



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

PRESS INFORMATION

FIA FORMULA ONE WORLD CHAMPIONSHIP PROCEDURES

Following amendments made to the event procedures, the following detailed briefing note has been prepared for the Press:

QUALIFYING

General :

- Other than any car required to enter the pits if the session is stopped, any car returning to the pits without completing three laps will not be permitted to join the track again.
- ***Whenever possible all relevant information will be shown on the timing monitors.***
- ***Under exceptional circumstances, such as wet weather for example, the qualifying sessions may be extended to ensure that all eligible drivers are able to complete a flying lap.***
- If, in the opinion of the stewards, a driver deliberately stops on the circuit or impedes another driver in any way, his qualifying time from the relevant session will be cancelled.
- If more than one car fails to record a time during the first session they will start their second qualifying session laps in first session order reversed.
- If more than one car fails to record a time during the second session they will start the race in second session order reversed.
- All cars entering the pits, other than those required to enter the pits if the session is stopped, will be required to stop in the weighing area for technical checks. After weighing, the scrutineers will then move the cars to the central FIA parc fermé, the procedures thereafter are laid out below.
- As drivers will only be permitted one minute to leave the pits to complete each of their qualifying runs we will permit working in the fast lane of the pits immediately before and during both qualifying sessions. Cars may only be taken to the pit exit five minutes before they are due to start their qualifying run and, under normal circumstances, we will expect any such work to be restricted to starting the engine and any associated last minute preparation.
- For the avoidance of doubt, any car leaving the pits may pass another which is stationary in the fast lane but all Team personnel working on a car in the fast lane must ensure that other cars are able to leave the pits unhindered.

Normal procedure :

a) The following procedure will be used in both qualifying sessions :

- Each driver will be given one minute to join the track, this will be signalled by the pit exit light turning green. The first green light will be shown at 14.00 ***(at 13.00 on Saturday during Events held in North America).***

- **Thirty** seconds after each driver crosses the Line to start his flying lap, other than those 5th, 10th and 15th in sequence, the pit exit light will be turned green for one minute for the following driver.
 - The pit exit light for the 6th, 11th and 16th cars in sequence will be turned green for one minute **sixty seconds after** the previous car enters the pits after completing three laps.
- b) Any driver failing to leave the pits in the allotted minute will not be permitted to take any further part in that qualifying session. Under these circumstances the green light for the next car, **other than one which is 6th, 11th and 16th in sequence**, will be turned on two minutes later. **If any car 5th, 10th or 15th in sequence fails to leave the pits during the allotted minute the green light for the following car will be turned on two minutes after the previous car enters the pits.**

Cars stopping on the circuit :

- a) **If a car stops on the circuit red flags will normally be shown and the driver concerned** will not be permitted to take any further part in that qualifying session. **Unless a longer stoppage is deemed necessary (in which case at least two minutes warning will be given)** the pit exit light will be turned green five minutes after the signal to stop was given and five minutes will be added to the session time. Any **car obliged to** return to the pits **under these circumstances, having not completed a flying lap**, may be refuelled and the tyres may be changed, **the driver will then** be permitted a further attempt to qualify.
- b) **However, if the stopped car is in a safe position, or can be removed quickly without hindering another driver attempting to qualify, the session will continue. Under these circumstances :**
- **if any** car stops on its out lap, other **than one which is 5th, 10th or 15th in sequence**, the green light for the following car will be shown **two minutes later**;
 - **if any car 5th, 10th or 15th in sequence stops on its out lap the green light for the following car will be turned on two minutes after the previous car enters the pits**;
 - **if any car 5th, 10th or 15th in sequence stops on its flying lap or in lap the green light for the following car will be shown two minutes later.**

Cars returning to the pits before completing three laps :

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

PARC FERME FOLLOWING THE FIRST QUALIFYING PRACTICE SESSION

All cars which complete a flying lap during the first qualifying practice session will be stopped in the weighing area and weighed. Some cars, selected at random, will be detained for further checks and released as soon as possible after the end of the session.

Whilst the cars are being detained three appropriate members from each Team will be permitted in the FIA's central parc fermé at any one time for the purpose of :

- fitting cooling devices;
- fitting a fuel breather;
- checking tyre pressures;
- connecting a jump battery under the supervision of the FIA;
- downloading data by physical connection to the car under the supervision of the FIA;
- fitting water heaters;
- engine oil may be drained;
- changing tyres before the car is pushed back to the Team's garage;
- carrying out any work required by the FIA Technical Delegate;
- removing, refitting or checking on board cameras, timing transponders and any associated equipment.

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

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

PARC FERME FOLLOWING THE SECOND QUALIFYING PRACTICE SESSION

General :

The parc fermé procedure has two purposes. First, to check the cars for general conformity with the Technical and Sporting Regulations and, secondly, to ensure that in each case the car which is scrutineered, qualified and raced is one and the same.

Every car which took part in the second qualifying session, or was intended for use during the session (in the event of a driver failing to leave the pits), will be required in parc fermé. Any car which failed to leave the pits during the session must be taken to the parc fermé immediately. If a car is damaged during the session the FIA Technical Delegate may make alternative arrangements according to the level of damage and any other circumstances he deems relevant.

Accordingly, each car will be deemed to be in parc fermé from the time at which the pit exit light turns green for the start of its qualifying run on Saturday until the green lights are illuminated at the start of the formation lap which immediately precedes the first start of the race.

Between these times Teams may carry out the following work :

- cooling devices may be fitted;
- changes to improve the drivers comfort. In this context anything other than addition or removal of padding (or similar material) and adjustment of mirrors and pedals may only be carried out with the specific permission of the FIA Technical Delegate;
- a fuel breather may be fitted;
- bodywork (excluding radiators) may be removed and / or cleaned;
- cosmetic changes may be made to the bodywork;
- any part of the car may be cleaned;

- any parts which are removed from the car in order to carry out any work specifically permitted below must remain close to it and, at all times, be visible to the scrutineer assigned to the relevant car;
- fluids used for replenishment must conform to the same specification as the original fluid;
- on board cameras, timing transponders and any associated equipment may be removed, refitted or checked.

For safety reasons, no fuel may be added to or removed from the car between the second qualifying session and the race. This will avoid the danger that in a search for extra performance during qualifying, the car could be assembled in a manner which, while optimum for qualifying with a minimal fuel load, might be unsuitable or even dangerous at the start of the race.

Immediately after entering the pits :

All cars which take part in the second qualifying practice session will be stopped in the weighing area, weighed and then held in the central parc fermé until the session is finished. The weight of the car at this time (without driver) will be used as a reference in the event of a driver using another race car and for comparison with the weight of the car immediately before the pit lane opens for the race.

Whilst the cars are being held we will allow three appropriate members from each Team (not three per car) to be in the FIA's central parc fermé at any one time for the purpose of:

- checking tyre pressures;
- connecting a jump battery under the supervision of the FIA;
- downloading data by physical connection to the car under the supervision of the FIA;
- fitting water heaters;
- engine oil may be drained;
- changing tyres before the car is pushed back to the Team's garage. These, or any other tyres, may be used when the car is returned to the central parc fermé the same evening and back to the Team's garage on Sunday morning. The wheels and tyres used for qualifying will be marked and / or sealed by the scrutineers before being released to the Team;
- carrying out any work required by the FIA Technical Delegate.

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

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

Saturday afternoon :

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

- wheels may be removed;

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

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

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

Sunday :

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

- repair of bona fide accident damage;
- wheels and tyres may be removed, rebalanced, tyre pressures adjusted and tyre heating devices fitted;
- other than when a change of climatic conditions has been confirmed, during all reconnaissance laps every car must be fitted with the same wheels and tyres as the driver used for his qualifying lap, the race must also be started with these same wheels and tyres. If one or more tyres are damaged, and are deemed unusable by the FIA Technical Delegate, they may be replaced by other tyres which have been used for a greater number of laps than the damaged ones.
- with the exception of fuel, fluids with a specific gravity less than 1.1 may be drained and / or replenished, however, no replenishment may take place less than one hour before the pit lane opens for the race unless specific approval has been given by the FIA. In order to ensure that fluids are not being used as ballast, and that the car is therefore being raced as it was qualified, the FIA reserves the right to weigh cars at random during the hour preceding the opening of the pit lane. When a car is weighed in this way its weight must be within 3kg of its weight at the completion of its qualifying lap, if not, fluids other than fuel may be replenished or drained under FIA supervision;

- draining and / or addition of compressed gases;
- the aerodynamic set up of the front wing may be adjusted using the existing parts. No parts may be added, removed or replaced.
- on board electrical units may be freely accessed via a physical connection to the car;
- removal of spark plugs to carry out an internal engine inspection and cylinder compression checks;
- engines may be started (an external fuel pressurising system may be used if necessary but only fuel on board the car may be used for running the engine);
- the main electrical battery and radio batteries may be changed and a jump battery connected;
- the brake system may be bled;
- tape may be applied to bodywork joints and fasteners;
- if the FIA technical delegate is satisfied that changes in climatic conditions necessitate alterations to the specification of a car tyres may be changed and changes may be made to the brake cooling ducts and radiator exit ducts. The changes listed above may be made at any time after the message "CHANGE IN CLIMATIC CONDITIONS" is shown on the timing monitors, from this point the choice of tyres, brake cooling ducts and radiator exit ducts is free.

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

If a Competitor wishes to change an engine whilst the car is being held under parc fermé conditions the relevant driver will be required to start the race from the back of the starting grid. If more than one car is involved they will line up at the back of the grid in qualifying order.

If a Competitor wishes to modify any part on the car or to make changes to the set up of the suspension these may only be carried out for genuine reasons deemed as such by the FIA Technical Delegate. In order to ensure that any such changes are not being made for strategic purposes, any car involved must be submitted for re-scrutineering once the pit lane has closed for the race.

In order to avoid congestion, any driver(s) intending to start the race from the pit lane after re-scrutineering must drive to the pit exit and stop in a line in the fast lane. Working in the fast lane will be permitted but we will expect any such work to be restricted to starting the engine and any associated last minute preparation. When the pit exit is opened cars must leave in the order they arrived at the pit exit unless another car is unduly delayed. At all times drivers must follow the directions of the marshals if necessary.

One scrutineer will be allocated to each car for the purpose of ensuring that no unauthorised work is carried out whilst cars are being held under parc fermé conditions. If any such unauthorised work is carried out a report will be made to the Stewards of the Meeting.

A list of parts replaced with the specific agreement of the FIA Technical Delegate will be published and distributed to all Teams prior to the race.

In order that the scrutineers may be completely satisfied that no alterations have been made to the suspension systems or aerodynamic configuration of the car (with the exception of the front wing) whilst in post-qualifying parc fermé, it must be clear from physical inspection that changes cannot be made without the use of tools.

SPARE CARS

Between 10.00 and 16.00 on the day before first practice all cars will undergo initial scrutineering and, when complete, one scrutineering label will be issued for each car and these must be permanently attached to the relevant car for the entire Event. Two further scrutineering labels will also be issued to every team for each practice session and the race. Once these are attached to a car they may not be removed during a practice session and, other than when a spare car is needed during a qualifying session, no car may go on to the track **or to the pit exit whilst the light is green** unless it is carrying both scrutineering labels relevant to the car and session or race.

Prior to the start of each qualifying practice session each team must nominate which two cars it intends to use for that session, this must be done by attaching the second scrutineering labels. If a driver wants to change to a spare car after the start of the session that car must carry the same fuel load as his original car and, to ensure that this is the case, the original car will be weighed at the end of the session for comparison purposes.

In order to allow a team to adjust the fuel load in the spare car if it is needed, the requirements of Article 94 of the 2003 F1 Sporting Regulations will only apply to the two original race cars.

If requested, additional scrutineering labels will be issued **at the pit exit** for any spare cars present fifteen minutes before the start of the formation lap.

If a driver decides to use a spare car for the race, and is therefore obliged to start from the pit lane, no restrictions on fuel load or the use of tyres will be applied and the original car will remain under parc fermé conditions until the start of the formation lap.

In order to avoid congestion, any driver(s) intending to start the race from the pit lane must drive to the pit exit and stop in a line in the fast lane. Working in the fast lane will be permitted but we will expect any such work to be restricted to starting the engine and any associated last minute preparation. When the pit exit is opened cars must leave in the order they arrived at the pit exit unless another car is unduly delayed. At all times drivers must follow the directions of the marshals if necessary.

If a car is damaged in an accident which necessitated a race stoppage within the first two laps a spare car may be used **and the driver may take the re-start from his original grid position.**

In accordance with Article 156 of the Sporting Regulations any driver forced to start from the pit lane during the first start will be able to start from **his** original grid position at the re-start in either car.

If a driver wishes to use another race car for the race, as opposed to a spare car, he must start the race with the same amount of fuel that remained in his original car following the second qualifying session. This will be established by weighing the car and comparing it with that taken during the second qualifying session, no variation greater than 3kg will be permitted.

SCREENS AND COVERS

From the beginning of scrutineering onwards, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the garages, pit lane or grid, unless we are satisfied that any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

In an attempt to be clear, and in addition to the above, the following are not permitted :

- engine, gearbox or radiator covers whilst engines are being changed or moved around the garage;
- covers over the spare wings when they are on a stand in the pit lane not being used;

- parts such as spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted :

- covers which are placed over damaged cars or components;
- a transparent tool tray, no more than 50mm deep, placed on top of the rear wing;
- warming or heat retaining covers for the engine and gearbox on the grid;
- a rear wing cover designed specifically to protect a mechanic starting the car from fire;
- tyre heating blankets;
- a cover over the car in the central parc ferme overnight;
- a cover over the car in the pit lane or grid if it is raining.

The following are permitted for the Monaco Grand Prix only :

- covers over spare engines and gearboxes in the pit lane;
- covers over the cars when they are in a queue for the weighing platform if the public are admitted to the area at the time.

Montreal, June 13, 2003