Real Federación Española
de Automovilismo

TECHNICAL REGULATION
2025

2025 EUROCUP-3 TECHNICAL REGULATIONS

Everything which is not explicitly authorized:

- **in these regulations,**
- **in the Tatuus & Alfa Romeo part classification's nomenclature,**
- **in the Tatuus & Alfa Romeo User Manual,**
- **in the Tatuus & Alfa Romeo FIA Homologation Form,**
- **and any official Eurocup-3 technical bulletins, that may be published during the 2025 Eurocup-3 season,**

IS STRICTLY FORBIDDEN

All these documents will be issued to each Competitor registered for the 2025 Eurocup-3 season.

IMPORTANT: All competitors must ensure that every person of their technical staff that have to work on the car of their team has access to all the necessary technical documentation needed to operate the Eurocup-3 in conformity with the present regulations. Being not aware of a technical document released by the Championship Promoter during the season will not be retained as a relevant point in case of protest.

Only the official measuring tools of length, mass, pressure or capacity used by the Eurocup-3 Technical Scrutineers will be retained as valid for the measured values. All these tools must comply with the General Prescriptions of the Real Federación Española de Automovilismo. All the tools will be available for the competitors during the 2025 Eurocup-3 season to make their own measures or to calibrate their own tools.

The following technical regulations applying to Eurocup-3 are issued by the Championship Promoter in agreement with the Real Federación Española de Automovilismo.

1. DEFINITIONS

1.1. Eurocup-3 car

Automobile designed solely for speed races on circuits or closed courses.

1.2. Automobile

Land vehicle running on at least four non-aligned complete wheels, of which at least two are forsteering and at least two for propulsion.

1.3. Land vehicle

A locomotive device propelled by its own means, moving by constantly taking real support on the earth's surface, of which the propulsion and steering are under the control of a driver aboardthe vehicle.

1.4. Bodywork

All entirely sprung parts of the car in contact with the external air stream, except cameras, camera housings, the secondary roll structure and associated fixings and fairings and the parts definitely associated with the mechanical functioning of the Power Unit, transmission and running gear. Airboxes and radiators are considered to be part of the bodywork.

1.5. Wheel

Flange and rim. Complete wheel: Flange, rim and tyre.

1.6. Complete wheel

Wheel and inflated tyre. The complete wheel is considered part of the suspension system.

1.7. Automobile make

In the case of Formula racing cars, an automobile make is a complete car. When the car manufacturer fits a Power Unit which it does not manufacture, the car shall be considered a hybrid and the name of the Power Unit manufacturer shall be associated with that of the car manufacturer. The name of the car manufacturer must always precede that of the Power Unit manufacturer.

Should a hybrid car win a Championship Title, Cup or Trophy, this will be awarded to the manufacturer of the car.

1.8. Event

An event shall consist of official practice and the race.

1.9. Weight

Is the weight of the car in running order with the driver aboard wearing his equipment and all fuel tanks as they are.

1.10. Engine cubic capacity

The volume swept in the cylinders of the engine by the movement of the pistons. This volume shall be expressed in cubic centimeters. In calculating engine cubic capacity, the number π shallbe 3.1416.

1.11. Supercharging

Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over theweight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging.

1.12. Intake system

All the elements between the cylinder head and the external side of the air restrictor.

1.13. Main structure

The fully sprung structure of the vehicle to which the suspension and/or spring loads are transmitted, extending longitudinally from the foremost front suspension on the chassis to therearmost one at the rear.

1.14. Sprung suspension

The means whereby all complete wheels are suspended from the body/chassis unit by a springmedium.

1.15. Active suspension

Any system which allows control of any part of the suspension or of the trim height when thecar is moving.

1.16. Cockpit

The volume which accommodates the driver.

1.17. Survival cell

A continuous closed structure containing all fuel tanks and the cockpit.

1.18. Composite structure

Non-homogeneous materials which have a cross-section comprising either two skins bondedto each side of a core material or an assembly of plies which form one laminate.

1.19. Telemetry

The transmission of data between a moving car and anyone connected with the entry of thatcar.

1.20. Semi-automatic gearbox

One which, when the driver calls for a gear change, takes over the control of one or more ofthe Power Unit, clutch and gear selectors momentarily to enable the gear to be engaged.

1.21. Cockpit padding

Non-structural parts placed within the cockpit for the sole purpose of improving driver comfortand safety. All such material must be quickly removable without the use of tools.

1.22. Electronically controlled

Any command system or process that utilises semi-conductor or thermionic technology.

1.23. Open and closed sections

A section will be considered closed if it is fully complete within the dimensioned boundary towhich it is referenced, if it is not it will be considered open.

1.24. Engine

The internal combustion engine including ancillaries, sensors, actuators and control systemsnecessary for its proper function.

1.25. Power Unit

The engine, complete with its ancillaries, the energy recovery system and all sensors, actuatorsand control systems

necessary to make them function at all times.

1.26. Auxiliary circuit

The auxiliary circuit includes the ECU, engine actuators, auxiliary battery, alternator(if fitted),fuel pump, rain light, radio, camera, logger, GCU, gearshift compressor and/or gear shift actuators.

1.27. Power circuit

The power circuit consists of all those parts of the electrical equipment that are used for driving the vehicle.

1.28. Single supplier parts

The following parts must be from a single supplier for all competitors in a championship:

- Engine including ECU and mechanical engine installation such as bellhouse, spaceframe, brackets, etc.- Gearbox including optional paddle shift system.
- Suspension dampers.
- Rims.

1.29. Car center line

The straight line running through the point halfway between the centers of the two forward skid block holes and the center of the rear skid block hole (see Drawing 1).

2. REGULATIONS

2.1. Publication date for amendments

The Spanish Motorsport Federation will publish all changes made to these regulations. All such changes will take effect according to the log table at the beginning of the regulations.

Changes made for safety reasons may come into force without notice.

2.2. Permanent compliance with regulations

Automobiles must comply with these regulations in their entirety at all times during an event.

2.3. Measurements

All measurements must be made while the car is stationary on a reference surface established by the Technical Delegate.

2.4. Technical passport and FIA chassis test report

All competitors must be in possession of a technical passport for their car which will be issued by the relevant ASN Eligible cars.

Only Eurocup-3 with Tatuus Racing TR318 chassis and ALFA ROMEO ATM-AR-F3R Power Unit are eligible.

2.5. Modifications to car design

2.5.1. General

The complete car is divided into three types of parts.

This classification may be found in the Part classification’s nomenclature for Tatuus Chassis, released by the manufacturer. This document may vary during the year.

Type 1: These parts must be supplied by the manufacturer and used exactly as supplied. Repairsmay be carried out only by the manufacturer.

Type 2: These parts are Type 1 parts with specific restrictions. Only the modifications indicated in the homologation may be carried out. Repairs are allowed only in the range described in the homologation.

Type 3: These parts are unrestricted, provided that they are used as designed by themanufacturer and do not fulfil any additional function.

The above-mentioned parts classification and the user manual form part of the homologation,both documents will be supplied by the respective manufacturer.

The adding of color or thin adhesive film up to a thickness of 0.5 mm is not considered as a modification, provided that the color or film fulfils only an optical function.

A modification is understood as the transformation of an element by means of retiring or adding material or the variation in its chemical composition.

2.5.2. Standard mounting parts

Standard mounting parts, such as screws, nuts, bolts, washers and lock washers, are consideredas Type 3 parts unless specifically mentioned in the homologation. They may be replaced with equivalent or superior standard parts.

The thread type, size, length and pitch must remain the same.The use of locking wire is permitted.

Any type of standard mounting part which has an influence on the car set-up is considered as aType 1 part unless specifically mentioned in the homologation.

Only Type 3 washers may be removed.

Washers may be added only for facilitating and improving mechanical installation. They mayinfluence the set-up of the car only when specifically mentioned in the homologation.

2.5.3. Protection

Heat protections, mechanical protections (such as abrasion protection or tape) and protectionsfor driver comfort may be added, provided that their sole function is the protection of the relevant element and unless specifically mentioned in the homologation.

In any case, the protection must be approved and included in a Technical Note issued by the Organizing Committee.

2.5.3.1. Dismountable protections

It is authorized to install a protection for the front of the bodywork floor. This protection must be supplied by the Championship and marked with the corresponding hologram.

It is authorized to install a protection for the brake lines and for the wheel tethers. This protection must be supplied by the Championship and marked with the corresponding hologram.

2.5.3.2. Approved protections

1. The addition of adhesive tape thermal insulation to the rear face of the survival cell, engine bay side, to reduce the heat transmission to the passenger compartment and the fuel tank.
2. Add a heel rest for driver comfort.

3. The addition of non-slip tape to the pedals.
4. In general, the addition of rubber pieces, adhesive tapes or electrical insulators to locally protect pipes or cables from friction or contact with other elements of the vehicle.
5. The addition of pipe or wiring spacers by means of flanges or similar pieces.
6. The addition of thermal insulation in the wheel speed sensor.
7. The addition of rubber tape between the radiator and the intercooler to reduce friction between them.
8. The addition of rubber tape on the perimeters of the radiators and the intercooler with the ducts that fix them to reduce friction between them.
9. The addition of adhesive tape on the edge of the outermost part of the air inlet of the sidepods to protect the vinyls from small impacts.
10. The addition of protective tape on the front edge of the floor to protect the part from small impacts.
11. The addition of protective tape on the carbon seat to prevent friction with the harness straps.
12. The addition of adhesive tape on the headrest to protect it from friction with the FHR and the driver's helmet.
13. The addition of transparent adhesive tape on the camera support to protect the lens from small impacts.
14. The addition of a thermal protection around the fuel outlet and return lines that exit the tank and pass over the engine.
15. It is possible to install the camera module in the chassis by means of a support with silent-blocks to reduce its vibrations.
16. It is allowed to install an independent Anderson type connector, which goes directly to the battery, for the sole purpose of recharging the batteries without having to remove them from the vehicle.
17. Quick couplings are allowed to be installed in the coolant residual and engine oil vent pipes.

2.5.4. Bodywork

The modification of bodywork parts and bodywork supports is allowed only to ensure proper installation despite manufacturing tolerances.

2.5.5. Quick couplings

The use of quick couplings for brake, clutch and fuel lines is allowed, provided that FIA-approveddry couplings are used.

The homologated lines can be modified for the solely purpose of adding these quick couplings.

3. BODYWORK AND DIMENSIONS

3.1. Definitions

3.1.1. Height measurements

All height measurements will be taken normal to and from the reference plane.

3.2. Overall dimensions

3.2.1. Width

The overall width of the car including complete wheels shall not exceed 1850mm, with thesteered wheels in the straight-ahead position.

3.2.2. Bodywork - General

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

It is authorized to use the LDF (Low Downforce) configuration, completely and as indicated in the technical bulletin TB_EC323_001b_ LDF_KIT, in any event of the Eurocup-3.

3.2.3. Skid block

Beneath the surface formed by all parts lying on the reference plane, a rectangular skid blockmust be fitted. It must:

a) Have a minimum thickness of 2.0 mm.

b) Have a uniform thickness of at least 5 mm when new.

c) Have no holes or cut outs other than those necessary to fit the skid block to the car.

d) Have four precisely placed 80 mm diameter holes the positions of which are detailed inDrawing 1 ~~10~~.

e) Be fixed symmetrically about the center line of the car in such a way that no air maypass between it and the surface formed by the parts lying on the reference plane.

The front and rear edge of a new skid block may be chamfered over a distance of 50mm to adepth of 3mm.

In order to establish the conformity of the skid block after use it's thickness will only be measured around the four 80mm diameter holes, the minimum thickness must be respectedin at least one place on the circumference of all four holes.

It is authorized to paint the lower face of the skid block with the sole purpose of check its wear.

4. WEIGHT

4.1. Weight

The weight of the car must not be less than 680 kg according to article 1.9.

4.2. Ballast

Ballast can be used according to the Tatuus vehicle User Manual.

Adding during the race

The adding to the car during the race of any liquid or other material whatsoever or the replacement during the race of any part with another materially heavier is forbidden.

5. POWER UNIT

5.1. Power Unit homologation

Only Power Unit which have been homologated in accordance with the Formula 3 Regional Homologation Regulations may be used during an event. Only ALFA ROMEO ATM-AR-F3R Power Unit is allowed.

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

5.2. Fuel tanks

5.2.1. The fuel tank must be the homologated one and in compliance with the FIA standard FT5-1999.

5.2.2. No rubber bladders shall be used more than five years after the date of manufacture, unlessinspected and recertified by the manufacturer for a period of up to another two years.

5.3. Fittings and piping

All apertures in the fuel tank must be closed by hatches. All fuel lines between the fuel tank and the engine must have a self-sealing breakaway valve.No lines containing fuel, cooling water or lubricating oil may pass through the cockpit.

5.3.1. All lines must be fitted in such a way that any leakage cannot result in the accumulation offluid in the cockpit.

5.3.2. No hydraulic fluid lines may have removable connectors inside the cockpit.

5.4. Crushable structure

The fuel tank must be completely surrounded by a crushable structure.

5.5. Tank fillers

5.5.1. Tank fillers must not protrude beyond the bodywork. Any breather pipe connecting the fuel tank to the atmosphere must be designed to avoid liquid leakage when the car is running, and its outlet must not be less than 250mm from the cockpit opening.

All tank fillers must be designed to ensure an efficient locking action which reduces the risk ofaccidental opening following a crash impact or incomplete locking after refuelling.

5.5.2. All cars must be fitted with a self-sealing connector which can be used by the scrutineers toobtain fuel from the tank.

This connector must be the type approved by the FIA.

5.6. Refuelling

5.6.1. Refuelling during the race is forbidden.

5.6.2. Refuelling the car on the grid is forbidden.

5.6.3. All the refuelling and fuel-out must be carried out through the dry-break quick couplings homologated and indicated by the manufacturer for that purpose.

5.6.4. Any storage of fuel on board the car at a temperature of more than ten degrees centigradebelow the ambient temperature is forbidden.

5.6.5. The use of any specific device, whether on board or not, to decrease the temperature of thefuel below the ambient temperature is forbidden.

6. OIL AND COOLING SYSTEMS

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

The only engine oil accepted is:

- Ravenol RSS SAE 10W60

The product reference is: 1141100.

6.1. Gearbox oil

The o only gearbox oil accepted is:

- Ravenol Racing Gearoil 75W-140

The product reference is: 1221111.

6.2. Oil replenishment

No oil replenishment is allowed during a race.

6.3. Cooling fluids

Only ambient air, water, anti-freeze and oil are permitted in the car cooling systems.

6.4. Oil checks

Checks of the oils previously mentioned can be done.

Theses analysis will be done by the oil manufacturer and according to their own control methods.

The manufacturer will report the result of the analysis to the Technical Delegate, who will report the result to the Stewards.

For the analysis a single sample per type of oil, that will be sealed by the scrutineers and signed by the competitor or his representative.

A second sample will be taken, in the same conditions as the previous one, that will be kept by the RFEDA to be used in case of appeal.

7. ELECTRICAL SYSTEMS

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

7.1. Starter

The starter must be capable of starting the engine at all times.

7.2. Starting the engine

A supplementary device temporarily connected to the car may be used to start the engineboth on the grid and in the pits.

7.3. Auxiliary battery

The auxiliary battery must be installed inside the survival cell, on the floor behind the driver'sseat.

7.4. Data logger, sensors, dashboard and/or steering wheel display

7.4.1. Data logger

The chassis must be equipped with a data logging system.The ECU must be used as data logger.

It must be possible to restrict competitor access to at least the channels.

The channels must be stored for Power Unit support and scrutineering purposes.

7.5. Marshalling System / FCY / VSC Interface

The car has to be designed to fit an optional Marshalling System providing the followinginterfaces:

- Provisions for a connection between ECU and ADR for the Marshalling System
- Provisions for power supply and CAN communication with ECU, ADR and Marshalling System for a timing transponder
- Provisions to install antennae for GPS and radio communication
- An additional speed limiter at 80 km/h to be used during a FCY or VSC phase
- CAN communication Interface

The detailed requirements can be found in the Appendix to the Technical Regulations.

8. TRANSMISSION TO THE WHEELS

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

8.1. Gearbox homologation

Only gearboxes which have been homologated in accordance with the Formula 3 Regional Homologation Regulations may be used during an event.

8.1.1. Only the standard gearbox ratios, defined as 14.1.1. “Gear option 01” in the Tatuus T318 User Manual, are allowed.

9. SUSPENSION AND STEERING

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

9.1. Suspension dampers

Must be original, as supplied by the manufacturer, and without any modification.

9.1.1. The use of any kind of bump stop is prohibited.

9.2. Steering

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

10. BRAKES

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

10.1. Separate circuits

All cars must have a brake system which has at least two separate circuits operated by the samepedal. This system must be designed so that if leakage or failure occurs in one circuit, the pedalshall still operate the brakes on at least two wheels.

Only a sole mechanical brake bias adjustment is permitted.

10.2. Brake discs

10.2.1. Only the *PFC* brake discs provided by the Promoter are allowed. Their brand reference numbers are:

- 280.26.0042.452 (left side)
- 280.26.0042.462 (right side)

Any disc must be mounted in the side it is designed for.

10.2.2. Brake discs must not be drilled. Additionally, all discs must have a minimum thickness of 24.0 mm along its entire friction surface.

10.2.3. The weight of a used brake disc must not be less than 3760 g. The weight of a complete but used brake disc assembly must not be less than 4160 g.

10.3. Brake calipers

10.3.1. All brake calipers must be made from aluminum materials with a modulus of elasticity nogreater than 80 Gpa.

10.3.2. There must be no more than four brake caliper pistons on each wheel.

10.3.3. The weight of a brake caliper must not be less than 1200 g.

10.3.4. Only the *PFC* brake pads provided by the Promoter are allowed. Brake pads must be marked with the official logo of the Championship. Their brand reference number is 7735.15.20.54.

10.3.5. Only the brake fluid *Ravenol Racing Brake Fluid R325+* is allowed. Its brand reference number is 1350604.

10.4. Brake pressure modulation

Any device or construction the purpose and or effect of which is to provide non-linear brake system pressures (other than any inherent mechanical non-linearity) is forbidden.

11. WHEELS AND TYRES

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

11.1. Location

Complete wheels must be external to the bodywork in plant view, with the rear aerodynamicdevice removed.

11.2. Wheel material

All wheels must be a single piece type, made from homogeneous metallic materials.

11.3. Dimensions and weights

11.3.1. Tyre

DIMENSIONS

	Manufacturer: HANKOOK		Dimensions
	Slick	Rain	Slick / Rain
FRONT	F200	Z216	230/560R13
REAR	F200	Z217	280/580R13

Wheel bead diameter: 330mm (+/-2.5mm)

11.3.2. These measurements will be taken horizontally at axle height.

11.4. Wheel retention

All cars, whilst under their own power, must be fitted with a device which will retain the wheelfastener in the event of it coming loose.

A safety spring must be in place on the wheel nut throughout the event and must be replacedafter each wheel change. These springs must be painted fluorescent red or orange.

Alternatively, another method of retaining the wheels may be used, provided it has beenapproved by the FIA.

Each wheel must be fitted with two tethers which complies with FIA standard 8864-2013 providing a minimum energy absorption of 6kJ (FIA Technical List Nº.37).

11.5. Pressure control valves

Pressure control valves on the wheels are forbidden.

11.6. Aerodynamic influence

Any device, construction or part of the wheel that is designed for the purpose of guiding or influencing the airflow through the wheel, or whose purpose is anything other than transferringload from the tyre to the wheel hub, is forbidden.

12. COCKPIT

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

12.1. Clutch, brake and throttle pedal

The clutch, brake and throttle pedal may only be operated by the driver's foot. Any device or construction that is designed to influence the clutch or brake pressure or the throttle openingby any other means is forbidden.

The only exception to the above are homologated functionalities provided by the ECU.

13. SAFETY EQUIPMENT

Must be original, as supplied by the manufacturer, and without any modification unless permitted by these regulations.

13.1. Fire extinguishers

13.1.1. All cars must be fitted with a fire extinguishing system from the FIA Technical List N°16 :"Extinguisher systems homologated by the FIA". It must be active at all times when the car leaves the box.

13.1.2. The number of nozzles in the cockpit and Power Unit compartment must be the same asdescribed in the installation manual.

13.1.3. Each pressure vessel must be equipped with a means of checking its pressure which may varyaccording to the type of extinguishant used. The fill pressure is indicated on the FIA label.

13.1.4. All parts of the extinguishing system must be situated within the survival cell and all extinguishing equipment must withstand fire.

13.1.5. The system must work in any position, even when the car is inverted.

13.1.6. Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way thatthey are not directly pointed at the driver.

13.2. Master switch

13.2.1. The driver, when seated normally with safety belt fastened and steering wheel in place, mustbe able to cut off all electrical circuits to the ignition, all fuel pumps and the rear light by means of a spark proof circuit breaker switch.

This switch must be located on the dashboard and must be clearly marked by a symbolshowing a red spark in a white edged blue triangle.

13.2.2. There must also be two exterior horizontal handles which are capable of being operated from a distance by a hook. These handles must be situated at the base of the main roll over structure on both sides of the car and have the same function as the switch described in Article14.2.1.

13.3. Rear view mirrors

13.3.1. All cars must have at least two mirrors mounted so that the driver has visibility to the rear andboth sides of the car. The installation must be according to the regulations.

13.3.2. The scrutineers must be satisfied by a practical demonstration that the driver, when seatednormally, can clearly view the vehicles behind.

For this purpose, the driver shall be required to identify any letter or number, 150mm high and100mm wide, placed anywhere on boards behind the car, the positions of which are detailed below :

Height: from 400mm to 1000mm from the ground.

Width: 2000mm either side of the center line of the car.

Position: 10m behind the rear axle line of the car.

13.4. Safety belts

The wearing of two shoulder straps, one abdominal strap and two straps between the legs is mandatory. These straps must be securely fixed to the car and must comply with FIA standard8853-2016.

13.5. Cockpit padding

13.5.1. All cars must be equipped with the following areas of padding for the driver's head which:

a) Are made from a material which is corresponding to the specification : CONFOR CF45 (Blue) or CONFOR CF45M (Blue) (FIA Technical List n°17)

b) Are positioned to be the first point of contact for the driver's helmet in the event of animpact projecting the helmet towards the padding;

Are installed such that if any movement of the helmet during an accident, were to compress the foam fully at any point, the helmet would not make contact with anystructural part of the car.

Furthermore, for the benefit of rescue crews the method of removal must also be clearlyindicated.

Any void between each of these areas of padding must also be completely filled with the samematerial.

13.5.2. If necessary, and only for driver comfort, an additional piece of padding no greater than 10mmthick may be attached to this headrest provided it is made from the same material.

13.5.3. Whilst normally seated, two side areas of padding must be installed each side of the driver. If necessary, and only for driver comfort, an additional piece of padding no greater than 20mmthick may be attached to this headrest provided it is made from the same material which incorporates a low friction surface.

13.5.4. In order to minimize the risk of leg injury during an accident, padding must be fitted each side of, and above, the driver's legs.

13.6. Seat, seat fixing and removal

13.6.1. In order that an injured driver may be removed from the car in his seat following an accident, all cars must be fitted with a seat complying with the FIA Specification for Extractable Seats in OpenCockpit Cars.

13.6.2. The seat must be removable without the need to cut or remove any of the seat belts.

A test must be carried out on the seat when fitted to a fully representative car with the driver present. Once the buckle has been released it must be possible to extract the seat from the carwithout any further adjustment of the harness. The seat must be moved in a direction following the vertical axis of the car.

13.6.3. Any seat insert made from foam must be covered with a non-flammable and non-combustible material.

13.7. HALO

The homologated HALO device of the FIA Standard 8869-2018 must be used at all times.

The installation and maintenance must follow the instructions of the homologation and the Technical Manual.

14. FUEL

14.1. Fuel

The fuel must comply with ISC Appendix J Article 252.9.1. As well as the sporting regulations of the championships.

14.2. Air

Only air may be mixed with the fuel as an oxidant.

15. FINAL TEXT

The final text for these regulations shall be the English version which will be used should any disputearise over their interpretation.

Headings and typeface in this document are for ease of reference only and do not form part of theseTechnical Regulations.

Drawing 1

F4-59) Skid block - **unmounted**