details of the RMC frequency shall be available from the F3M. This team member/s must monitor RMC from the time the automobiles are released from the pit/paddock garage.

S12.9 Weighing of Automobiles

The racing weight obtained from the scales provided by the F3M shall be viewed as fact and are the only F3 weights recognised at each event. At any time during a qualifying session competitors may be directed to have their cars placed onto the scales for weight checks.

S12.10 Bodywork Measurement

Any specified measurement/dimension in relation to bodywork must comply with measurements taken with equipment approved by the F3M.

S12.11 Automobiles Stopping on the Race Circuit

In the event that an automobile stops on the race circuit, the driver must leave the automobile in as safe a place as possible, in neutral gear, and ensure any detachable steering wheel is reattached.

S12.12 Pit Exit Procedures

Prior to the commencement of each qualifying session and race (at a time to be advised by the F3M), and in the event that all automobiles return to pit lane (due to the stoppage of a qualifying session), where practical, each automobile must be parked on the pit lane apron outside it's garage, at an angle of approx. 45 deg., facing towards the pit exit.

Once pit exit has been opened, the automobile that is situated closest to pit exit is to proceed to pit exit and onto the circuit, with each other automobile following in pit lane order in a smooth continuous manner unless a competitor signals that an automobile is to remain in pit lane and the next automobile should proceed onto the circuit. Practice starts from pit exit are not permitted at this time.

In the event that an automobile does not proceed onto the circuit in pit lane order, it must remain stationary until all other automobiles (in pit lane order) have passed it.

S12.13 Rear Light

The rear light must be illuminated at all times whilst the automobile is fitted with wet tyres and is being driven on the race circuit or as otherwise directed by Race Control.

S12.14 Automobile Fixings

- (a) Each Competitor must ensure that any item on or attached to their automobile (including but not limited to a wheel, shock absorber cover, engine cover and other bodywork) that may present a risk of an impact injury to a driver, pit crew, official or spectator should it detach from the automobile while it is under its own power is securely fixed to the automobile before any session.
- (b) Any item that detaches from the automobile without any interference from another automobile or leaving the track, as defined in the Code of Driving Conduct, while it is on the track or in the pit lane under its own power shall be considered a breach of this regulation.
- (c) The minimum penalty for a breach of this regulation shall be:
 - (i) During any practice or qualifying session: Loss of five grid positions for the automobile's next race
 - (ii) During any Race: Sixty (60) seconds added to the automobile's race time.

S12.15 Code of Driving Conduct

- (e) In addition to the requirements of the Event organisers Regulations the following shall apply:
 - (a) Bumpdrafting

When following another automobile and both automobiles are in a condition of greater than 80% of possible acceleration at the time, making contact with the rear impact absorbing structure of the automobile in front is prohibited. Any driver who is considered to be in breach of this regulation shall be referred to the Stewards of the Meeting for imposition of a penalty.

S13 TYRES

S13.1 Tyre Regulations

(a) Registered and non registered entrants automobiles must only be fitted with slick tyres supplied by the preferred supplier, Hankook, as detailed below, at all times during each round of the Series.

(b)

Dry Tyres	Front	180/550R13
	Rear	240/570R13
Wet Tyres	Front	180/550R13
	Rear	240/570R13

Wet tyres brand type and number used is free.

(c) A maximum of 4 (four) new or previously roaded dry tyres (2 x front & 2 x rear) shall be marked for each automobile by the Chief Scrutineer or his nominee at each round of the Series and these marked tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that round.

(d) An unlimited number of the nominated wet tyres may be used for each round of the Series. Each nominated wet tyre must have an average tread depth across the working face of the tyre of not less than 80% of a new tyre.

(e) Any new dry tyre to be marked at a round of the Series must be supplied by the designated tyre supplier at that event unless prior arrangement has been made with the approval of the F3M.

(f) Each competitor must present each tyre for marking to the Chief Scrutineer or his nominee prior to the commencement of the first qualifying session of each round.

(g) Each Competitor is responsible for ensuring that each tyre is marked or re-marked as appropriate. If any tyre is not marked for any reason or the markings become illegible, the Competitor must notify the Chief Scrutineer or his nominee immediately.

(h) The Chief Scrutineer may permit the competitor to replace marked tyres with another tyre at a race meeting under the following conditions:

(i) The Chief Scrutineer at their discretion is satisfied that due to exceptional circumstances, the tyre in question can no longer be used.

(ii) Prior to the commencement of the first race at a round, only one (1) tyre may be replaced with another new tyre. Subsequent tyre(s) requiring replacement must only be replaced with previously marked tyre(s).

(iii) Following the commencement of the first race at a race meeting, tyre(s) requiring replacement must only be replaced with previously marked tyre(s).

(iv) The Chief Scrutineer shall ensure that tyre(s) to be replaced have been rendered unusable, and that the replacement tyre(s) are appropriately marked.

- (v) Where a tyre is replaced with a previously marked tyre, the tyre should be of the same specification and of similar or greater wear to the tyre being replaced.
- (i) With the exception of wear resulting from normal usage, each tyre must remain unmodified with the exception that “pick up” may be removed from dry tyres with the use of a scraper.
- (j) The use of any tyre heating (other than allowed in S13.1(h)), heat retention devices or chemical treatments are prohibited.
- (k) The Chief Scrutineer may impound any marked tyre between sessions at his sole discretion.
- (l) Each competitor may purchase eight (8) new dry tyres (4 x front & 4 x rear) at the first round of the Series in which they compete with four (4) of these tyres (2 x front & 2 x rear) being marked by the Chief Scrutineer or his nominee and permitted for use only during practice and the other four (4) tyres (2 x front & 2 x rear) being marked by the Chief Scrutineer or his nominee and permitted for use only during qualifying and races as detailed above.

Please note: The Chief Scrutineer is sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the Chief Scrutineer in this regard shall not be the subject of any protest or appeal.

S14 FUEL

S14.1 Fuel Specification

For the duration of a meeting, each competitor must only use an unleaded fuel complying with the following specification:-

RON 102
MON 90
DENSITY @ 15 Degrees C .78 maximum
OXYGEN % 3.48 % maximum

S14.2 Fuel Sampling

- (a) It is not permitted to remove any fuel from an automobile during any practice session, qualifying session or race or until all scrutiny checks have been completed by the Chief Scrutineer or his nominee. Fuel testing may be carried out by the Chief Scrutineer or his nominee at any time throughout a meeting upon request.
- (b) It must be possible to take a 1.0 kg sample of fuel from an automobile at any time during a round.

S14.3 Fuel Additives

With the exception of ambient atmospheric air and the specified fuel detailed, no other substance may be added to the intake charge of the engine.

S15 AUTOMOBILE MARKINGS

S15.1 General

- (f) In addition to the requirements detailed in Appendix 1 of these regulations and those stated below, each automobile must comply the Event organisers Regulations.

S15.2 Competition Numbers

The allocation of a competition number for each automobile is solely the responsibility of the F3M, which shall maintain a register of all competition numbers allocated to, or reserved for, any automobile.

The F3M shall provide numbers of the type style as shown below. Each figure on the number panel must be 170 mm in height.



S15.3 Number Panels/Series Sponsor Decal

- (a) Three number panels shall be provided by the F3M prior to the start of the Series with further panels available at each round. These panels may not be modified under any circumstances and should fixation require cutting of the panel to accommodate automobile mounting points it must be achieved without defacing the Series identity, logo or sponsor's logo in any way.

One number panel is to be displayed on each rear wing end plate, on each side of the automobile. One number panel is to be displayed on the front nose cover of the automobile to be clearly visible when standing at the front of the automobile.

- (b) One decal 95mm high x 860 mm wide featuring the event sponsor shall be provided by the F3M prior to the start of the Series with further decals available at each round. This decal may not be modified under any circumstances and should be placed on the upper rear wing plane of the automobile. Should fixation require cutting of the panel to wing mounting points it must be achieved without defacing the Series identity, logo or sponsor's logo in any way.
- (c) No automobile shall be permitted to practice, qualify or race in any round of the Series without displaying the panels and decals in the correctly prescribed manner.

S15.4 Television Broadcaster

Each competitor may be provided with two decals from the Series television broadcast network to be displayed on the automobile at the discretion of the F3M. Further decals shall be available at each round.

S15.5 Tyre Supplier

Each competitor may be provided with decals promoting the Preferred Tyre Supplier to the Series that must be displayed in a position as approved by the F3M. Further decals shall be available at each round.

S16 TESTING RESTRICTIONS

S16.1 Definitions

- (a) Test Day - A Test Day is any activity conducted by a Recognised Driver driving a Formula 3 Automobile on the racing surface of any race circuit in Australia.
- (b) Recognised Driver - A Recognised Driver is any driver who competed in the 2016 Australian Formula 3 Championship or who has registered to compete in, or who has already scored Series points in the 2017 Series.
- (c) Formula 3 Automobile - A Formula 3 Automobile is any automobile that complies with the provisions of the 2017 Australian FORMULA 3 Premier Series Technical Regulations and the 2017 Australian FORMULA 3 Premier Series Sporting Regulations.

S16.2 Testing Restrictions – Recognised Drivers

Following the completion of the first round of the Series, through until the completion of the last round of the Series, the testing of any Formula 3 Automobile by any Recognised Driver at a Test Day is restricted as follows:

- (a) Recognised Drivers are only permitted to participate in a maximum of eight (8) Test Days.
- (b) Any Test Days conducted by the F3M shall be counted in the total number of Test Days participated in by any Recognised Driver.
- (c) Each Test Day must only be conducted with the prior written approval of, and subject to the conditions of the F3M. Applications for approval to conduct a Test Day must be received by the F3M at least five (5) business days prior to the scheduled Test Day commencing. At any time a Registered Competitor in the Series can request a list of Test Days approved for all Competitors from the F3M.
- (d) Each competitor and automobile must comply with each provision of the 2017 Australian FORMULA 3 Premier Series Sporting Regulations and the 2017 Australian FORMULA 3 Premier Series Technical Regulations at all times during a Test Day.
- (e) No Recognised Driver, nor any Formula 3 Automobile, which is under the control of a Competitor, who is a party to a current agreement with the F3M, may participate in an exclusive Test Day.
- (f) No Test Day may be conducted at any race circuit after midnight on the Thursday of the week prior to a round of the Series commencing unless the Test Day has been approved or organised by the F3M.
- (g) A non Recognised Driver may test without restriction on any circuit that has already conducted and concluded its allocated round/s of the Series, or any circuit that is not on the Series Calendar.

S16.3 Other Activities - Not considered to be Test Days

Other activities, not considered to be Test Days (e.g photo shoots & promotional activities), may be conducted only with the prior express approval and subject to the conditions of the F3M.

S16.4 State Championship Race Meeting

A Recognised Driver competing in the Series may compete in alternative rounds that permit a Formula 3 automobile to compete.

- (a) Competition by a Recognised Driver in a round shall count towards the eight (8) Test Days allowed per Recognised Driver.
- (b) Each two-day round entered shall count as one (1) day of testing towards the permissible eight (8) Test Days.
- (c) Each single-day round entered shall count towards the permissible eight (8) Test Days as determined by the F3M.

S17 ENGINE SEALING

- (a) Any engine supplied by a manufacturer or serviced by an engine rebuilder that is supplied with seals must have those seals in place at all times.
- (b) Where overseas engines are sealed by the engine builder, the TC may require documentary evidence to demonstrate the eligibility of these engines for this Series.

S18 IN-CAR CAMERAS

- (a) Each automobile must be fitted with an in-car camera in the 2017 Australian FORMULA 3 Premier Series as supplied by F3M.
- (b) The in-car camera system must be switched on and remain fully operational to record video images for the duration of each practice session, qualifying session and race.
- (c) The in-car camera system must be installed according to the specification provided by the F3M and adjusted in such a way to at all times provide clear unobstructed video images of the driver's view of the race track ahead.
- (d) The video images recorded by the in-car camera system must be provided to the F3M and/or the Stewards of the Meeting at any time upon request.
- (e) Retrieval of vision by a Competitor from any camera supplied by the F3M prior to approval from the F3M is prohibited.

APPENDIX 1

Major Sponsor:
Rear Wing Top Plane

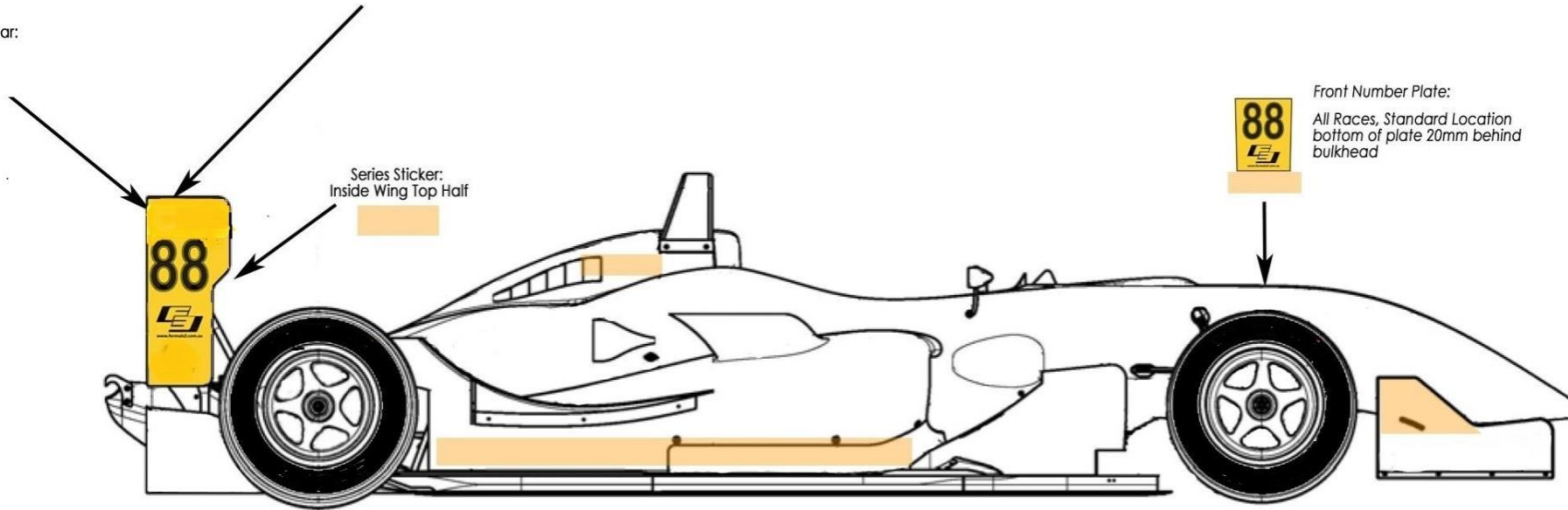
WWW.FORMULA3.COM.AU All cars subject to event change as supplied by F3M

Rear Wing Top Plane Rear:
Driver Surname

Series Sticker:
Inside Wing Top Half

Front Number Plate:

All Races, Standard Location
bottom of plate 20mm behind
bulkhead



Australian FORMULA 3 Premier Series Decal Placement

The shaded areas indicate reserved space for F3M



2017 Australian FORMULA 3 Premier Series

Technical Regulations

T1 PREAMBLE

T1.1 Definition of Category

Australian Formula 3 is for automobiles that comply with the Technical Regulations that were in force at the date of manufacture. Each automobile shall be designated by the manufacturer as having been of a model built between 1 January 1999, and 31 December 2011.

T1.2 Compliance with Technical Regulations

Each automobile shall at all times comply with the relevant technical regulations, including amendments issued in Bulletins, that were in force on 31 December of the year of manufacture of the car as nominated by the manufacturer, save for those amendments for Australian Competition as detailed in these regulations.

T2 SERIES CLASSES

Each automobile competing in the Series shall be nominated into one of the following Series Classes as detailed below:

T2.1 Premier Class

This class is for automobiles constructed in accordance with the Formula 3 regulations that applied in the year of manufacture between 1st January 2005 and 31st December 2011, and as specified in these Technical Regulations and any technical bulletins, amendments, clarifications or directives thereto.

T2.2 National Class

This class is for automobiles constructed in accordance with the Formula 3 regulations that applied in the year of manufacture between 1st January 1999 and 31st December 2007, and as specified in these Technical Regulations and any technical bulletins, amendments, clarifications or directives thereto.

T2.4 Trophy Class

This class is for automobiles constructed in accordance with the appropriate regulations that applied in the year of manufacture as specified in any technical bulletins, amendments, clarifications or directives thereto.

T3 AMENDMENTS TO THE FORMULA 3 REGULATIONS

The following table is a summary of the amendments to the relevant Technical Regulations as detailed:

Amendments to Technical Regulations applicable to year of manufacture		
Year(s) of Manufacture	Article	Details deleted and/or amended
2001	5.11	Delete ENGINE CONTROL UNIT
2008-2011	3.2 & 3.7	Height measurements and Overall Height
2008-2011	3.14	Delete SKID BLOCK

T4 MINIMUM WEIGHT

The on grid weight, for each automobile must not be less than 540kg.

T5 ENGINE/CHASSIS COMBINATION ELIGIBILITY

T5.1 Pre 31 December 2004 Automobiles

Each automobile constructed in accordance with the Formula 3 regulations that applied in the year of manufacture between 1 January 1999 to 31 December 2004 may only be fitted with engines produced in the era and approved for Formula 3 use by F3M.

T5.2 1 January 2005 to 31 December 2007 Automobiles

Each automobile constructed in accordance with the Formula 3 regulations that applied in the year of manufacture between 1 January 2002 to 31 December 2007 may only be fitted with either:

- (a) Engines produced in the era and approved for Formula 3 use by F3M or
- (b) HWA Mercedes-Benz engine series M271 Australian Control Engine.

T5.3 1 January 2008 Onwards Automobiles

Each automobile constructed in accordance with the Formula 3 regulations that applied in the year of manufacture between 1 January 2008 to 31 December 2011 may only be fitted with either:

- (a) HWA Mercedes-Benz engine series M271 Australian Control Engine;
- (b) HWA Mercedes-Benz engine series M271 v2;
- (c) Volkswagen A19; or

- (d) Any engine manufactured in accordance with the Formula 3 regulations that applied up to and including 31 December 2007, which can be installed using a fitting kit supplied by the chassis manufacturer, and are not to be subject to any lease arrangement with the engine manufacturer.

T6 INTAKE SYSTEM

T6.1 Intake Restrictor

In addition to the requirements of the relevant regulations, the intake system on the engine must be fitted with an air restrictor of dimensions as detailed below:

- (a) For the HWA Mercedes-Benz M271 Australian Control Engine:
 - (i) Minimum length of 3.0mm and maximum inside diameter of 26.2mm.
- (b) For engines not listed in regulation T6.1(a):
 - (ii) Minimum length of 3.0mm and maximum inside diameter of 26.00mm.

T6.2 Intake System Vacuum Testing

Each automobile must conform to the vacuum test requirements listed below

at all times during a round of the Series (Control of the intake system)

VACUUM TIGHTNESS CONTROL OF THE INTAKE SYSTEM

Control of the intake system

With at least one valve in each cylinder shut and the engine throttles open, the complete intake system must be capable of sustaining a vacuum of 0.2 bar.

Alternatively, if all the valves are shut, either by removing the camshaft(s) or following a repair carried out under the supervision of the scrutineers, a vacuum of 0.267 bar must be sustained.

T7 SPECIFIED COMPONENTS

Each automobile must at all times be fitted only with the front wing mainplane, the steering rack assembly, front and rear uprights (including hubs) and engine/gearbox assembly as homologated by the manufacturer.

T8 SIGNALS TO/FROM AUTOMOBILE

No signal of any kind, other than a lap trigger signal for data logging purposes, may pass between a moving automobile and any person or equipment connected with the competitor or driver save for legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by means of radio using an approved frequency. The download/upload of data in the Pit lane must be through a hard link-up only. Infra-red or other non-contact transmission methods are not permitted.

T9 DATA ACQUISITION SYSTEM

- (a) A maximum of two (2) wheel speed sensors may be fitted to an automobile and these sensors shall only be fitted to the front wheels.
- (b) Data Collection – the F3M reserves the right to require that any automobile be fitted with such data logging device as may be specified from time to time.

T10 LOCATION OF TIMING EQUIPMENT

Each competitor must fit a fully charged and operating Timing Transmitter to their automobile. The leading edge of the transmitter (the short side) must not be fitted any further forward than 300mm rearward of the foremost part of the bodywork. Each transmitter must be in place for each practice, qualifying and race and each practice at official F3 Test Days.

T11 FUEL SAMPLING

Each automobile must be fitted with a FEMALE “dry break” coupling to allow fuel sampling to be undertaken from the fuel cell. The competitor must provide a one metre long hose with the MALE coupling fitted to enable fuel samples to be taken at any time during the meeting.

T12 IN-CAR CAMERAS

Each automobile must be fitted with a complete in-car camera system as specified by the F3M. The system can be supplied by the F3M.

This in-car camera system must be installed in accordance with all instructions provided by the F3M, remain as supplied and must not be modified in any way.

Competitors are permitted to provide their own in-car camera systems providing they do not interfere with the performance or location of the cameras provided by the F3M.

Competitors can gain access to footage recorded by the camera provided by the F3M only following removal by the F3M, TA or an appointed staff member.

T13 REAR WING HEIGHT

Each automobile constructed in accordance with the Formula 3 regulations that apply to the years of manufacture between 1 January 2008 and 31 December 2011 may have a maximum rear wing height of 910mm, measured from level ground to the highest point of the rear wing.

T14 SUSPENSION

T14.1 Third Element Control

Any kind of third element on the front or rear suspension is prohibited.

T14.2 Dallara Automobili (2008 onwards) Dampers

(a) Each automobile manufactured by Dallara Automobili with a year of manufacture on or after 1 January 2008 must be fitted with a maximum of two (2) front and two (2) rear dampers, as supported by the automobiles manufacturer, as detailed below:

Front	FCOM0268	Dallara Automobili
Rear	FCOM0268	Dallara Automobili

(b) The bump and rebound of the dampers listed in (a) is adjustable, and the damper can be repacked

T14.3 Mygale (2008 onwards) Dampers

(a) Each automobile manufactured by Mygale with a year of manufacture on or after 1 January 2008 must be fitted with a maximum of two (2) front and two (2) rear dampers, as supported by the automobiles manufacturer, as detailed below:

Front	F.02.14.121.A Mygale
Rear	F.02.14.007.B Mygale

(b) The bump and rebound of the dampers listed in (a) is adjustable, and the damper can be repacked

T14.4 2005-2007 Dampers

(a) Each automobile with a year of manufacture on or after 1 January 2005 and before 31 December 2007 must be fitted with a maximum of two (2) front and two (2) rear dampers.

(b) Each damper may only have one (1) adjustment for bump and one (1) for rebound. Four way adjustable dampers are forbidden.

T15 AERO COMPONENTS

T15.1 Definitions

For the purpose of T15, the following definition shall apply:

“**Same configuration**” means either:

- (a) As supplied by the manufacturer; or
- (b) Having the same aerodynamic form and same aerodynamic function as the original component as supplied by the manufacturer.

T15.2 National Class

Any automobile entering in the National class shall only use aerodynamic components of the same configuration as those supplied by the automobile manufacturer for the era of the automobile, save for:

(a) Any automobile manufactured by Dallara Automobili with a year of manufacture between 1 January 2002 to 31 December 2004, may interchange the rear floor extension with those of the same configuration as listed below:

Rear Floor Extension

F30510A005

Dallara Automobili

T16 SKID BLOCK

For an automobile with a year of manufacture between 1 January 2008 to 31 December 2011, it is compulsory to remove the Skid Block listed in Article 3.14 of the Formula 3 Regulations.