

# GP3 Series

What is GP3

**The gp3 Series has been designed as the perfect training ground for young drivers.**

The goal of the GP3 Series is to give young upcoming drivers a chance to develop their driving skills and jump to the next step: GP2.

The Series has been designed to make it the perfect driver training ground for GP2 and Formula One. All GP3 events follow the Formula One European Calendar giving drivers firsthand experience of racing in the Grand Prix environment and gaining that all important F1 exposure.

***"We will make sure that this Series is as successful as GP2 in revealing young drivers able to jump to the next step."***

***Bruno Michel, GP3 Series CEO***

Using the same chassis, engine and tyre suppliers, thirty young drivers have to showcase their skills both in speed and in managing tyres, just like they will have to do later during their GP2 and Formula One careers. And with two races per weekend, reverse grids and 30 identical cars, driver's ability is crucial in the battle to become champion.

The series also benefits from close ties to the FIA, the governing body of world motorsport, and FOM: the FIA scrutineer the cars and oversee the running of all GP3 events, while FOM's unparalleled expertise in broadcasting and marketing ensures that it has truly global reach and appeal.

# The GP3 CAR



## **Safety Standards**

- FIA F1 2006 safety standards
- Front side rear and steering column impact tests
- Front and rear roll hoops, impact structures and monocoque push tests
- Wheel retainer safety cables

## **Electronics**

- Magneti Marelli Marvel 8 ECU/GCU including data logging system
- XAP power supply management unit
- F1 Marshalling system pre-equipment
- Beacon receiver

## **Camera Equipment**

- New generation roll hoop, nose cone and face shot camera pre-equipment

## **Gearbox**

- 6 speed longitudinal sequential Hewland gearbox
- Electro-hydraulic command via paddle shift from steering wheel
- Pure two pedals car
- clutch paddle on steering wheel
- On board starter - Hewland ramp differential

## **Brakes**

- 4 pistons monobloc Brembo callipers
- Brembo steel brake discs 280x18

- Brembo pads

## **Fuel cell**

- FIA Standard
- Fuel cell capacity, 65 litres

## **Monocoque and Bodywork**

- Survival cell – Sandwich Carbon/aluminium honeycomb structure designed by Dallara
- Adjustable front and rear wings – Carbon structures designed by Dallara
- Bodywork – Carbon – Kevlar – Glass composite structures designed by Dallara
- Wheel base - 2780 mm
- Overall length - 4471 mm
- Overall width - 1885 mm
- Overall height - 1063 mm
- Overall weight - 630 kg (driver on board)

## **Wheels & Tyres**

- O.Z. racing wheels:
- GP3 series specific Pirelli slick tyres:  
Slick front: 265 mm – 570 mm  
Slick rear: 315 mm – 590 mm  
Wet front: 230 mm – 570 mm  
Wet rear: 290 mm – 590 mm



## **Suspension**

- Front and rear double steel wishbones, pushrod operated, twin dampers, helicoidally spring suspension
- Adjustable ride height, camber and toe
- Two way front and rear adjustable Koni dampers
- Front and rear adjustable anti-roll bar

## **Steering System**

- Non assisted rack and pinion steering system
- XAP carbon steering wheel with dashboard, marshalling display, gear change and clutch paddles

## **Engine**

- Engine development achieved by Renault F1
- Renault 4 cylinder 2 litres turbo charged 280 HP @ 6500 rpm
- Acceleration 0-100 km/h, 2.41 seconds
- Acceleration 0-200 km/h, 7.40 seconds
- Fly by wire throttle system
- One rebuild per year only

## **RULES AND REGULATIONS**

**Each event weekend features two thirty minute practice sessions and one thirty minute qualifying session, followed by two races.**

The GP3 Series is a one-make championship consisting of 30 identical cars. The Chassis is designed and built by Dallara Automobili. The engines are a 2 litre single turbo, producing 280 BHP developed by Renault. The GP3 Series uses Pirelli PZero tyres in three specifications (hard, medium and soft). Each driver has four sets of dry-weather tyres and two sets of wet-weather tyres available at each event.

No individual developments or upgrades are permitted in the series, and all spare parts must be purchased directly from the GP3 Series. Repairs of structural components must be carried out by Dallara in order to ensure integrity.

## ***Weekend Format***

A race weekend features two thirty minute practice sessions and one thirty minute qualifying session, followed by two races.

The qualifying session is a straight fight for fastest laptime, and determines the order of the grid for Race 1. Two points are awarded for pole position.

The distance of both races is established prior to each event. However, should 30 minutes elapse before the designated number of laps the lead driver will be shown the chequered flag. Race two features a reverse grid.

There are no mandatory pitstops and refuelling is not permitted at any time in the pit lane or on the grid.

## ***Race two grid explained***

The first eight finishers in race one will start race two in reverse order, cars finishing in 9th position and downwards will start in their finishing position.

### **By way of illustration:**

Race one / Race two

Driver's Finishing Position / Driver's Starting Position

1st / 8th

2nd / 7th

3rd / 6th

4th / 5th

5th / 4th

6th / 3rd

7th / 2nd

8th / 1st

9th / 9th and so on

If there is a dead heat in race one, priority will be given to the driver with the most points in the drivers' championship.

## ***Points***

Two points are awarded for pole position.

In Race 1 the top eight drivers score points (10, 8, 6, 5, 4, 3, 2, 1) with a point being awarded to the driver who set the fastest lap of the race.

In Race 2 the top six drivers score points (6, 5, 4, 3, 2, 1) and the driver who sets the fastest lap scores one point.

The point for fastest lap in both Race 1 and Race 2 will only be awarded to a driver who finishes in the top 10, and who has started the race from the grid.

## **Drivers**

All drivers participating in the Series must hold a Grade A or B International FIA Licence.

# **2012 GP3 Series™ Calendar**



## **The 2012 GP3 Series™ provisional calendar revealed**

The GP3 Series™ has today unveiled its provisional 2012 race calendar. Seven rounds have been confirmed for the season, with an eighth race weekend in Monaco still awaiting approval. All of the events will support the Formula One World Championship, and will run alongside big sister series GP2.

The Series will kick off its third season in Barcelona, Spain on 11-13 May when the Formula One™ European campaign kicks off. Our ten teams, including newcomers Trident Racing, will then head to Monte Carlo (tbc) on 24-27 May. After a three week hiatus GP3 will then return to action in Valencia for Round 3 of the Series on 22-24 June. Once again July is the busiest month of the season with three rounds in Silverstone, Hockenheim and Budapest before a month long summer break. Spa-Francorchamps is the setting for the penultimate round, and the season will conclude at historical Autodromo di Monza in Italy on 10-11 September.

**GP3 Series™ CEO Bruno Michel commented:** “Once again we are very pleased to confirm that the 2012 GP3 season will run alongside Formula One and GP2 in Europe. In such a competitive environment, it is key for young drivers to gain race experience on current Formula One tracks. To see GP3 race in the streets of Monte Carlo would be a fantastic opportunity, and we are working hard to make this happen. We are currently waiting for confirmation from ASN.

“The first two seasons of GP3 have delivered some great racing and have showcased promising talents starting with champions Esteban Gutierrez and Valtteri Bottas, both of whom have already been signed up by F1 teams as reserve drivers. Eleven drivers so far have graduated to GP2 which reaffirms our commitment to preparing young racers for the next step in their careers. Our young Series is getting stronger each year and we are expecting 2012 to be just as successful and exciting.”

A total of six pre-season test days will be held firstly in Estoril on 21st-22nd February, followed by Barcelona on 12th-13th March and finally Silverstone on 11th-12th April. There will also be one mid-season test at the Comunitat Valenciana *Ricardo Tormo Circuit* in Valencia on 14th-15th June.

**2012 GP3 Series calendar of events:**

<b>Date</b>	<b>Venue</b>	
<i>21-22 February</i>	<i>Estoril, Portugal</i>	<i>Test</i>
<i>12-13 March</i>	<i>Barcelona, Spain</i>	<i>Test</i>
<i>11-12 April</i>	<i>Silverstone, Great Britain</i>	<i>Test</i>
11-13 May	Barcelona, Spain	Race
24-27 May	Monte-Carlo, Monaco*	Race
<i>14-15 June</i>	<i>Valencia, Spain</i>	<i>Test</i>
22-24 June	Valencia, Spain	Race
06-08 July	Silverstone, Great Britain	Race
20-22 July	Hockenheim, Germany	Race
27-29 July	Budapest, Hungary	Race
31 August – 02 September	Spa-Francorchamps, Belgium	Race
07-09 September	Monza, Italy	Race