



2026 MONACO EVENT

03 to 07 June 2026

From	The Stewards	Document	63
To	The Team Manager, Van Amersfoort Racing	Date	06 June 2026
		Time	22:15

The Stewards, having received a report from the Technical Delegate, have considered the following matter and determine the following:

No / Driver 14 - Hiyu Yamakoshi

Competitor Van Amersfoort Racing

Time 17:56

Session Race 1

Fact The front push rod LH - CPL (part number: F32506D001) of car #14 was mounted on the right-hand side of the car and the front push rod RH - CPL (part number: F32506D002) was mounted on the left-hand side of the car.

Infringement Breach of Articles 1.5.3 and 17.1 of the FIA Formula 3 Technical Regulations.

Decision Car 14 is disqualified from the Sprint Race classification. All other drivers move up in the classification.

Reason The Stewards summoned and heard the driver and team representative (document 61) and the FIA Formula 3 Technical Delegate.

During the hearing the team representative acknowledged that the facts as stated above are true and correct: specifically, that the front push rod LH - CPL (part number: F32506D001) of car #14 was mounted on the right-hand side of the car and the front push rod RH - CPL (part number: F32506D002) was mounted on the left-hand side of the car.

The team representative disputed that these facts constitute a breach of the FIA Formula 3 Technical Regulations. (For the sake of convenience any and all Article references hereinafter contained are with respect to the FIA Formula 3 Technical Regulations.)

While the Technical Delegate's report included a reference to Article 1.5.2, it is not alleged that the parts in question were modified. They were not. The question at hand is whether the parts were installed on the wrong side of the car.

The FIA Technical Delegate and the team representative both referred to the language of Article Article 1.5.3 and Article 17.1. The relevant part of Article 1.5.3 provides, "For the avoidance of doubt the original design and construction of the car must be maintained at all times." Article 17.1 titled General Principles begins, "The complete car is divided into three types of parts. The parts are classified in the spare parts catalogue."

The stewards find that the "original design and construction of the car" is illuminated by Article 17.1. It is clear that the car is made up of parts and that the parts are specified in the spare parts catalogue.

The front pushrod is depicted on page 006D of the spare parts catalogue which also includes line references to “front push rod LH – CPL” (part number: F32506D001) and “front push rod RH – CPL” (part number: F32506D002) are listed on page 006G of the catalogue.

The Technical Delegate explained that the front push rod LH is meant to be installed on the left hand side of the car, and vice versa. The team’s contention is that “LH” and “RH” are not defined within the spare parts catalogue as “left side” and “right side” and that, in the absence of a formal definition, the matter is unclear, vague and easily subject to misinterpretation. Given the alleged ambiguity, they feel that the car is compliant notwithstanding the facts of the installation.

The stewards acknowledge that references to left or right with respect to a race car are taken to mean left or right from the driver’s point of view. Having considered the matter extensively, the stewards determine that the abbreviations LH and RH, which are used extensively throughout the catalogue, and are so commonplace within the world at large as to not reasonably require express definition within the sophisticated world of Formula 3. Furthermore, if the team had any confusion about what the abbreviations meant they had ample opportunity to seek clarification from the Technical Delegate and they did not do so.

The stewards also note that the lower front wishbones (part number: F32506G001 and F32506G002) to which these parts connect are also designated and labeled as LH and RH. The Technical Delegate confirmed that the wishbones were correctly installed on the expected left hand and right hand sides of the car. In this case, the team connected front pushrod LH to front lower wishbone RH, and vice versa.

The team points out that regardless of a parts name, many part's can only successfully be installed on one side of the car. While that may be true, the stewards believe that even in face of alleged ambiguity or confusion, the team ought to notice that the parts that wind up on the right hand side of the car are designated RH, and that the parts that wind up on the left hand side of the car are designated LH. Accordingly, the stewards further determine the meaning of LH and RH should be clear to the team based on its overall experience with the car and its numerous parts over time.

The stewards determine that the front push rod LH – CPL must be installed on the left hand side of the car and that the front push rod RH – CPL must be installed on the right hand side of the car. The stewards determine that Articles 1.5.3 and 17.1 of FIA Formula 3 Technical Regulations have therefore been breached and that the standard penalty of a disqualification needs to be applied for such an infringement.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 5 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

Steve Pence

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The Stewards