

2025 GB3 Championship

Full-Season Drivers' Briefing Document

Welcome to the 2025 GB3 Championship!

This document contains useful information for the season. Please keep a copy handy and refer to it as needed.

The GB3 Championship is an FIA International Series, governed by the FIA International Sporting Code (ISC) and its appendices. Regulations can be found at www.FIA.com.

If you have any questions, speak to your Championship Coordinator, or come and see me.

1. Session Procedures

Procedures for qualifying and races may vary between events. Always check your event instructions carefully and ensure you are on time.

If you have any issues, contact your Coordinator immediately.

2. Race Starts

Countdown begins once the last car arrives on the grid.

Signals: "1 Minute" > "30 Seconds" > Green flag for one formation lap.

Important: If you have a problem and fall to the back during the formation lap, you must stay at the back and cannot reclaim your original position.

On returning to the grid: no weaving or wheel spin beyond Safety Car Line 1 (SC1).

After all cars are in position: "5 Seconds" board > Red lights on > Race starts when the red lights are extinguished.

If the lights fail, the race will start by national flag when the flag starts a downward motion.

3. Practice Starts

Practice starts may only be performed in designated areas.

Dangerous acceleration towards the grid area to warm tyres may result in penalties.

4. Race Start Under Safety Car (Appendix H, Art. 2.10.18)

In exceptional circumstances, the race may start behind the Safety Car.

The Safety Car's orange lights will be switched on before the one-minute signal.

Drivers must follow in single file, no more than 5 car lengths apart.

No formation lap will occur.

Overtaking is only allowed if a car is delayed when leaving the grid, and only to re-establish original order.

Pit exit will open once the last car passes.

Important:

You must not overtake until the green flag/light at the control line after the Safety Car pulls in.

5. Flag and Light Signals

Flags and lights follow FIA ISC Appendix H guidelines. Key signals include:

Yellow (waved/flashing): Danger. Slow down, no overtaking.

Double Yellow: Major danger. Be ready to stop. No overtaking.

Red: Stop racing immediately. Proceed slowly, no overtaking, obey marshals.

Blue: Faster car approaching. The slower car must allow safe overtaking without sudden moves.

6. Reminder:

The most dangerous signal prevails (e.g., yellow flag over green LED).

7. Control Flags

Flags such as Black/White or Black/Orange, together with car numbers, are normally shown at the control line or electronic boards.

Messages may also be sent directly to your in-car display.

8. In-Car Marshalling System

Flags and urgent messages may appear on your steering wheel display.

Again: The most dangerous flag always prevails.

9. Track Limits

Follow FIA ISC Appendix L, Chapter IV, Art. 2c & 16.2.

At least one wheel must remain in contact with the track (white line) at all times.

Penalties escalate as follows:

No penalty (first offence)

Black and White flag (warning)

5-second time penalty

10-second time penalty

Drive-through penalty

Disqualification from session

10. Contact

Avoidable contact will not be tolerated and may result in penalties.

11. Use of the Track

Overtaking is permitted on either side, depending on circumstances.

Defending: Only one change of direction is allowed. If you move off-line, you must leave at least one car's width back to the track edge when returning.

Deliberate crowding, sudden abnormal moves, or forcing another car off the track is strictly prohibited.

12. Pit Exit Blend Line and Pit Lane Speed

Respect the blend line when leaving the pits; do not cross it.

The standard pit lane speed limit is 60 km/h, unless otherwise stated.

13. Safety Car

When "SC" boards and yellow flags are shown:

Slow down progressively, stop overtaking, and close the gap to the car ahead.

The leader should create a gap for safe SC deployment.

After the SC lights are extinguished, drive consistently—no sudden speed changes or weaving.

Overtaking only allowed after the green signal at the control line.

14. Use of red flags

As a clarification for the stoppage of session using a red flag.

Practice sessions

During practice sessions, the session time ("The clock") will continue to run.

The session could be extended at the Race Directors discretion, IF the timetable allows it.

Qualifying sessions

During qualifying sessions, the session time ("The clock") will STOP.

The session could be restarted or lengthened at the Race Directors discretion, IF the timetable allows it.

Race sessions

During race sessions, the session time ("The clock") will STOP.

The session could be restarted or lengthened at the Race Directors discretion, IF the timetable allows it.

15. Track Etiquette

If you have been an accident, signal marshals with a thumbs-up if okay.

Exit the car quickly and safely if needed, leaving the steering wheel in place.

Give racing room and drive within your limits. Avoid risky overtakes.

16. Parc Fermé

After the chequered flag, all cars are under Parc Fermé conditions.

Only officials may touch the car unless instructed otherwise.

17. Incidents During Sessions

"Incident" means any occurrence involving drivers, teams, or breaches of regulations.

The Stewards may investigate and issue penalties at their discretion.

Drivers must remain at the circuit if informed of an incident under investigation.

If you wish to report an incident, you must complete and submit an incident report form in person.

18. Protests

Protests must follow FIA ISC Article 13.

Time limit: No later than 30 minutes after the Provisional Classification is published. Only formal, correctly lodged protests are accepted.

19. General Safety

Paddock speed limit: 20 kph.

Be aware of pedestrians at all times.

Know your responsibilities if any injury occurs involving marshals, officials, or spectators.

20. Behaviour

No abusive language, threats, or physical assault will be tolerated.

This applies to drivers, team principals, engineers, coaches, and all associated personnel.

Show respect for officials, competitors, and marshals at all times.

21. Social Media

GB3 stands with the United Against Online Abuse.

Be professional online at all times.

<https://unitedagainstonlineabuse.com/>

22. Appendix B

FIA International Sporting Code (ISC) Appendix B outlines the Code of Conduct for Participants in FIA activities. In terms of abusive behavior, language, and similar misconduct, it mainly stresses that:

Participants must behave in a manner that upholds the reputation of motorsport and avoid any conduct that could damage the FIA or the sport.

Abusive, threatening, or foul language is strictly prohibited, whether directed at officials, competitors, spectators, or anyone else.

Violent or aggressive behavior, including intimidation or harassment, is also banned.

Respect for officials and fellow participants is mandatory at all times.

In short: no abusive language, no threats, no violence, and always act respectfully — or you can face penalties, suspensions, or other sanctions under FIA authority

23. Anti-Doping

The FIA enforces strict anti-doping rules.

You are responsible for any banned substance found in your body.

Doping tests can occur without warning at any event.

For medicine and substance checks, visit: <https://www.fia.com/wada-prohibited-list>

24. Anti-Alcohol

The FIA prohibits alcohol presence during competition activities.

Random breathalyzer tests may occur from 3 hours before until 30 minutes after driving activity.

Important Reading for 2025

FIA International Sporting Code: Link

FIA ISC Appendix H

FIA ISC Appendix L

GB3 Sporting and Technical Regulations

Have a safe and successful season!

Ronnie Søgård Andersen

GB3 Race Director