



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

2014 FIA FORMULA 3 EUROPEAN CHAMPIONSHIP

Clarification Note N°1 – to all FIA F3 European Championship Competitors

Geneva, 7 March 2014

Dear Competitors,

❖ **F3 Technical Regulations Article 1.22 Gearbox assembly - Shift lock mechanism**

When using the mandatory Bosch / Megaline paddle type gearshift mechanism specified in the 2014 Formula 3 Sporting Regulations, Article 27.11, the following parts may be removed from the gearbox and replaced by a plug:

- FTR-210-35 x1 - Reverse Lockout Plunger
- FTR-210-36 x1 - Reverse Lockout Plug
- ORI-001 x1 - O Ring
- SCR-121 x2 - Socket Capscrew
- SPR-058 x1 - Compression Spring

❖ **F3 Technical Regulations Article 10.4 Suspension dampers**

It should be understood that any damper within the suspension system of the car has to comply with the present requirements, regardless of its position (e.g. corner damper or third element). In addition, it should be understood that dampers with maximum two-way adjustment comply with the present requirements.

❖ **F3 Technical Regulations: Article 11.3.4 Brake calipers**

It should be understood that all components originally delivered as part of a homologated brake caliper assembly (e.g. pistons) form part of the homologation perimeter and thus may not be modified.

❖ **F3 Technical Regulations Article 11.4 Air ducts**

In order to satisfy the technical delegate that the primary purpose of the air ducts described in Article 11.4 is cooling the brakes, the following restrictions will apply:

- 1) For the fixation of air ducts to the upright, a maximum of four studs may be used. The studs must have a circular cross section with a maximum diameter of 15 mm.
- 2) Except for fixations, each air duct must comprise a flat rigid plate, parallel to a vertical plane through the inner face of the rim, of a maximum thickness of 5 mm. A radius of maximum 5 mm at the edges of the plate is permitted.
- 3) Each air duct may also incorporate one simple scoop for the sole purpose of guiding air into the rim.

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❖ **F3 Sporting Regulations Article 22.6**

During the first hour of the first official test day (as mentioned in Article 22.2), unregistered tyres, provided by the designated tyre supplier on any other occasion, may be used. After the first hour and on the following days, only tyres as mentioned in Article 22.6 may be used.

❖ **F3 Sporting Regulations Articles 27.4, 27.6 and F3 Technical Regulations Article 3.14.2**

Only the surfaces visible in the areas described in the relevant articles are concerned by the restrictions. Areas of the same part which are not visible may be modified, provided the weight of the modified part is not less than the weight of the original part.

❖ **F3 Sporting Regulations Articles 27.9 and F3 Technical Regulations Article 3.14.2**

The weight, shape and design of the following parts, concerned by the above-mentioned articles, may not be changed. It is not required to use parts supplied by the rolling chassis manufacturer.

- F31204A003 Front wing RH
- F31204A004 Front wing LH
- F31219A007 Rear wing RH
- F31219A006 Rear wing LH
- F31203C001 Rear skid
- F31203C002 Front skid
- F31203C003 Floor wood (chassis bib)
- F31203C004 Floor wood (front floor)
- F31203C005 Floor wood (rear floor large)
- F31203C006 Floor wood (rear floor small)

❖ **F3 Sporting Regulations Articles 27.17**

The engine noise will be assessed at an engine speed of 4500 rpm. A tolerance of + 1 dB(A) will be taken into account for the measurement procedure.

Please feel free to contact us with any questions you may have.

Yours sincerely,

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