



2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship Sporting and Technical Regulations



Version 1	Date Published 16/02/15
<u>Version 2</u>	<u>Date Published 14/08/15</u>

2015 CAMS Australian FORMULA 3 Australian Drivers Championship Sporting Regulations

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2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship Sporting Regulations

S1 TITLE and JURISDICTION

S1.1 Title

This Championship shall only be known as and referred to as the “2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship for the Gold Star”.

S1.2 Authority / Jurisdiction

- (a) Each event in the 2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship (Championship) shall be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Sporting and Technical Regulations issued for this Championship by CAMS; Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Stewards of the Meeting and any Driver Briefing Notes issued by the Clerk of the Course at a meeting.
- (b) This Championship has been sanctioned by CAMS as a National Championship.
- (c) Formula 3 Management Pty Ltd has been appointed as the Category Manager (CM) by CAMS for this Championship.

Contact Details: Formula 3 Management Pty Ltd (ABN 18 090 526 640)

Ian Richards

20 Staite Street, Wingfield

SA 5013

Email: management@formula3.com.au

S2 ADMINISTRATION

S2.1 Personnel

The following personnel have been appointed to the Championship by CAMS and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the RMSR.

- (a) Technical Commissioner (TC) Fred Severin
- (b) Category Administrators (CA) Shane Rogers and Ian Richards

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Championship, each Competitor must hold a current CAMS Competitor's Licence and be a party to a current agreement with the CM.

S4 AUTOMOBILE ELIGIBILITY

Each automobile must comply with the provisions of the 2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship Technical Regulations to be eligible to compete in the Championship.

S4.1 Classes

Each automobile shall be nominated in one of the following classes as defined in the 2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship Technical Regulations:

- (a) Australian Formula 3 Championship Class
- (b) National Class
- (c) Invitation Class
- (d) Kumho Cup Class

S4.2 Replacement Automobiles

Following the commencement of the first qualifying session of each round of the Championship, 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 Championship, a Driver must hold a current CAMS Provisional Circuit Licence (PC) or higher and be registered for the Championship with the CM.

S5.2 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Championship, 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 CM.

S6 CHAMPIONSHIP ROUNDS

The Championship shall be conducted over seven (7) rounds as detailed in the Championship Calendar below. Each race conducted as a part of the Championship shall count in determining the final results.

S7 CHAMPIONSHIP CALENDAR

The Championship will be conducted over the following rounds:

Round	Date	Circuit	Round Format
1	27-29 March	Sandown Raceway	1
2	22-24 May	Phillip Island	1
3	12-14 June	Winton Raceway	1
4	3-5 July	Sydney Motorsport Park	1
5	7-9 August	Queensland Raceway	1
6	18-20 September	Phillip Island	1
7	16-19 October	Wakefield Park	2

S8 ROUND FORMAT

The number, length and format of track sessions shall ultimately be negotiated between the CM and the event organiser prior to a round of the Championship 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 1

- (a) Practice - Three (3) x 20 minute practice sessions
- (b) One (1) x 20 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 30 minute race (expressed as a number of laps)

S8.2 Round Format 2

- (a) Practice - Three (3) x 20 minute practice sessions
- (b) One (1) x 20 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 30 Minute race (expressed as a number of laps)
- (f) Race 4 - One (1) x 30 Minute race (expressed as a number of laps)

S8.3 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 Round Format 1 Grid Determination

- (a) **Race 1:** The grid for Race 1 shall be determined as detailed in the RMSR 5.3 Grid Positions – Progressive Grid.
- (b) **Race 2:** The Grid for Race 2 shall be determined as detailed in RMSR 5.3 Grid Positions – Progressive Grid, except that the first four finishing positions from Race 1 shall be reversed.
- (c) **Race 3:** The Grid for Race 3 shall be determined as detailed in RMSR 5.3 Grid Positions – Progressive Grid for the first race, except that the second fastest lap time achieved by each driver in qualifying shall be used.

S9.2 Round Format 2 Grid Determination

- (a) **Race 1:** As per regulation S9.1 (a).
- (b) **Race 2:** As per regulation S9.1 (b)
- (c) **Race 3:** As per regulation S9.1 (c)
- (d) **Race 4:** The grid for Race 4 shall be determined as detailed in RMSR 5.3 Grid Positions – Progressive 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

The start procedure for each race shall be as detailed in the RMSR – Championship Start – Standing Start.

S11 AWARDS and POINTSCORE

S11.1 Prizes and Trophies

- (a) Additional prizes, trophies and awards shall be as determined by the CM and shall be advised to each Competitor.
- ~~(b) The winner of the Australian Formula 3 Championship Class shall be awarded the CAMS Gold Star.~~
- ~~(e)~~ Trophies shall be awarded at each round to the first, second and third driver of an eligible automobile based on their outright finish in the final race where points are awarded.

- (dc) A trophy shall be awarded at each round to the first driver of an eligible automobile in the National Class in the final race where points are awarded.
- (ed) A trophy shall be awarded at rounds 1, 4, 5 and 7, to the first driver of an eligible automobile in the Kumho Cup Class in the final race where points are awarded.
- (fe) The winner of the Championship must be present at the annual CAMS Motorsport Awards Prize Giving Ceremony. Failure to attend the ceremony by the winner shall be deemed an infringement of these regulations unless prior agreement has been given by CAMS and may result in the loss of points and/or awards

S11.2 Pointscores

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

- (a) **Australian Formula 3 Championship 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) **Kumho Cup Class** – Points shall be awarded to each driver of an eligible automobile based on their relative finishing position within their class for rounds 1, 4, 5 and 7 only.
- (d) **Invitation 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, depending on which Round Format is being utilised
 - (i) Round Format 1

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

(ii) Round Format 2

Finishing position in class for Races 1 & 2	Points	Finishing position in class for Races 3 & 4	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) Any race which is stopped, and not restarted, and during which less than 50% of the race distance has been completed by the leader shall be deemed a non race in respect of Championship points and no points shall be awarded.
- (d) Any race which is stopped, and not restarted, during which 50% – 75% of the race distance has been completed by the leader shall be deemed to have been completed in respect of Championship points but only 50% Series points shall be awarded.
- (e) Any race which is stopped during which 75% or more of the race distance has been completed by the leader shall be deemed to have finished and full Championship points shall be awarded.
- (f) In addition to the above, one (1) Point shall be awarded to each Driver placed in the highest grid position in each Class for Race 1 at each Round.
- (g) In addition to the above, one (1) Point shall be awarded to each Driver that achieves the fastest lap time in each Class in each race of the season.
- (h) The driver gaining the highest points total over the seven (7) rounds of the Australian Formula 3 Championship Class shall be declared the winner of that Class and the Championship.
- (i) The driver gaining the highest points total over the seven (7) rounds of the Championship in National and Invitational Class shall be declared the winner in that Class.
- (j) The driver gaining the highest points over the four (4) Rounds of the Championship in the Kumho Cup Class where points are awarded shall be declared the winner of that Class.
- (k) In the event of a tie at the end of the Championship, 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 Championship Registration and Entry

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

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 Race Officials) 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 TC or 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 TC or 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 TC or 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 TC 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 TC. If an automobile exits pit lane to the paddock/garage during qualifying it shall not be permitted to re-join that session.

- (b) Any Driver that causes a red flag during a qualifying session shall have their fastest lap time for that session prior to the red flag excluded.

S12.5 Pit Lane

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.

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 TC.

S12.7 Practice Starts

Practice starts are only permitted at the pit lane exit or at the start of any formation (green flag) lap.

S12.8 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.

S12.9 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 CM. This team member/s must monitor RMC from the time the automobiles are released from the pit/paddock garage.

S12.10 Weighing of Automobiles during Qualifying Sessions

The racing weight obtained from the scales provided by the CM 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.

S12.11 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 CM), 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 Pit Lane Speed Limit

The pit lane speed limit of 60 km/h must be respected at all times while an automobile is in pit lane, notwithstanding what speed limit signs are on display.

S12.14 Pre-event Practice

Each competitor and automobile must comply with all provisions of the 2015 CAMS Australian FORMULA 3 Australian Drivers Championship Sporting Regulations and the 2015 CAMS Australian FORMULA 3 Australian Drivers Championship Technical Regulations at all times during pre-event practice. Only tyres that have been marked for use at a previous round of the Championship may be used during pre-event practice.

S12.15 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.

S13 TYRES

S13.1 Tyre Regulations

- (a) Each automobile must only be fitted with the tyres supplied by Kumho Tyre Australia Pty Ltd , as detailed below, at all times during a meeting. With the exception of wear resulting from normal usage, each tyre must remain unmodified.

Dry Tyres	Front	200/550R13	Kumho Ecsta	S700 Slick Tyre
	Rear	240/570R13	Kumho Ecsta	S700 Slick Tyre
Wet Tyres	Front	180/550R13	Kumho Ecsta	W700 Wet Racing Tyre
	Rear	240/570R13	Kumho Ecsta	W700 Wet Racing Tyre

Please note: Each tyre must be marked AUSF3.

- (b) 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 TC at each race meeting as detailed in the Championship Calendar and these marked tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that race meeting. An unlimited number of the nominated wet tyres may be used for each round of the Championship. 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.
- (c) Each competitor must present each tyre for marking to the TC prior to the commencement of the first qualifying session of each race meeting.

- (d) Competitors are responsible for ensuring that each tyre is marked or re-marked as appropriate. If the tyres are not marked for any reason or the markings become illegible, the Competitor must notify the TC or his nominee immediately.
- (e) The TC may permit the competitor to replace marked tyres with another tyre at a race meeting under the following conditions:
 - (i) The TC 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 race meeting, 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 TC will 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.
- (f) The use of any tyre heating, heat retention devices or chemical treatments are prohibited.
- (g) If qualifying and/or racing is scheduled on more than one (1) day at any round of the Championship, the TC may impound any tyres overnight at his sole discretion.
- (h) Each competitor may purchase eight (8) new tyres (4 x front & 4 x rear) at the first round of the Championship in which they compete with four (4) of these tyres (2 x front & 2 x rear) being marked by the TC and permitted for use only during practice and the other four (4) tyres (2 x front & 2 x rear) being marked by the TC and permitted for use only during qualifying and races as detailed above.

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

S14 FUEL

For the duration of a meeting, competitors must use only Elf Racing Fuel type WRF supplied by the official fuel supplier as detailed below or their appointed representative:

Race Fuels

Mark Tierney

BH: 0419 511 517

Email: info@racefuels.com.au

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 TC. Fuel testing may be carried out by the TC at any time throughout a meeting upon request.

Please note: 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

In addition to the requirements detailed in Appendix 1 of these regulations and those stated below, each automobile must comply with Schedule K of the CAMS Manual of Motor Sport.

S15.2 Competition Numbers

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

The CM 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/Championship Sponsor Decal

- (a) Three number panels shall be provided by the CM prior to the start of the Championship 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 Championship 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 CM prior to the start of the Championship 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 Championship 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 Championship 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 Championship television broadcast network to be displayed on the automobile at the discretion of the CM. Further decals shall be available at each round.

S15.5 Tyre Supplier

Each competitor shall be provided with decals promoting the Official Tyre Supplier to the Championship that must be displayed in a position as approved by the CM. 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 2014 Australian Formula 3 Championship or who has registered to compete in, or who has already scored championship points in the 2015 Championship.
- (c) Formula 3 Automobile - A Formula 3 Automobile is any automobile that complies with the provisions of the 2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship Technical Regulations and the 2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship Sporting Regulations.

S16.2 Testing Restrictions – Recognised Drivers

Following the completion of the first round of the Championship, through until the completion of the last round of the Championship, 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 CM 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 CM. Applications for approval to conduct a Test Day must be received by the CM at least five (5) business days prior to the scheduled Test Day commencing.
- (d) Each competitor and automobile must comply with each provision of the 2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship Sporting Regulations and the 2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship 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 CM, 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 Championship commencing unless the Test Day has been approved or organised by the CM.
- (g) Non recognised drivers may test without restriction on any circuit that has already conducted and concluded its allocated round/s of the 2015 Championship, or any circuit that is not on the Championship schedule.

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 CM.

S16.4 State Championship Race Meeting

Recognised drivers competing in the 2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship may compete in CAMS State Championship rounds that permit Formula 3 cars to compete.

- (a) Competition by registered drivers in State Championship rounds will count towards the 8 days of testing allowed per driver.
- (b) Each two-day State Championship round entered will count as one (1) day of testing towards the allocation.
- (c) Each single-day State Championship round entered will count towards the testing allocation pending discussion and judgement by the CM.

S17 ENGINE SEALING

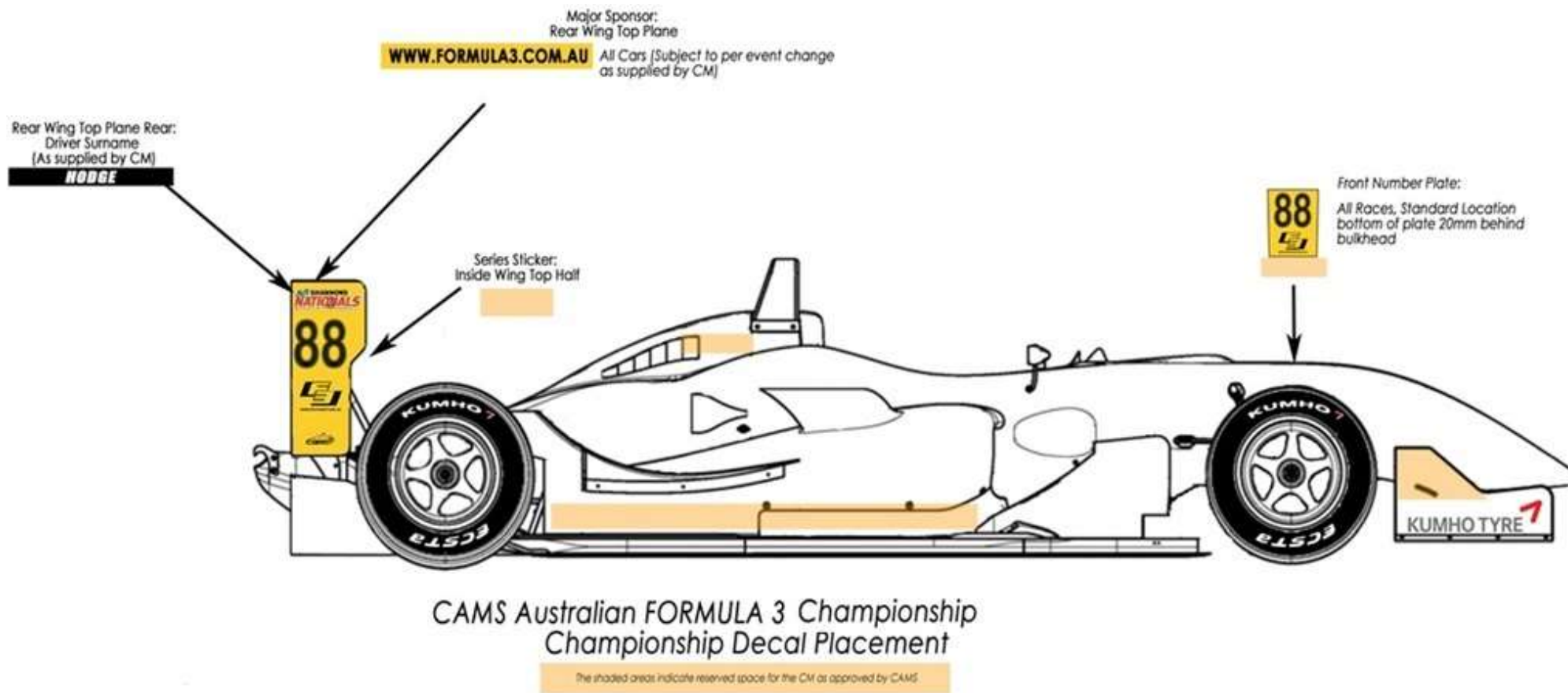
- (a) Any engine supplied by a manufacturer or serviced by an engine rebuilder that is supplied with seals must have those seals in place at all times.
- (b) Where overseas engines are sealed by the engine builder, the TC may require documentary evidence to demonstrate the eligibility of these engines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

S18 IN-CAR CAMERAS

- (a) Each automobile must be fitted with an in-car camera as detailed in the 2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship Technical Regulations. The in-car camera system must be switched on and remain fully operational to record video images for the duration of all practice sessions, qualifying sessions and races.
- (b) The in-car camera system must be installed according to the specification provided by the CM 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.
- (c) The video images recorded by the in-car camera system must be provided to the CM and/or the Stewards of the Meeting at any time upon request. Retrieval of vision from cameras supplied by Formula 3 Management prior to approval from the CM is prohibited.

APPENDIX 1

Automobile Markings



2015 CAMS Australian FORMULA 3 ~~Australian Drivers~~ Championship

Technical Regulations

T1 PREAMBLE

T1.1 Definition of Category

Australian Formula 3 is for automobiles that comply with the provisions of Article 275 Appendix J of the FIA 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 FIA Technical Regulations

Each automobile shall at all times comply with the relevant FIA technical regulations, as published in Article 275 of Appendix J, including amendments issued by FIA 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 CHAMPIONSHIP CLASSES

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

T2.1 Australian Formula 3 Championship

This class is for automobiles constructed in accordance with the FIA 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 FIA 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.

T2.3 Kumho Cup Class

The class is for automobiles constructed in accordance with the FIA Formula 3 regulations that applied in the year of manufacture between 1st January 1999 and 31st December 2004.

T2.4 Invitation 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, and subject to a current log book issued by CAMS or the relevant ASN.

T3 AMENDMENTS TO THE FIA REGULATIONS

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

Amendments to FIA 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

T4 MINIMUM WEIGHT

- (a) The Weight (as defined in FIA International Sporting Code Appendix J, Article 1.8 of Article 275) for automobiles fitted with the following engines must not be less than 550kg:
- (i) HWA Mercedes M271 v2
 - (ii) Volkswagen A19
- (b) The weight (as defined in FIA International Sporting Code Appendix J, Article 1.8 of Article 275) for all automobiles not listed in regulation T4(a) 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 FIA 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 the FIA.

T5.2 1 January 2005 to 31 December 2007 Automobiles

Each automobile constructed in accordance with the FIA 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 the FIA; 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 FIA 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 FIA 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 FIA 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 FIA international Sporting Code Appendix J, Article 5.5 of Article 275 at all times during a round of the Championship (Control of the intake system)

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 FIA homologated by the manufacturer.

T8 SIGNALS TO/FROM AUTOMOBILE

No signal of any kind 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 CM reserves the right, with the prior approval of CAMS, 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 Dorian Data-1 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 all practice, qualifying and racing and all practice at official F3 test sessions.

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 CM. The system can be supplied by the CM.

This in-car camera system must be installed in accordance with all instructions provided by the CM, 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 CM.

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

T13 REAR WING HEIGHT

Each automobile constructed in accordance with the FIA 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 and Kumho Cup Class

Any automobile entering in the National or Kumho Cup 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 ACCIDENT DATA RECORDER

The Accident Data Recorder referred to in FIA Appendix J, Article 8.4 of Article 275 is not required to be fitted by the ASN.