

Appendix L to the International Sporting Code

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CHAPTER I : FIA INTERNATIONAL DRIVERS' LICENCES

1 - GENERAL

The issuing of all FIA International Driver's Licences is governed by the regulations of the International Sporting Code and in particular by arts. 45, 47, 70 and Chapter VIII thereof. This chapter of Appendix L specifies grades, qualification requirements and the validity of licences for circuit racing in arts. 2 to 7, for historic car events in art. 8, for drag racing in article 9 and for handicapped drivers in art. 10.

The term "championship" as used in this chapter includes trophies, cups and challenges.

2 - GRADES OF LICENCES FOR CIRCUIT RACING

Super licence: Formula One World Championship for Drivers.

Grade A: Formula One, FIA International F3000 Championship, CART/ IRL Championships.

Grade B: all FIA championship races not included hereabove, all other full international races, other races, categories and championships as may be specified in the national regulations of the ASN of the organising country.

Grade C: the minimum requirement for all races listed on the FIA international calendar but not included hereabove (excepting events for historic cars and for handicapped drivers).

Each grade is valid for racing on banked oval speedway circuits, in the categories of cars indicated. However, it is recommended that the ASNs of countries with such circuits should insist that drivers new to oval racing be required to satisfy appropriate performance and regularity tests on such a circuit in order to obtain an authorisation to participate.

3 - QUALIFICATION FOR GRADE C

The Grade C licence is issued by the driver's ASN, which will determine the criteria to be met, which must include a period of probation with the highest grade of national licence.

4 - QUALIFICATION FOR GRADES A AND B

4.1) Grade A or B licences are issued by the driver's ASN, after it has verified that the driver's results, competence and conduct are satisfactory.

4.2) To qualify for Grade B the driver's ASN must ascertain that, within the 24 months prior to the application he/she has finished and been classified in at least 5 national championship or international races.

4.3) To qualify for Grade A, the requirements of point 4.2) must have been satisfied and in addition the driver's ASN must ascertain that, within the 24 months prior to the application he/she has finished in the first 5 places in the general classification of 5 races for which the Grade B licence is required, or, in the current or previous year, has finished in the first 5 of the final classification of a championship for which the Grade B licence is required. The FIA may require the ASN to submit the driver's record for examination.

4.4) In order to maintain the qualification for a Grade A or B licence, the driver must participate in at least one international event of the appropriate category per 12 month period, or otherwise must again be observed, to the satisfaction of the licensing ASN, during practice for an international event.

5 - QUALIFICATION FOR THE SUPER LICENCE

5.1) The Super licence is issued by the Formula One Commission, on its sole decision, following a specific request and recommendation from the driver's ASN, accompanied by his/her record of results, and on the following conditions:

i) the driver is party to an agreement with a team entered in the FIA F1 World Championship to race a Formula One car in the Championship in the year of application as first, second or reserve driver,

ii) the driver is the holder of a Grade A licence,

iii) the driver:

- either a): has been classified in the first 4 of the final classification of the FIA F3000 International Championship within the previous 2 years,

- or b): has been classified in the first 3 in at least 5 races, or in the first 6 in at least 10 races, of the FIA F3000 International Championship, within the previous 2 years,

- or c): has been classified in the first 3 of the final classification of the Japanese F3000 Championship within the previous 2 years,

- or d): has been classified in the first 6 of the final classification of the Indy Racing League (IRL) series or of the CART Championship series in the United States within the previous 2 years,

- or e): is the current champion of the principal National F3 Championship of one of the following countries: Great Britain, France, Germany, Italy, Japan, (the title is considered valid for 12 months from the last race of his or her championship season),

- or f): has started in at least 5 races counting for the F1 World Championship for Drivers the previous year,

- or g): (exceptionally), has a record of results which is judged sufficient, unanimously, by the Bureau of the Formula One Commission and has driven at least 300km in a current F1 car at racing speeds, over a maximum period of 2 days, certified by the ASN of the country in which the test took place. Only results obtained with single-seater formula cars will be taken into consideration. Should the members of the Bureau not agree unanimously, the Commission in its entirety will be consulted.

In this case, the complete application must be received by the FIA at least 14 days before scrutineering for the first F1 World Championship event in which the candidate is to compete.

iv) the annual Super licence fee is paid to the FIA.

5.2) The driver's name will remain on the list of those eligible for the Super Licence for 12 months; if at the end of this period

he/she no longer fulfils the above criteria, the case may be reviewed by the Formula One Commission.

5.3) A driver accepted under the terms of iii) g) above will be so for a probationary period of one year during which the Super Licence will be granted provisionally for three months at a time and subject to review.

6 - LICENCES FOR ALL INTERNATIONAL HILLCLIMB, RALLYCROSS, AUTOCROSS AND OTHER LOOSE SURFACE CIRCUIT RACES AND WORLD AND INTERNATIONAL SPEED RECORD ATTEMPTS

The Grade C licence is required.

7 - LICENCES FOR TRUCK RACING

The Grade B licence is required for FIA Championship races for Super Race Trucks; the Grade C licence is required for all other truck races. Results achieved in truck races are not necessarily valid to qualify for a higher grade of licence.

8 - INTERNATIONAL DRIVER'S LICENCE FOR HISTORIC CAR EVENTS

8.1) The FIA Historic International Driver's Licence is valid, within the category of cars for which it is issued, for all FIA sanctioned speed events for historic cars and is compulsory for such events unless the driver is a holder of any grade of the normal FIA International driver's licence (see Articles 2 to 5).

Speed events are, for the purpose of competitions for historic cars, events where speed is the determining factor for the results or where an average speed of over 50kph will be attained.

8.2) FIA Historic International Driver's Licences are subject to all rules concerning International licences set out in the FIA International Sporting Code, Chapters 2 and 8.

8.3) The FIA Historic International Driver's Licence will be distinguished by a large H overprint.

8.4) ASNs issuing the licences will be responsible for determining the qualifications required for the different grades.

8.5) Licences are valid for the following categories of cars as defined in the international regulations for historic cars.

Grade H1: all historic cars except for Thoroughbred Grand Prix.

Grade H2: "Vintage" racing cars; racing cars up to 2000cc post 1930; Sports and Sports-Prototype cars over 1100cc and up to 2500cc; all Grand Touring cars.

Grade H3: all pre-war Sports cars; post-war Sports and Sports-Prototypes cars up to 1100cc; Grand Touring cars up to 2500cc.

Grade H4: Historic Regularity Rallies only.

NB: any grade of the normal FIA International driver's licence is valid for all historic cars and is obligatory for Thoroughbred Grand Prix.

9 - LICENCES FOR DRAG RACING

9.1) The FIA International Drag Racing Licence is valid within the categories of cars for which it is issued, for all FIA sanctioned Drag Racing events and is compulsory for such events.

9.2) The FIA International Drag Racing Licence is subject to all rules concerning International licences set out in the FIA International Sporting Code, chapters 2 and 8 and to art. 10.4 of the FIA General Regulations for Drag Racing.

9.3) The FIA International Drag Racing Licence will be distinguished by a large DR overprint.

9.4) ASNs issuing the licences will be responsible for determining the qualifications required for the different grades.

9.5) The licences are valid for the following categories of cars, as defined in the international regulations applicable to Drag Racing.

	Type A (over 125")	Type B (up to 125")	Type C (bodied)
Class 1	Top Fuel	Funny Car	Pro Stock
Class 2	TMD	TMFC	-
Class 3	-	-	-
Class 4	ET 7.50-9.99	ET 7.50-9.99	-

The holder of a licence in a particular class may race in slower classes of the same type (for example, a type A Class 1 licence holder is authorised to compete in A/2 and A/4). Moreover, any other FIA driver's licence may replace a Class 4 drag racing licence.

10 - ISSUING OF INTERNATIONAL LICENCES FOR HANDICAPPED DRIVERS

10.1) Special licence for handicapped persons:

With the exception of progressive or chronic illnesses which preclude the practice of motor sport (see 1.5a) of chapter II) and disqualifying visual disorders (see 1.4 of chapter II), any person with an acquired or congenital handicap and who, in the opinion of his national Medical Commission (where applicable) or of a doctor designated by the ASN may not obtain an international driver's licence (see 1.5b of chapter II), may obtain an International licence for handicapped persons, if all the conditions stated below are fulfilled:

10.2) Conditions of issue:

a) the criteria for the awarding of this licence are judged on three levels :

- medical: evaluation of the physical possibilities of the applicant.
- sporting: evaluation of the driving possibilities of the applicant, evaluation of his capacity to extract himself from a vehicle in case of immediate danger (accident, fire, etc.).

- technical: the driver's ASN must issue to him a certificate indicating the modifications which must be made to his vehicle.

b) the handicapped driver having applied for the licence shall be examined either by a member of the National Medical Commission in countries where such a body exists, or otherwise by a physician appointed by the National Sporting Authority.

If the examining physician agrees that a licence for handicapped persons should be granted, the applicant must undergo a driving test, preferably on a circuit and in the presence of an official from a Sporting Authority in order for his capacities to be appraised.

Furthermore, as mentioned earlier, his possibilities for extracting himself as quickly as possible, shall be judged at the same time. Specifically, he must move from a sitting to a standing position; must in a prone position, turn easily over both ways; must be able to extricate himself vertically using an arm, and in the same way be able to exit laterally.

Finally, the applicant must submit a technical form, describing any modifications which have been made to his vehicle.

Once the National Sporting Authority has received medical, technical and sporting evaluations, it will take the final decision as to the granting or denial of the International licence for handicapped drivers.

10.3) Practice of motor sport for holders of a licence for handicapped persons:

10.3.1. Holders of a licence for handicapped persons may only participate in events in which a separate start is given to each competitor. Their participation is subject to the agreement of the ASN of the country of the event and of the ASN which issued the licence.

10.3.2. Nevertheless and subject to compliance with the conditions of issue stated above, certain holders of the international licence for handicapped drivers may take part in international circuit competitions, with a grouped start, with the exception of international single-seater races (F1, F3000).

Such a dispensation may be applied for if:

a) the licence-holders were included on an FIA seeded or graded drivers list, were formerly Super licence holders, or have proved considerable accomplishments in competition driving, and are still able to perform well, in spite of their handicap;

or:
b) the licence holders are handicapped drivers who have graduated from a homologated driving school recognised by the ASN, and capable of attaining a performance equal to that of non-handicapped drivers from the same school.

Requests for special dispensations must be submitted to the ASN of the driver concerned and sent to the FIA. These will be subject to the approval of the Medical Commission and the Circuits Commission. In the event of a disagreement between these two commissions, the World Council will decide.

10.3.3 The secretary of a meeting in which both handicapped and non-handicapped persons are competing should ensure that the rescue services are aware of the competition numbers of the cars of the holders of a licence for handicapped persons.

CHAPTER II : REGULATIONS FOR THE MEDICAL EXAMINATION OF DRIVERS

1 - ANNUAL MEDICAL VISIT FOR APTITUDE

1.1) Field of application of the medical control:

The indications given below in 1.2) to 1.5) inclusive, are necessary and sufficient for obtaining any licence.

1.2) Annual medical aptitude examination:

All drivers wishing to take part in automobile competitions held under the legislation of the Federation Internationale de l'Automobile are required to undergo an annual medical aptitude examination in order to obtain a driver's licence from the National Sporting Authority.

The medical examination must be carried out by a doctor of medicine authorised to practise in the country which issued the licence. Where appropriate, the ASN may lay down special conditions.

1.3) Medical examination form:

In each country, the National Sporting Authority, in accordance with local legislation or customs, must draw up and print a medical form for distribution to all applicants for a licence. This medical form must stipulate all the tests to which the drivers will be submitted, as indicated hereafter. It will be signed by both the examining doctor and the driver concerned, above the stamp of the ASN.

The prescribed tests are as follows:

- a) determination of blood group and RH factor compulsory only in those countries where required by law.
- b) eyesight test.
- c) orthopaedic tests.
- d) maximum or below maximum stress test (under ECG control) for drivers over 45 years of age (valid for 2 years).

Note: In those countries where laws or customs so demand, the national form may prescribe additional tests.

At the foot of the medical certificate, the applicant must sign a declaration stating that:

- i) the information given to the doctor regarding his present state of health and previous medical history is correct.
- ii) he undertakes not to use any drug considered illegal (International Olympic Committee list of doping classes and methods).

1.4) Eyesight standards required:

a) visual acuity (before or after correction, sight for each eye should be at least 9/10). Furthermore, any subject whose visual acuity in one eye only is diminished and cannot be corrected and who necessarily has contralateral vision, whether corrected or not, equal to or greater than 10/10, may obtain a driver's licence under the following conditions and after examination by a competent ophthalmic specialist:

- field of vision equal to or greater than 200°,
- functional stereoscopic vision,
- condition of the fundus excluding pigmentary retinal damage,
- any old or congenital damage shall be strictly unilateral.

Blindness in one eye is absolutely excluded.

- b) normal binocular vision.
- c) normal colour vision (recourse to the Ishihara tables in doubtful cases and to the Beyne Lantern or a similar system in cases of error); in any case, no errors in the perception of the colours of the flags used in international competitions.
- d) normal field of vision.
- e) normal stereoscopic vision (licence should not be issued to applicants who are blind in one eye).
- f) the wearing of contact lenses is permitted provided that:
 - these shall have been worn for a period longer than 12 months and for a significant period every day.
 - they are certified as satisfactory for motor racing by the ophthalmic specialist who supplied them.

1.5) List of illnesses and disabilities incompatible with the practise of motor sport or requiring a medical assessment by a body approved by the ASN (Medical Commission, or in its absence a doctor approved by the ASN):

a) Incompatible illnesses and disabilities: epilepsy with behavioural effects, or under treatment; amputations, except in the case of fingers where the gripping function in both hands is unimpaired; orthopaedic appliances, if the functional result is not equal or near to normal; free movement of the limbs impeded by more than 50%.

b) Illnesses or disabilities requiring a medical assessment by a body approved by the ASN: insulin-dependent diabetes, on condition that a confidential document proving the regular supervision of the party concerned and of his treatment is submitted to the medical body approved by the ASN and that the medical certificate of aptitude (see 1.6) bears the

wording "medical supervision necessary"; myocardial infarction and myocardial ischaemia, valvular disease or other abnormal cardio-vascular conditions, functional limitation of the articulations of the hand superior to 50% and affecting two or more fingers of the same hand; orthopaedic appliance allowing the party concerned to recover normal or near normal functional activity; psychiatric conditions.

1.6) Duties of the doctor carrying out the examination:

The doctor responsible for carrying out the medical aptitude test is obliged to use the national medical form presented by the applicant, filling in all the necessary details. The applicant must then immediately send this document to the relevant National Sporting Authority.

The decision as to fitness or unfitness shall be taken by the doctor who conducted the examination.

This doctor may request the opinion of the body approved by the ASN (National Medical Commission or approved doctor).

1.7) Medical certificate of aptitude:

Each international licence must be accompanied by a medical certificate of aptitude as hereunder:

- . either on the back of the licence,
- . or on an attached document.

Apt for the practice of motor sport, according to the FIA medical standards:

Date:.....

Corrected eyesight (glasses or lenses)	YES	NO
Special medical supervision	YES	NO

1.8) Medical control at events:

Verification of the medical certificate of aptitude by the Chief Medical Officer for the event may replace the preliminary visit required in certain cases. Furthermore, at any time during an event or after the finish, the Chief Medical Officer and the Clerk of the Course may demand that a medical examination of a driver be carried out, if they consider that his behaviour warrants it. The sporting authorities will take whatever decisions are necessary following the report by the Chief Medical Officer. This examination may include, if appropriate, a test for alcohol.

2 - MEDICAL EXAMINATION FOLLOWING ACCIDENT OR ILLNESS

2.1) After an accident, even if the driver appears uninjured and/or has got out of his cockpit unaided, a medical check-up may be deemed necessary:

- either by the Medical Delegate in the FIA car, with the agreement of the Race Director (for events of the FIA Formula One World Championship and the FIA Formula 3000 International Championship);
- or by the Chief Medical Officer with the agreement of the Race Director / Clerk of the Course (for events of the FIA Formula One World Championship, the FIA Formula 3000 International Championship and all other disciplines).

If necessary, arrangements will be made by Race Control to have the driver concerned transported to the medical centre. At the same time, his team will be advised in writing.

These measures are applicable throughout the practice sessions and the race; any driver who does not comply will be summoned before the Stewards of the meeting.

2.2) In the event of an accident, whether during a competition or in other circumstances occasioning incapacity for a period of ten days or over, or in the case of an illness or disability as covered in Articles 1.3 and 1.4 of the present regulations, the driver is required to notify his National Sporting Authority within ten days:

- a) either enclosing a confidential medical certificate addressed to the National Medical Commission or an approved doctor, bearing the diagnosis, the prognosis and the extent of the injury or infirmity incurred,
- b) or by giving authorisation for confidential written communication between the National Medical Commission or an approved doctor and the hospital (or clinic) where he is being treated.

From the date of the accident or the discovery of illness or disability, as covered in Articles 1.3 and 1.4 of the present regulations, no driver may take an active part in sporting events subject to FIA legislation until they have received authorisation from the National Sporting Authority.

2.3)

a) All the illnesses or disabilities mentioned in paragraphs 1.3 and 1.4 of these regulations must be submitted to the National Medical Commission, or in its absence to a doctor approved by the ASN, for an opinion.

b) In the event of an accident resulting in incapacity for a period of 10 days or longer, and following receipt of a document attesting that the patient is healed or recovered, or of a hospital discharge form, the National Medical Commission or the doctor approved by the ASN shall demand that the patient visits them for the reintegration or that he/she should undergo a complete annual medical examination procedure.

2.4) Sanctions:

Failure to comply with the requirements of Articles 2.1 and 2.2 will give rise to the application of sanctions by the National Sporting Authority.

3 - INSTRUCTIONS IN THE EVENT OF AN ACCIDENT

The Chief Medical Officer of an event during which an accident occurs must proceed in the following manner:

a) If the accident requires hospitalisation of at least 24h, notify the ASN of the driver concerned by fax, telegram or telex, giving as many facts and details as possible.

Once notified, the ASN must comply with the provisions of article 2 of the present chapter.

b) If the accident necessitated no more than a straightforward examination at a hospital facility, notify by fax, telegram or telex the FIA which, if need be, will instigate a medical control at the next event in which the driver concerned is due to take part (for example, in F1 the next Grand Prix, in Rallies, the next round of the FIA Championship, etc.).

4 - ANTI-DOPING TESTS

4.1) General:

The following measures are advocated to combat doping:

- prevention,
- controls,
- sanctions.

4.1.1. Prevention:

Prevention is the joint responsibility of the ASNs and the FIA by means of:

- information,
- education.

4.1.2. Controls:

The rules set out below are applicable as a general principle; in case of a contradiction with the anti-doping regulations of the country in which the control is carried out, the application of the latter will prevail.

4.1.2.1. The reference list of substances (section I) and of methods (section II) which are forbidden is that drawn up and regularly updated by the I.O.C. For Motor Sport, tests will also be carried out to detect the presence of alcohol (section III A) marijuana (section III B) and beta blockers (section III E).

4.1.2.2. The following conditions must be fulfilled:

a) At the site of the test:

- presence of a delegate from the ASN or the FIA, designated by the stewards of the meeting; this delegate must assist the doctor in charge of taking the samples in performing the administrative tasks occasioned by the control.

- in the respect of the basic rights of the driver undergoing the test, possible presence of a person of his choosing.

- with the agreement of the doctor in charge of taking the samples and of the driver undergoing the test, possible presence of a doctor designated by the ASN and/or the FIA.

- in all cases, the medical acts (questioning, the taking of samples of any substances, or a possible medical examination) must be carried out only in the exclusive presence of the doctor in charge of taking the samples.

b) Before the start of the control:

If the driver being tested takes medication containing prohibited substances, the doctor in charge of taking the samples must be notified accordingly, so that this may be taken into account in the event of any justification of a therapeutic nature, and this information must be noted on the test report. All persons present are bound to secrecy.

~~- the presence of a doctor delegated by the ASN and/or the FIA;
- for sampling during a competition, the presence of one of the Stewards of the Meeting or one member of race control;~~

~~- the respect of professional confidentiality;~~

~~- the respect of the basic rights of the driver undergoing the test; assistance from a third party of his choosing who is at the site at the time of the sampling;~~

~~- the possibility of a counter-analysis;~~

~~- analyses and possible counter-analyses to be carried out obligatorily by a laboratory accredited by the International Olympic Committee.~~

~~- justifications of a therapeutic nature must be taken into account;~~

4.1.2.3. Samples may be taken:

- either: a) at the request of the ASN concerned,

- or: b) at the request of the FIA;

Furthermore, (c) at the request of the President of the FIA, spot checks may be carried out both during competitions and at other times.

In case a), the FIA should be notified as quickly as possible. In case b), the FIA should inform the ASN concerned at least 20 days prior to the test. If a spot test is to be carried out, the ASNs concerned will receive no prior notification.

Any driver designated for testing is obliged to submit himself to such tests; if he does not, he will be liable to a sanction under article 4.1.3. For b) and c), the ASNs of the drivers undergoing the tests will be notified of the results. Only a laboratory accredited by the IOC is empowered to carry out these analyses.

4.1.2.4. The President of the FIA must be notified immediately of the results of the analyses, either directly, by the laboratory which carried out the tests (FIA spot check), or, in other cases, by the ASN of the country in which the tests were carried out.

4.1.2.5. The following are responsible for designating the drivers to be tested:

- a) during an event: the Stewards of the Meeting;

- b) at other times: the President of the FIA.

4.1.2.6. In all cases, the designated drivers receive written notification, on which must be stated the time at which it was given to them and the place where the control will be carried out. This notification, drawn up in duplicate, must be signed by the designated driver; one copy is handed to him, the second is handed to the doctor in charge of taking the samples; a photocopy is also made for the Chairman of the Panel of Stewards of the Meeting. The driver has a maximum of one hour in which to go to the place where the control will be carried out.

The notification of a control may be given:

- either at the end of a competition, on road or track;

- or at the moment of retirement from a competition;

- or at the end of a practice session;

- or, for endurance events, at the end of a relay;

- or, for rallies, at the end of a leg;

- at any time for out-of-competition testing.

Samples will be taken at the following times:

~~- for circuit races, hill-climbs and similar events: at the latest, one hour after the finish of the race, the end of the practice session, the end of the current relay (endurance); or the official notification of a withdrawal.~~

~~- for rallies and similar events: at the latest one hour after the vehicles have been placed in the parc fermé (finish or end of leg);
- for out-of-competition testing: at any time.~~

The quantity of urine collected When the control is carried out on a urine sample, the quantity of urine collected should be sufficient to allow an analysis and a possible counter-analysis (75ml. in 2 hermetically sealed containers with an attestation by the delegated doctor affixed, one of which will be preserved with all suitable precautions for the requirements of a possible counter-expertise).

4.1.2.7. Should the analysis of one of the samples prove positive, the driver will be notified immediately by his ASN. A counter-expertise may be carried out at the request of the driver concerned within the 8 days following the notification of the results.

The costs of this counter-expertise will be charged to the driver, and will be refunded should the second analysis prove negative.

4.1.3. Sanctions:

Any justification of a therapeutic nature which may have been invoked having been taken into account, any driver declared positive shall be referred to the sporting jurisdiction of his ASN

and judged according to articles 152 and 153 of the Sporting Code.

Furthermore, for infringements of a particularly serious nature, the FIA may substitute for the ASN to judge a driver who has been declared positive, in accordance with the above-mentioned articles. In this case, the competent ASN cannot refuse to bring an appeal before the International Court of Appeal on behalf of the party concerned.

5 - APPEALS COMMISSION

In each country a Medical Commission nominated by the National Sporting Authority will be called upon to settle any controversy arising between doctors and drivers, the conditions laid down in Articles 1.3 and 1.4 of the present regulations being taken as the basis for discussion.

A driver may possibly be required to undergo an observed test drive in the presence of a doctor, member of the Medical Commission or approved by the National Sporting Authority.

The decisions reached by the National Commission will be recognised in all other countries falling under the sporting jurisdiction of the FIA.

6 - REGULATIONS FOR PHYSIOLOGICAL STUDIES DURING MOTOR SPORT EVENTS

6.1) General considerations:

Physiological studies carried out during the actual running of a competition or during practice sessions preceding the competition, must never for any reason whatsoever be an obstacle to the normal running of the event.

Consequently, and for all events governed by the FIA, experiments must be in conformity with the following regulations.

6.2) Choice of a research theme:

a) The theme chosen for a physiological field study is left to the doctor carrying out the experiment. In all cases, however, he must inform the Chief Medical Officer of the event during which the experiment is to be carried out, of the theme of his study, after having obtained the approval of his national medical authority.

b) The medical officers of a National Sporting Authority may be at the origin both of the choice of a physiological study in the country and of the nomination of the doctor(s) carrying out the experiment.

c) For its part, the FIA Medical Commission may promote international campaigns for physiological studies on a theme of general interest which it has chosen and inform the medical authorities of the countries concerned when such exist and, in any case, the sporting authorities of these countries accordingly.

6.3) Conditions for the practical realisation of physiological experiments:

a) Irrespective of whether the theme has been chosen by an independent research physician, by a National Sporting Authority or by the International Sporting Authority (FIA Medical Commission) the following points must be respected in order to ensure its practical realisation:

- agreement of the organiser of the event and the Clerk of the Course,
- agreement of the Chief Medical Officer,
- agreement of the competitor,
- agreement of the driver(s), if not the same person as the competitor.

The voluntary agreement of the drivers being an indispensable condition.

b) In each case, a written request must be made to the doctor in charge of the event and to the organiser of it, describing the protocol and specifying:

- the type, the amount, and the positioning of the medical equipment necessary for the experiment.
- the place of and the time needed for the experiment, clearly indicating in the case of circuit events if the experiment is to be carried out during practice or in the course of the race itself.

The same applies to rallies, during a timed stage or during a liaison section.

- the number of persons making up the medical research team, including the medical personnel, will be submitted to the organiser for approval.

- a physiological study should never inconvenience those competitors and drivers not involved, whether this be in the pits or during the races and practice sessions.

6.4) Use of the scientific data obtained:

a) as is the rule, the scientific results remain the sole property of the research doctor.

They therefore have total freedom to publish and distribute them as they please.

b) However, they shall undertake to communicate the results to their National Sporting Authority, which will send a summary to the FIA.

CHAPTER III : DRIVERS' EQUIPMENT

1 - CRASH HELMETS

1.1) Standards:

All drivers competing in circuit events, hill-climbs or rally special stages, entered on the FIA Calendar, must wear crash helmets which meet one of the following standards listed in technical list N° 25 of Appendix J.:

~~-Snell Foundation SA 1995 (USA) — validity ends on 31.12.2003.~~

~~-Snell foundation SA 2000 (USA).~~

~~-British Standards Institution BS 6658-85 type A/FR including all amendments (Great Britain).~~

~~-SFI Foundation Inc., SFI spec 31.1 and SFI spec 31.2 (USA) — validity ends 31.12.2001.~~

~~- authorised in autocross (division 3) buggies only: helmets certified to the Snell M 95 or M 2000 standards.~~

~~Any modification to the above list will be published in the FIA Monthly Official Bulletin.~~

~~Descriptions of the labels which identify helmets having satisfied these standards are available from the FIA on request.~~

1.2) Modifications:

No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA listed standards organisations, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present article.

1.3) Maximum weight and Communications systems:

- helmet weights may be checked at any time during an event and must not exceed 1800 gr. for a full-face type or 1400gr. for an open-face type, including all accessories and attachments.

- helmet-mounted radio speakers are prohibited in all circuit and hillclimb events (earplug-type transducers are allowed). Applications for waivers, on medical grounds only, may be made through the driver's ASN Medical Commission. The fitting of microphones may be done only in respect of paragraph 1.2 above.

1.4) Decoration:

Paint can react with helmet shell material and affect its protective capacity, therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells which are not usually suitable for painting.

The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner.

Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

2 - FLAME-RESISTANT CLOTHING

In circuit events, hill-climbs and historic car sporting rallies entered on the FIA Calendar, all drivers and co-drivers must wear overalls as well as long underwear, a balaclava, socks, shoes and gloves homologated to the FIA 8856-2000 or FIA 1986 standard.

All rally drivers and co-drivers in special stages must wear overalls as well as a balaclava, socks, shoes and gloves (optional for co-drivers) homologated to the FIA 8856-2000 or FIA 1986 standard. In addition, the wearing of long underwear homologated to the FIA 8856-2000 or FIA 1986 standard is strongly recommended.

~~In circuit events, hill-climbs and historical car sporting rallies entered on the FIA Calendar, all drivers and co-drivers must wear overalls homologated to the FIA 1986 Standard as well as underwear, balaclava, socks, shoes and gloves which respect the~~

~~design and manufacturing parameters set out in that Standard. Rally drivers and co-drivers in special stages must wear gloves (not mandatory for co-drivers), balaclava, socks, shoes and homologated overalls, which comply with the FIA 1986 Standard; it is strongly recommended that they also wear underwear which complies with the standard.~~

Drivers of single-seater cars in races with standing starts must wear gloves in a high-visibility colour which contrasts with the predominant colour of the car, so that the driver can clearly draw the attention of the race starter in case of difficulties.

~~Homologated overalls will be listed, for information, in the FIA Official Bulletin with their recognition numbers, upon application from the ASN of the country of manufacture, which will also be responsible for arranging the FIA test on random samples should it be required and for submitting other standards to the FIA for approval. The description of the FIA test procedure can be obtained from the FIA.~~

CHAPTER IV: CODE OF DRIVING CONDUCT ON CIRCUITS

1 - OBSERVANCE OF SIGNALS

The instructions detailed in articles 4, 5 and 6 of Appendix H to the International Sporting Code are deemed to be part of this code of driving conduct. All drivers must be thoroughly acquainted with them.

2 - OVERTAKING

a) during a race, a car alone on the track may use the full width of the said track. However, as soon as it is caught up on a straight by a car which is either temporarily or constantly faster, the driver shall give the other vehicle the right of way by pulling over to one side in order to allow for passing on the other side.

b) if the driver who has been caught does not seem to make full use of his rear-view mirror the flag marshal(s) will give a warning by waving the blue flag to indicate that another competitor wants to overtake.

Any driver who does not take notice of the blue flag may be penalised by the Sporting Stewards.

Systematic or repeated offences may result in the exclusion of the offender from the race.

c) curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left.

However, manoeuvres liable to hinder other drivers such as premature changes of direction, more than one change of direction, deliberate crowding of cars towards the inside or the outside of the curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

d) any obstructive manoeuvre carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several vehicles, as well as fan-shaped arrangement, is authorised only if there is not another car trying to overtake. Otherwise the blue flag will be waved.

e) the penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.

f) the repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) may entail the exclusion of the drivers concerned.

g) the race track alone shall be used by the drivers during the race.

3 - STOPPING OF A CAR DURING THE RACE

a) the driver of any car leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.

b) should a driver be compelled to stop his/her car, either involuntarily or for any other reason, the car shall be moved off

the track as soon as possible so that its presence does not constitute a danger or prevent a normal running of the race.

If the driver is not able to move the car out of the potentially dangerous position, it is the duty of the marshals or other officials to help. In that case, if the driver succeeds in re-starting the car without any external help, and rejoins the race without committing any breach of the regulations and without gaining any advantage from the preceding movement of the car to a safer position, he/she will not be excluded from the race.

c) any repairs carried out on the track may only be made by the driver alone by means of the tools and spare parts carried aboard the car.

d) any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

e) apart from the driver -and, in exceptional cases, the competent officials- nobody is allowed to touch a stopped car under penalty of its exclusion from the race.

f) pushing a car along the track or pushing it across the finishing line is not allowed, and will entail immediate exclusion.

g) any car abandoned on the circuit, even temporarily, by its driver, whatever the reason or the duration, shall be considered as withdrawn from the race.

4 - ENTRANCE TO THE REFUELLING PITS

a) the so-called "deceleration zone" is a part of the pits area.

b) during the practice sessions and the race, access to the pits is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

c) any driver intending to leave the track or to enter the pits or paddock area shall signal this intention in good time and make sure that it is safe to do so.

d) except in cases of force majeure (accepted as such by the stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.

e) except in cases of force majeure (accepted as such by the stewards of the meeting), any line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of a car leaving the pits.