

**2024 ROKiT F4 BRITISH CHAMPIONSHIP CERTIFIED BY FIA REGULATIONS****Incorporating the 2024 FIA FORMULA 4 SPORTING REGULATIONS****NOTE: ALL APPENDICES FORM PART OF THESE CHAMPIONSHIP REGULATIONS**

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## FOREWORD

**Motorsport UK** ('the ASN') and its appointed Local Organiser British Automobile Racing Club Limited ('the BARC') (jointly and severally 'the Organisers') will Organise the 2024 ROKiT F4 British Championship Certified by FIA ('the Championship') which is the property of the ASN and comprises three titles of National Champion one for Drivers and one for Rookie Drivers and one for Competitors. It consists of the Formula 4 Races which are included in the British Formula 4 calendar. All the participating parties (the ASN Organisers Competitors and Circuits) undertake to apply as well as observe the Regulations governing the Championship.

Championship Grade: A          Permit Number: Race Status National CH2024/R003 (A)

### 1) REGULATIONS

- 1.1 The final text of these Sporting Regulations including the Appendices shall be in English which will be used should any dispute arise as to their interpretation.
- 1.2 Headings in this document are for ease of reference only and do not form part of these Sporting Regulations except as to the applicability of Appendices having Regulatory effect.
- 1.3 Changes to these Sporting Regulations shall be made in accordance with the ASN National Competition Rules ('NCR'). Where applicable or necessary for the good order of the sport and the Championship the ASN may grant exemption from the NCR under Art. A.2.4 of the NCR. All changes will be published by Championship Bulletin issued by the Organisers.
- 1.4 These Sporting Regulations come into force from the moment of their publication and replace all previous F4 British Championship Sporting Regulations.
- 1.5 These Sporting Regulations include the F4 British Championship Technical Regulations as published and / or amended from time to time.
- 1.6 Except as provided by these Sporting Regulations the definition of terms provided by the NCR apply.
- 1.7 Being a National Championship Certified by FIA on the principle of common national F4 regulations the terms of these Regulations to the extent that they may be different to relevant provisions of the NCR take precedence over the NCR by virtue of NCR A.2.4 and shall be interpreted accordingly.
- 1.8 The Appendices to these Sporting Regulations are of Regulatory effect.
- 1.9 In these Sporting Regulations the term 'Competitor' refers to an Entrant and therefore includes both a team as an Entrant and a Driver/Entrant. All teams must be the holder of an Entrant Licence.

### 2) GENERAL UNDERTAKING

- 2.1 All Drivers Competitors and Officials participating in the Championship undertake, on behalf of themselves their employees agents and suppliers to observe all the provisions as supplemented or amended of the NCR and to the extent applicable the FIA International Sporting Code and its appendices ('the Code') the FIA General Prescriptions the Championship Technical Regulations ('TRs') and these present Sporting Regulations together referred to as 'the Regulations'.
- 2.2 The Championship and each of its Events are governed by the ASN in accordance with the present Regulations. Event means any Event counting towards the Championship and registered on the National Calendar for any year commencing at the scheduled time for scrutineering and sporting checks and including all practice sessions and the Race itself and ending at either the time for the lodging of a Protest under the terms of the NCR or the time when a technical or sporting certification has been Carried out under the terms of the NCR whichever is later.

### 3) GENERAL CONDITIONS

- 3.1 It is the Competitor's obligation to ensure that all persons concerned by the Entry observe all the requirements of the NCR, the FIA General Prescriptions the Code (where applicable) the Technical Regulations and the Sporting Regulations.

If a Competitor is unable to be present in person at the Event a representative must be nominated to the Organisers.

Throughout the entire duration of the Event, a person having charge of an Entered Car during any part of an Event is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

- 3.2 Competitors must ensure that their Cars comply with the conditions of eligibility and safety throughout the Event.
- 3.3 The presentation of a Car for scrutineering will be deemed an implicit statement of conformity.
- 3.4 All persons concerned in any way with an entered Car or present in any other capacity whatsoever in the paddock pits and pit lane must wear an appropriate pass at all times.
- 3.5 During any Event Competitors (and/or anybody associated with the entry of a Car) are not permitted to produce or order to produce any moving pictures of Competition Cars on the Track. Any exception to this must be approved in writing by the Organisers.

Failure to comply with the above will be reported to the Championship Clerk of the Course ('CoC') and / or Stewards of the Meeting and / or the Championship Stewards and may result in a Fine or the Disqualification of the relevant Competitor from the Event.

### 4) ENTRANTS, LICENCES AND ELIGIBLE DRIVERS

**Competitor and Driver Registration and Fees are set out in Appendix 3 of these Regulations**

- 4.1 All Drivers must be at least 15 years old (the date of the birthday being binding) and hold an appropriate Licence issued by the Driver's ASN. A Driver must also be in possession of a current medical certificate of aptitude either included on the Competition Licence or on an attached document.

- 4.2 No Driver may participate in the Championship without successfully completing a training/educational programme given by the ASN, organised by the Championship.

**NOTE:** The training is mandatory.

- 4.3 No Driver may participate in the Championship for more than three complete Championships (more than 80% of the Competitions in any Championship being considered a complete Championship).
- 4.4 No Championship winning Driver, other than any winner of the best Rookie title may compete in a further F4 British Championship.

**NOTE:** The winning Driver cannot compete in the same the F4 Championship certified by FIA that Driver has won but is allowed to participate in other F4 Championships.

- 4.5 A Team considered to be a Competitor shall at all times uphold and respect the provisions of the NCR and these Championship Regulations as may be amended from time to time and shall:
- (a) hold a valid Entrant licence;
  - (b) have at least £5 million Public Liability Insurance;
  - (c) uphold the values of the ASN Race with Respect Code and all applicable ASN policies and guidance;
  - (d) act in a professional manner at all times and not act or permit any member of the Competitor to act in such a manner as to bring motor sport the Championship or ASN or FIA or any their officers and/or Officials into disrespect;

- (e) adhere to the ASN Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through ASN ;
  - (f) adhere to the NCR in respect of anti-alcohol and illicit drugs as well as ASN processes for anti-alcohol and illicit drugs testing;
  - (h) nominate one member of their Competitor team as the Competitor Representative at each Event including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning Drivers entered under that Competitor Licence in substitution for the Driver Parent/Legal Guardian.
- 4.6** It is recommended the Competitor has:
- (a) a designated Competitor member as a 1<sup>st</sup>4Sport Level 2 qualified coach;
  - (b) a designated UKAD Certified Advisor.
  - (c) a person responsible for Carrying out and documenting a risk assessment of their activities; (risk assessment management tool available from the ASN)
- 4.7** Drivers and Entrant/Drivers must:
- (a) be current Racing Members of the BARC and
  - (b) be Registered for the Championship and
  - (c) be in possession of valid ASN Competition (Racing) National status Licence as a minimum or
    - (i) as the Championship has been authorised by the ASN a valid ASN Competition (Racing) Club licence for one season only with the Driver having satisfactorily completed the Advanced ARDS course in accordance with current ASN Regulations or
    - (ii) as the Championship has been authorised by the ASN the Organisers will accept Drivers who have achieved their 15<sup>th</sup> birthday in accordance with the NCR or
    - (iii) be a Driver in possession of a valid Licence and medical pursuant to Article 2.3.7. of the code and Chapter H.25.2.1 of NCR.
- 4.8** If participation in the Championship requires absence from education a Driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A Driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 4.9** Holders of an International Licence (ITA) or International (ITB) are prohibited from participation in the championship.
- 4.10** All necessary documentation must be available for checking at all rounds and:
- (a) Drivers with known medical conditions (for example but not exclusively allergies diabetes etc.) are obliged to submit written information to the Event Chief Medical Officer before the first practice starts. This information must include drivers name and number of the Race Car.
  - (b) Participants suffering with concussion or other injuries or temporary handicaps are obliged to contact the Chief Medical Officer immediately. The Chief Medical Officer will decide if such a Driver will be admitted to the Event.
- 4.11** The Clerk of the Course or the Chief Medical Officer can require a Driver to have a medical examination at any time during an Event; this medical examination may include an anti- doping or alcohol test.
- 4.12** All Drivers and Competitors must register with Organiser for the Championship. The completed and signed Registration Form along with 50% of the Registration Fee must be received by the Championship Coordinator prior to 12 noon on Wednesday 31 January 2024. The second half of the Registration fee must be received by 1<sup>st</sup> March 2024. Registrations may still be accepted after this time at the discretion of the Organisers however payment will be required in full at the point of

Registration and may be subject to a late Entry fee. All Drivers and Competitors must send a copy/scan of their Licence along with their Registration Form and any other supporting documents.

- 4.13 Registration numbers will be the permanent Competition numbers for the Championship. Registration numbers will be allocated between 2 and 99. Competition number 1 will only be allocated to the winning Competitor in the Competitors Cup from the 2023 British F4 Championship. Competitors will be able to request or select competition numbers at the point at which the Registration Fee payment is cleared. No competition number will be repeated to another Competitor during the season. Final number allocation is at the discretion of the Organisers.
- 4.14 Acceptance or rejection of the Registration for the Championship is at the discretion of the Organisers.

## 5) CHAMPIONSHIP EVENTS

- 5.1 Events are reserved for Formula 4 Cars as defined in the current FIA Technical Regulations (Appendix J – Article 274A) and the TRs ('the Car' or 'Car' or 'Cars' or 'Cars').
- 5.2 Each Event will have the status of a National Competition.
- 5.3 The Event shall include all practice sessions and Races.
- 5.4 There will be two or three Races of no more than 30 minutes duration at each Event. The Race distance shall be specified in the Official Documents of each Event.
- 5.5 The maximum number of Events in the Championship is 10 and the minimum is 6.
- 5.6 The minimum number of Races in the Championship during a season is 14.
- 5.7 The final list of Events will be published 3 months before the start of the Championship.
- 5.8 An Event will not count for the Championship if fewer than 12 Cars are available for it.  
**NOTE:** Where this Article 5.8 applies the Event will be deducted from the total number of Events mentioned in Article 5.5 and the Championship can be cancelled by the ASN due to this.
- 5.9 Each Event will be run on Circuits holding a valid FIA Track Licence grade 4 minimum.
- 5.10 At the date of these Regulations the Championship Events Calendar is set out in **Appendix 4** of these Regulations.
- 5.11 The Organisers reserve the right to amend the format for each round (race) and or the published list of rounds (races) and or the total number of rounds (races) that the Championship comprises in which case an Official Championship Bulletin will notify all registered Competitors and neither the Organisers nor the Race Organisers or Promoters shall be liable for any consequential loss or damages. NCR Chapter D.11 applies subject to the authority of ASN.
- 5.12 The Organisers reserve the right to swap the order of Race 1 and Race 2 at each Event. For the avoidance of doubt the points tables included in Article 6.4 apply to each Race grid format respectively regardless of which order that Race occurs during the Event

## 6) NATIONAL F4 CHAMPIONSHIP

- 6.1 The Championship Driver's title will be awarded to the Driver who has scored the highest number of points taking into consideration all the results obtained during the Events which have taken place less any penalty points incurred in accordance with these Regulations.
- 6.2 Only registered Drivers who have not previously entered more than three Race Events in a Car of any type prior to 2024 will be eligible to score points for the Championship Rookie Drivers' standings.
- 6.3 The Championship Rookie Driver's title will be awarded to the Rookie Driver who has scored the highest number of points taking into consideration all the results obtained during the Events

which have taken place less any penalty points incurred in accordance with these regulations.

- 6.4 The Championship Team Competitor title will be awarded to the Team Competitor which has scored the highest number of points. These points shall be the results from the top two highest placing Cars for each Team Competitor at each Race of the Championship.
- 6.5 Points for all titles will be awarded to registered Competitors as follows:

**Race 1 (First Race) and Race 3 (Conventional Grid Race)**

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

**Race 2 (Top 12 Reverse Grid Race)**

1st	2nd	3rd	4th	5th	6th	7th	8th
15	12	10	8	6	4	2	1

- 6.6 In addition an extra point will be awarded for every position a Driver gains during the Reverse Grid Race (the difference between starting grid position and classified finishing position) up to a maximum of 10 points. These points will only apply to the Driver's Championship points total.
- 6.7 One point will be awarded to the Driver setting the overall Fastest Lap in each Race listed as a classified finisher in the Final results. If two or more Drivers achieve the same fastest lap time each will be awarded one point.
- 6.8 Two points will be awarded to the Driver who sets the fastest legal lap time in Qualifying before the imposition of Grid Penalties (if any).
- 6.9 If a Race is stopped under Article 39 and cannot be resumed no points will be awarded if the leader has completed less than two laps at the time of the Race stop half points will be awarded if the leader has completed more than two laps but less than 75% of the original Race distance and full points will be awarded if the leader has completed 75% or more of the original Race distance.
- Full points will however be awarded if the maximum Race time is reached before 75% of the original Race distance was completed by the leader.
- No points will be awarded if all laps have been completed under Safety Car.
- 6.10 If required by the Organisers to do so the Drivers finishing first (and second and third) in the Championship must be present at the annual ASN and / or Organisers Prize Giving ceremony.
- 6.11 If required by the FIA to do so the Driver finishing first in the Championship must be present at the annual FIA Prize Giving ceremony.

**7) AWARDS**

- 7.1 If two or more Drivers or Competitors finish the season with the same number of points the higher place in the Championship shall be awarded to:
- (a) The holder of the greatest number of first places.
  - (b) If the number of first places is the same then to the holder of the greatest number of second places.
  - (c) If the number of second places is the same then to the holder of the greatest number of third places and so on until a winner emerges.
  - (d) If this procedure fails to produce a result the Organisers will nominate the winner according to such criteria as it thinks fit.

- 7.2 All Awards are provided by the Promoter:
- (a) Per Round Trophies for 1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> placed Championship Drivers
  - (b) Per Round Trophies for 1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> placed Rookie Drivers
  - (c) Per Round Trophy for 1<sup>st</sup> placed Competitor
  - (d) Championship Trophies for 1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> placed Championship Drivers
  - (e) Championship Trophies for 1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> placed Rookie Drivers
  - (f) Competitor's Trophy for the 1<sup>st</sup> placed Competitor in the Championship
- 7.3 In accordance with current Government Legislation the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1 the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man Channel Isles or Eire. This means that the Organisers of every round are required to deduct tax at the current rate applicable for any such payments they may make to non-UK residents. Under certain circumstances it is possible for Competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information contact: - HMRC Personal Tax International Foreign Entertainers Unit St Johns House Merton Road Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483.
- 7.4 If Provisional Results or Championship Tables are being revised after any presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Championship Coordinator in good condition within 7 days.
- 7.5 The Organiser and the ASN reserve the right to provide additional awards for and during the Championship. Wherever prize money is payable payment will only be made to the person nominated on that Driver's Registration Form unless amended in writing.
- 7.6 To qualify for any Awards and/or bonuses Competitors must ensure that they comply with all Championship Regulations (including the Commercial Undertakings as published by the ASN) or specific regulations issued concerning the additional awards/bonuses

## **8) PROMOTER**

- 8.1 The Promoter is the ASN.

## **9) ORGANISATION OF EVENTS**

- 9.1 The Local Organiser appointed by the ASN is the BARC.
- 9.2 The Organisers shall provide the information set out in the Specific Regulations of the Event or in any Official Document.

## **10) INSURANCE**

- 10.1 The ASN shall ensure that all Competitors their personnel and Drivers are covered by third party insurance in accordance with the terms of the ASN Master Insurance Policy providing £100m per claim cover for all Official Championship sessions.
- 10.2 The ASN insurance certificate written in English shall be made available to the Competitors on written request.
- 10.3 Third party insurance arranged by the ASN shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Event.
- 10.4 Drivers and Entrants taking part in the Event are not third parties with respect to one another.

10.5 **NOTE:** each Competitor shall be responsible for their own medical and third-party insurance during testing outside of each Event.

## 11) OFFICIALS

### APPENDIX 5 APPLIES

11.1 For each season the following Officials shall be nominated by the ASN:

- (a) A permanent Clerk of the Course. ('CoC')
- (b) A Chair of the Stewards at each Event
- (c) A permanent Technical Delegate/Championship Eligibility Scrutineer
- (d) Championship Stewards
- (e) Championship Coordinator
- (f) Safeguarding Officer

11.2 For each event the following Officials shall be nominated by the Local Organiser:

- (a) Two Event Stewards. In accordance with the NCR the Stewards of the Meeting will officiate as a body under the authority of their Chair.
- (b) A Secretary of the Meeting.
- (c) A Chief Medical Officer (CMO)

11.3 For each event the ASN or the Organisers may nominate the following:

- (a) Media Delegate
- (b) Scrutineers
- (c) Safeguarding Officer

11.4 The CoC and the Championship Scrutineer and the Stewards of the Meeting must be present at the Circuit at the latest from the beginning of the Event as defined by the NCR.

11.5 The CoC shall be always in permanent radio contact with the Championship Scrutineer when Cars are permitted to run on the Track. Additionally the CoC shall be at Race control and in radio contact with all the marshals' posts.

## 12) COMPETITORS APPLICATIONS

12.1 Applications to compete in the Championship must be submitted to the Promoter by using the Entry form available from the Promoter and accompanied by the specified Entry Fee. Applications at other times will only be considered if a place is available and on payment of a Late Entry Fee to be fixed by the Promoter who will notify the applicant of the result of the application within fourteen days of its receipt.

Competitors are responsible for sending in correct and complete Entries with the correct Entry fees in accordance with these Regulations.

Successful applicants are automatically entered in all Events of the Championship.

Incorrect or incomplete Entries (including Driver to be nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of Entry purposes shall be the date on which the Promoter receives the missing or corrected information or Fee.

Entries to the final Championship Event will not be accepted unless the Driver has competed in a minimum of one prior Championship Event and obtained the permission of the Organisers to compete in the final Event.

12.2 Applications shall include:



- (a) Confirmation that the applicant has read and understood the Regulations and agrees on its own behalf and on behalf of everyone associated with its participation in the Championship to observe them.
  - (b) The physical and digital address of the Competitor corresponding to the Competition Licence
  - (c) Copies of the Licences for both Driver and Competitor as well as copies of the related documents according to Art.4.1.
  - (d) The names of the Drivers. A Driver may be nominated subsequent to the application upon payment of a Fee fixed by the Promoter.
  - (e) An undertaking by the applicant to participate in every Event with the number of Cars and Drivers entered.
  - (f) Confirmation from the applicant on demand of the Organisers that both the applicant and the intended Drivers have complied with the requirements of Article 21 and Appendix 7 of these Sporting Regulations in respect of Testing.
- 12.3** The limit on Entries or Cars per Competitor is four Cars at any Event of the Championship subject always to Article 27.1 of these Regulations. Accordingly Competitors:
- 12.3.1** Must hold their own Entrant Licence.
  - 12.3.2** Must have wholly separate ownership from any other Championship Entrant / Team regardless of the nationality / legal jurisdiction of the Entrant / Team.
  - 12.3.3** Must have its own personnel including but not exclusively the Team Manager and non-operational staff as defined in Art.26.15 of these Regulations thus all personnel connected to an Entry shall be wholly separate and independent from any other Entrant / Team.
  - 12.3.4** Must not share with any other Championship Entrant / Team any facilities including but not exclusively funding and premises and logistics and at-Event awnings / garages and where permitted at-Event in-awning/truck hospitality / refreshment resources.
  - 12.3.5** Must not share with any other Championship Entrant / Team any information howsoever concerning the set-up or any details pertaining to Cars run in the Championship by the Entrant / Team.
  - 12.3.6** Must not share any data or simulated data in the possession of the Entrant / Team howsoever concerning or touching upon the performance at any Circuit / Track Licensed by the ASN or any ASN or the FIA of any Car or Driver running in the Championship or of any Driver of the Car (as defined in these Regulations) who is not registered for the Championship.
  - 12.3.7** The provisions of Arts. 12.3.1 – 12.3 and 12.3.5 – 7 inclusive apply to Driver / Entrants ('privateers') as well as to Competitor Entrants (Teams) **however the Competitor Race Licence is effective as an Entrant licence**
- 12.4** If applications for more than 30 Cars are received from Competitors then in addition to the provisions of 12.2 above the Promoter may accept Entries in their entire discretion.
- 12.5** The Championship Registration and Entry fees are set out in **Appendix 3**. Any Entry request shall not be considered without the payment of the corresponding fees and provisions of all of 12.2 above.
- 12.6** All applications will be studied by the Promoter and accepted or rejected at its absolute discretion. The Promoter will publish the list of Cars and Drivers accepted together with their Race numbers having first notified unsuccessful applicants as set out in Article 12.1. Out-of-time applications will be considered separately.
- 12.7** At its absolute discretion the Promoter may accept an additional Entry from a Competitor for a single Event; under such circumstances the Entry Fee will be set by the Promoter. Any such application must be made at least 14 days prior to the start of the Event in question.
- 12.8** The ASN may cancel the Championship if less than 12 Cars are Entered for it by the closing date for Entries.

- 12.9 Any Driver Entered in the Championship and who is unable to take part in an Event must inform the Organisers in writing before the end of initial scrutineering of the Event in question.
- 12.10 There shall be no refunds against Championship Registration Fees or Race Entry Fees regardless of circumstance.

### 13) PASSES

- 13.1 No pass may be issued or used other than with the agreement of the Promoter and / or the TOCA Administration. A pass may be used only by one person and for the purpose for which it was issued. TOCA instructions and conditions regarding passes are of Regulatory effect.

### 14) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 14.1 The Organisers and / or the CoC and / or the Stewards of the Meeting may give instructions to Competitors by means of special bulletins issued by email or "WhatsApp" or any other medium that the Organisers deem acceptable in accordance with the NCR and which will be distributed to all Competitors who must acknowledge receipt. All such communications are Official Documents for the purposes of the NCR.
- 14.2 All classifications and results of practice and the Race as well as all decisions issued by the Officials will be posted on the Official notice board.
- 14.3 Officials' instructions and communications to Competitors may also be given via a dedicated radio channel **in accordance with Appendix 8**, or through the timekeeping screens.

### 15) INCIDENTS DURING THE RACE

- 15.1 "Incident" means any occurrence or series of occurrences involving one or more Drivers or any action by any Driver which can be reported to or directly noted by the CoC and which constituted a breach of these Sporting Regulations or the NCR.

#### 15.2 CHAMPIONSHIP PENALTIES - APPENDIX 6 APPLIES

(a) It shall be at the discretion of the CoC to decide upon a report or otherwise if a Driver or Drivers involved in an incident shall be Penalised.

(b) If an incident is under investigation a message informing all Competitors which Driver or Drivers are involved will where possible be displayed on the timing monitors.

The Driver or Drivers concerned may not leave the Circuit without the consent of the CoC.

- 15.3 The CoC may impose any one of the penalties below on any Driver involved in an Incident:

(a) A five second Time Penalty.

(b) A ten second Time Penalty.

(c) A thirty second Time Penalty.

(d) A drive-through Penalty in accordance with NCR Q12.26 and C2.1.6.

(e) A stop-and-go time Penalty in accordance with NCR Q12.26 and C2.1.6.

(f) A maximum one-minute Time Penalty in accordance with NCR C2.3 (a).

If any of the (a) (b) (c) or (f) Penalties above are imposed the Time Penalty will be added to the elapsed Race time of the Driver concerned.

(g) A drop of any number of grid positions at the Driver's next Race in which the driver participates, unless that Race is the reverse grid Race.

(h) A position Penalty in the Race Classification.

(i) Reprimand

(j) Disqualification from the results.

- 15.4 The CoC will give notification of the Penalty which has been imposed to the Competitor concerned and where possible will ensure that this information is also displayed on the timing monitors.

## 16) PROTESTS AND APPEALS

- 16.1 Protests shall be made in accordance with the NCR and accompanied by the prescribed Fee published by the ASN.
- 16.2 Appeals shall be made in accordance with the NCR and accompanied by the prescribed Fee published by the ASN.

## 17) SANCTIONS

### APPENDIX 6 APPLIES.

- 17.1 The CoC and / or Stewards (and where applicable the Championship Stewards) may inflict the Penalties specifically set out in these Sporting Regulations in addition to or instead of any other Penalties available to them under the NCR.
- 17.2 The Organisers may impose a Penalty for breach of Testing Obligations.
- 17.3 Any Driver who receives 8 Penalty points within the Championship in the same Championship season will be required to start the Driver's next Race after the imposition of the 8<sup>th</sup> Penalty point on their licence record, from the pit lane regardless of Qualifying position. It will be at the sole discretion of the CoC as to whether spaces on the Grid are closed up.

## 18) CHANGES OF DRIVER

- 18.1 Any Driver already nominated by one Competitor who then wishes to drive for another Competitor entered in the Championship must first satisfy the Organisers that this is being done with the consent of the original Competitor. If there is no such consent the Organisers will decide in their absolute discretion whether such a change may be made. All financial obligations of the Driver (and any sponsor or funder of the Driver) to the current Competitor must be provided for unless the subject of a bona fide dispute but which shall not prevent the Organisers from permitting the change requested.
- 18.2 Where permission for a Driver to change teams has been given in accordance with Art 18.1 that Driver shall retain their prior competition number.
- 18.3 Before the end of initial scrutineering Competitors must specify which Drivers will be driving which Cars. After this point changes may only be made to the original allocation with the written approval of the Organisers.

## 19) DRIVING

- 19.1 The Driver must drive the Car alone and unaided.
- 19.2 The Driver is not permitted to participate in any additional Practice Qualifying or Race within the Event.
- 19.3 Drivers must make every reasonable effort to use the Track at all times and may not deliberately leave the Track without a justifiable reason.
- Should a Car leave the Track the Driver may re-join however this may only be done when it is safe to do so and without gaining any advantage.
- 19.4 More than one change of direction to defend a position is not permitted. Any Driver moving back towards the racing line having earlier defended position off-line **must** leave at least one Car width between own Car and the edge of the Track on the approach to the next corner.

- 19.5 Manoeuvres liable to hinder other Drivers such as deliberate crowding of a Car beyond the edge of the Track or any other abnormal change of direction are not permitted.
- 19.6 As soon as a Car is caught by another Car which is about to lap it during the Race the Driver must allow the faster Driver past at the first available opportunity. If the Driver who has been caught does not allow the faster Driver past then waved blue flags or where applicable lights may be shown to indicate that the Driver must allow the following Driver to overtake.

## 20) CAR AND DRIVER'S EQUIPMENT LIVERY

### APPENDIX 2 APPLIES

- 20.1 Every Competitor must display the name of the Driver and Driver's national flag (as per their Race Licence) on the bodywork on the outside of the cockpit or on the Driver's helmet. These must be clearly legible.

## 21) TRACK TESTING

### APPENDIX 7 AND APPENDIX 6 PARAGRAPH 4 APPLIES

- 21.1 Other than any Official testing sessions organised by the Championship no Competitor or Driver Entered in the Championship may take part in a test on a Track hosting a Championship Event prior to the Event actually occurring except as may be provided by these Regulations including any Official Document.
- 21.2 Tyre use at permitted testing is mandated by the TRs.

## 22) PIT LANE

- 22.1 Entering or leaving the pit lane and re-joining the Track must be done without endangering or hindering other participants and:
- a) Except in cases of force majeure (accepted as such by the CoC or the Stewards), or unless otherwise defined by the CoC in any Official Document, any complete contact patch of any tyre of a Car entering the pit lane must not cross in any direction any line painted on the Track at the pit entry for the purpose of separating Cars entering the pit lane from those on the Track
  - b) Except in cases of force majeure (accepted as such by the CoC or the Stewards), or unless otherwise defined by CoC in any Official Document, any complete contact patch of any tyre of a Car exiting the pit lane must not cross any line painted on the Track at the pit exit for the purpose of separating Cars leaving the pit lane from those on the Track.
- 22.2 The pit lane will be divided into two lanes and the lane closest to the pit wall will be designated the "fast lane" and the lane closest to the garages will be designated the "inner lane".
- The inner lane is the only area where any work can be Carried out on a Car.
- 22.3 Unless a Car is pushed from the grid at any time during the start procedure Cars may only be driven from the Competitor's designated garage area to the end of the pit lane.
- Any Car(s) required to stop at the pit exit must form up in a line in the fast lane and leave in the order they got there unless another Car is unduly delayed.
- 22.4 Any Driver that is required to start the Race from the pit lane may not drive the Car from the the Competitor's designated garage area until the one-minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted but any such work is restricted to:
- (a) Starting the engine and any directly related preparation.
  - (b) The fitting or removal of permitted cooling and heating devices.
  - (c) Changes made for Driver comfort.
  - (d) Changing of wheels if there is a change of climatic conditions in accordance with Art.24.4.

When Cars are permitted to leave the pit-lane they must do so in the order that was established under Article 36 unless another Car is unduly delayed. At all times Drivers must follow the directions of the marshals.

- 22.5** Competitors must not paint lines on any part of the pit lane or otherwise mark their positions with tape or similar means.
- 22.6** No equipment may be left in the fast lane. The fast lane is to be kept unobstructed to allow safe passage of Cars at all times. A Car may enter or remain in the fast lane only with the Driver sitting in the Car behind the steering wheel in the normal position even when the Car is being pushed.
- 22.7** All tools and spares and pressurised air bottles and associated hoses in the pits must be used and / or stowed safely in the pit lane and must be removed as soon as the session is complete.
- 22.8** (a) It is the responsibility of the Competitor to release the Car from the designated pit stop position only when it is safe to do so.
- (b) If a Car is deemed to have been released in an unsafe manner or condition during any practice session the CoC has the discretion to Penalise the Competitor and / or Driver as considered appropriate
- (c) If a Car is deemed to have been released in an unsafe condition during a Race a Penalty under Article 15.3(d) may be imposed on the Driver concerned and the Competitor may be Fined in accordance with the NCR.
- (d) An additional Penalty may be imposed on any Driver who in the opinion of the CoC continues to drive a Car knowing it to have been released in an unsafe condition.
- In all the above cases a Car will be deemed to have been released either when it has completely cleared its pit stop position following a pit stop.
- 22.9** Starting an engine with an external device will be considered working on the Car consequently this will not be permitted in the fast lane of the pits except under 22.4 and 22.6 above.
- 22.10** Unless otherwise permitted by the CoC in consultation with all Team Managers and communicated by Official Document prior to on-track activity, Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of each practice or qualifying session. Furthermore no Car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Competitor.
- 22.11** If Cars are located in pit garages then all pit road garage doors must remain open during all Practice and Qualifying sessions.
- 22.12** At all Events a maximum speed limit of 30mph will apply in the Pit Lane at all times.
- 22.13** Penalties for exceeding pitlane speed limit:
- (a) During qualifying: A Fine of a minimum of £10 per mph in excess of the speed limit and / or loss of a Drivers best two Qualifying lap times. However in accordance with Article 17.1 the CoC may inflict an additional Penalty if they suspect a Driver was speeding in order to gain any sort of advantage.
- (b) During a Race: Any of the Penalties available under Article 15.3 and / or a Fine of a minimum of £10 per mph in excess of the speed limit.
- 22.14** The pitlane allocation for each Competitor will be determined by random draw by the Championship Organiser and notified via the Pre-Event Information bulletin (an Official Document). Any Car stopped in the pits must be parked tail-in.
- 22.15** During all sessions it is permitted to cool the radiators and brakes of a Car when it is stationary in the pitlane. The use of any such device must be consistent with the requirements set forth in the 2024 F4 British Championship Technical Regulations

## **23) SCRUTINEERING AND SPORTING CHECKS**

### **THE TRs APPLY**

- 23.1** The following documents must be submitted to the administrative checks by each Competitor during initial scrutineering:
- (a) Competitor's and Driver's Licences and any related documents.
  - (b) Car Technical Passport (Art. 2 and TRs)
  - (c) Medical certificate of aptitude.
- 23.2** Drivers are obliged to submit written information to the Chief Medical Officer before the first practice starts. This information must include the Driver name and number of the Race Car. Participants with injuries or temporary handicaps are obliged to contact the Chief Medical Officer immediately. The Chief Medical Officer will decide if such a Driver will be admitted to the Event.
- 23.3** During initial scrutineering and at any time during the Event each Competitor must have available all documents required by Article 4.1 above in addition to the Car's Technical Passport.
- 23.4** Unless a waiver is granted by the CoC Competitors who do not keep to time limits will not be allowed to take part in the Event.
- 23.5**
- (a) Initial scrutineering of the Car will take place in the garage or in the paddock location assigned to each Competitor when the Technical Passport for the Car must be available.
  - (b) In order that scrutineers have the required access all pit lane garage doors must be left open during all Practice and Qualifying sessions where the Cars are located in the pit garages.
  - (c) In order that scrutineers have the required access for scrutineering where Cars are located in the paddock all awnings must remain open during that period.
- 23.6** Race numbers and any Official advertising in compliance with these Regulations and NCR must be on the Car for inspection during scrutineering.
- 23.7** No Car may take part in the Event until it has been approved by the scrutineers as directed by the Organisers.
- 23.8** The Technical Delegate / Championship Scrutineer may:
- (a) Check the eligibility of a Car at any time during the Event.
  - (b) Require a Car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
  - (c) Request the Organisers to require a Competitor to agree and pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
  - (d) Require a Competitor to supply them with such parts or samples as they may deem necessary.
- 23.9** At the request of the Championship Scrutineer any Car which after being passed by the scrutineers is dismantled or modified in a way which might affect its safety or call into question its eligibility or which is involved in an accident with similar consequences must be re-presented for scrutineering approval.
- 23.10** The CoC and / or the Championship Scrutineer may require that any Car involved in an Incident or which appears to be in an unsafe condition may be stopped and checked. Where this occurs the Car may only rejoin when released by the Championship Scrutineer.
- 23.11** After each Race and all Qualifying Practice sessions at least three classified Cars will be selected and must undergo scrutineering.
- 23.12** Checks and scrutineering shall be Carried out by duly appointed Officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the Competitors.
- 23.13** The CoC may publish the findings of the scrutineers each time Cars are checked during the Event. These results will not include any specific figures except when a Car is found to be in breach of the Technical Regulation.

- 23.14 A Tutoring service performed by instructors designated by the Organisers may be put in place. Competitors agree that the selected channels of data and video can be used by instructors appointed by the Organisers at the service of Drivers' tutoring.

## **24) TYRES AND TYRE LIMITATION DURING THE EVENT**

### **TRs ARTICLE 12 APPLIES**

- 24.1 Only the dry-weather tyres which have been provided at the Event by the appointed supplier may be used throughout the Event. They must be sourced from the Official Championship supplier.

Competitors may transport wet-weather tyres from one Event to another provided they were allocated to them by the appointed supplier.

- 24.2 Any modification or treatment including cutting grooving the application of water solvents or softeners the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.

In order to ensure that tyres have not been treated or modified samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the supplier's stock. The sampling procedures will follow those for Fuel sampling see Article 29.6 for details.

- 24.3 According to the number of Races per event each Driver may use no more than the tyres allocation quota provided by the TRs.

- 24.4 With the exception of the Races and free Practice sessions, wet-weather tyres may only be used after the track has been declared wet by the CoC (or Organisers for Official Testing) following which wet or dry weather tyres may be used for the remainder of the relevant session.

- 24.5 In case of a tyre damaged by an on-Track Incident the Championship Scrutineer who may approve the replacement of the damaged tyre with a suitable alternative tyre.

- 24.6 If an approved bar coding is not used on the outer sidewall of each tyre or at the request of the Competitor on both sidewalls the scrutineers will paint the Race number of the Driver as well as a letter characterising the Event.

- 24.7 The use of tyres without appropriate identification may result in a Penalty.

- 24.8 Tyres may only be inflated with air or nitrogen.

- 24.9 All tyres when under the control of a Competitor must remain visible within the Competitor's designated garage or awning (as the case may be) area at all times unless being used within the Competition.

With absolute discretion the Championship Scrutineer will enforce Parc Fermé conditions on tyres at any time.

## **25) MINIMUM CAR WEIGHT AND WEIGHING**

### **THE TRs APPLY**

- 25.1 The minimum weight of the Car plus driver with all required personal safety items at any time must be no less than the amount specified in the TRs.

- 25.2 (a) During each qualifying practice session Cars may be weighed as directed by the Championship Scrutineer. A Car or Driver may not leave the weighing area without the consent of the Championship Scrutineer.

(b) After each session each Car may be weighed. If a Driver wishes to leave the Car before it is weighed the Driver must ask the Championship Scrutineer to weigh the Driver in order that this weight may be added to that of the Car. The Championship Scrutineer will then tell the

Driver the measured weight and once the Driver leaves Parc Fermé this will be deemed implicit acceptance of the figure.

(c) The relevant Car may be Disqualified should its weight be less than that specified in the present TRs when weighed under a) or b) above save where the deficiency in weight results from the accidental loss of a component of the Car.

(d) No solid liquid gas or other substance or matter of whatsoever nature may be added to placed on or removed from a Car after it has been selected for weighing or has finished the post-Race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his Official capacity).

(e) Only scrutineers and Officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such Officials.

**25.3** In the event of any breach of these provisions for the weighing of Cars the CoC may Penalise the Competitor and / or the Driver.

## **26) GENERAL CAR REQUIREMENTS**

### **THE TRs APPLY**

**26.1** Only chassis gearboxes and engine installation kits complying entirely with the Homologations and the TRs may be used during Official test days and Events.

Once supplied the components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or except in the case of automobiles adapted for disabled Drivers in possession of a Certificate of adaptations issued by the ASN or FIA or with the written permission of the ASN after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified. Modifications to the automobile in accordance with the adaptations specified in the Certificate of adaptations are authorised.

**26.2** The use of components in accordance with the TRs is mandatory.

Once supplied the components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the ASN after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

**26.3** The use of the rear suspension pickup points as shown in the Homologation per the TRs is mandatory.

**26.4** An approved Accident Data Recorder (ADR) must be fitted to the Car and be in working order at all times during the Event.

The ADR must be installed as specified in the TRs.

**26.5** No signal of any kind may pass between a moving Car and anyone connected with the Car's Competitor or Driver save for lap timing purposes legible messages on a pit board body movement by the Driver and verbal communication between a Driver and the Competitor.

**26.6** The Organisers require Competitors to fit an Electronic Self (Timekeeping Transponder) Identification Module for the purpose of accurate timing the exact position of which will be advised prior to the Event. These modules will have to be in place and switched on for all practice sessions and the Races.

**26.7** The fitment of onboard marshalling systems to all Cars is mandatory in accordance with the TRs.

**26.8** The use of the following engine and gearbox oil is mandatory:

(a) Engine oil: MOTUL 8100X-POWER 10W-60 or such other specification as may be mandated from time to time by or for the purposes of these Regulations

(b) Gearbox Oil: as specified from time to time by Championship Bulletin.



In order to ensure that the required type of oil is used without modification or additives samples may be taken from the engine and/or gearbox for analysis and comparison with required type. The sampling procedures will follow those for fuel sampling see Article 29.6 for details.

- 26.9 Only the gear ratios mandated by the TRs may be used during Official test days and Events
- 26.10 Each Competitor must install and maintain in working order (image data recording and logging) a Judicial camera in accordance with the TRs and the following:
- (a) Nothing may obstruct the camera picture and it is the responsibility of the Competitor to ensure the functionality of the camera system at all times.
  - (b) The required memory cards will be supplied by the Organisers. It is the Competitor's responsibility to ensure that the camera remains intact and that the card is not removed except as provided by the TRs and / or these Regulations.
  - (c) It is the responsibility of the Competitor to ensure that the card and the video data of each session are available at any time during the Event. The cards must be returned to Championship Officials on demand and with the video data of all sessions on them and otherwise in accordance with the TRs.

Failure to comply with the above requirements will be reported to the CoC and may give rise to a penalty.

- 26.11 During the entire Event no screen cover or other obstruction which in any way obscures any part of a Car will be allowed at any time in the paddock garages pit lane or grid unless it is clear any such covers are needed solely for mechanical reasons which could for example include protecting against fire.

In addition to the above the following are specifically not permitted:

- (a) Engine gearbox or radiator covers whilst engines are being changed or moved around the garage.
- (b) Covers over spare wings when they are on a stand in the pit lane not being used.
- (c) Parts such as (but not limited to) spare floors Fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted:

- (d) Covers which are placed over damaged Cars or components.
- (e) A transparent tool tray no more than 50mm deep placed on top of the rear wing.
- (f) A cover over the Car in the Competitor's garage or awning as the case may be overnight.
- (g) A cover over the Car in the pit lane or grid if it is raining.

Awning fronts should remain open whilst Cars are inside the awning throughout the circuit open times of the Event unless approval has been given by a Championship Official for the awning to be closed.

- 26.12 The noise generated by the Car must not exceed 108dB(A) (Static Noise Test).

When subjected to a static noise test:

- (a) The clutch pedal must be actuated in order to prevent the gearbox from rattling.
- (b) The engine speed must be set at 4600 rpm.

- 26.13 **Wind tunnel testing ban:**

**Appendix 6 paragraph 4 Applies in the case of any breach of the wind tunnel testing Regulations**

- (a) Wind Tunnel Testing is the testing by a Competitor or any Related Party of that Competitor or any agent or sub-contractor of the Competitor or any of its Related Parties in a test

environment of a representation of an F4 Car or subcomponent in order to measure observe or infer any forces displacements pressures or air flow direction resulting directly or indirectly from the incident air flow.

(b) Any wind tunnel testing is forbidden. This also applies for wind tunnel testing using a scale model of a F4 Car or subcomponent.

(c) It is forbidden to use any results from wind tunnel testing obtained by a Competitor or any Related Party of that Competitor or any agent or sub-contractor of the Competitor any of its Related Parties or any other Third Party other than the wind tunnel testing results supplied by the rolling chassis manufacturer.

#### **26.14 Aerodynamic data:**

No rolling chassis may be used in the Championship unless the company supplying such rolling chassis accepts and adheres to the following conditions:

Aerodynamic data must be made available for all the Competitors.

#### **26.15 Staff limitation.**

All Competitor staff may be required to submit to DBS (Disclosure and Barring Service) checking through the ASN. Failure to submit to this will deny access to the Championship Events.

No Competitor entering a Car or Cars may have more than four (4) operational staff members per Car at an Event with access to the paddock the pit garages and the pit lane from the start of preliminary scrutineering until the end of the last Race of every Event.

The following are not considered as operational staff:

- (a) The staff exclusively connected with hospitality Competitor motorhomes marketing public relations
- (b) A **truck driver** with the sole duty of driving trucks
- (c) A medical doctor a physiotherapist a massage therapist
- (d) A Driver manager a "Driver coach"
- (e) The Competitor owner or managing director.

Non-operational staff will neither be allowed to work on a Car entered by the Competitor nor to make any kind of technical operation (data acquisition parts repair parts maintenance etc.) related to a Car entered by the Competitor.

A list of the staff must be maintained by the Competitor and shall be submitted to the Organisers on request.

The Competitor manager must be the Competitor representative at the Event briefing and will also be summoned as the Competitor representative by the Officials during an Event of the Championship. However the Competitor may appoint another representative other than the Competitor manager.

### **27) SPARE CARS**

**27.1** Spare Cars are not permitted. However any part of the Car may be changed at any time during the Event for a replacement part conforming with the TRs.

No Driver may use more than one Car at the same Event. After initial scrutineering the survival cell may only be changed if the Championship Scrutineer is satisfied that a change is necessary following accident damage. Any replacement survival cell must be presented to the Championship Scrutineer for inspection and may have no components pre-fitted to it. Following the change the Car must then be re-presented for scrutineering.

- 27.2 The decision whether a Car has been repaired or changed will be taken by the CoC based upon a report by the Championship Scrutineer.
- 27.3 Any Car which has passed initial scrutineering may not be removed from the confines of the Venue during the remainder of the Event except with the prior authority of Championship Scrutineer and must be re-presented for scrutineering should it return to the Venue.

## **28) ENGINES**

### **THE TRs APPLY**

- 28.1 (a) Only engines supplied sealed by Neil Brown Engineering Limited the Championship engine equalisation service provider ('NBE') post-equalisation and complying entirely with the following homologation per the TR may be used during Official test days and events.
- (b) All engines must be supplied and serviced exclusively through NBE. All Competitors must execute and deliver a Technical and Support Services Agreement with NBE (TESA) in the form approved by the ASN.
- (c) Non-conformity by the Competitor with the provisions of the TESA shall be a breach of these Regulations and of the NCR and may be Penalised accordingly.
- 28.2 (a) Each Competitor must register each of their engines (Registered Engine) with the Championship Scrutineer prior to the start of Free Practice for the opening Event of the year. These engines become that Competitor's Registered Engines for the Championship.
- (b) Each Competitor may only have listed the same number of Registered Engines as they have Registered Drivers at each Event (to a maximum of 4).
- (c) Should a Competitor's number of Registered Drivers Entered at an Event drop below the number of Registered Engines recorded for that Competitor they must declare to the Championship Scrutineer prior to the start of Free Practice for that Event which of their Registered Engines they wish to remove from their list.
- (d) Having removed a Registered Engine from their list should that Competitor's Registered Driver number subsequently increase at any Event during the Championship the Registered Engine(s) that was originally declared (28.2(a)) then removed must then be returned to their list of Registered Engines up to the number of Drivers entered by them.
- (e) Only if a Competitor's number of Registered Drivers Entered at an Event increases beyond the number of Registered Engines originally recorded (28.2(a)) may an additional Registered Engine be notified to the Championship Scrutineer prior to the start of Practice for that Event.
- (f) Only these Registered Engines may be fitted in any of that Competitor's chassis for all Events and Official Tests for the duration of the Championship.
- (g) Prior to Qualifying for each Event one Registered Engine must be declared for each chassis entered and this must remain the Registered Engine used for that chassis for the duration of the Event unless exchanged in accordance with 28.5(d) or due to 28.2(h) (i) or (j).
- (h) Any Registered Engine must be presented to NBE for a dyno test and/or inspection if required to do by Championship Officials at any point during the Championship.
- (i) Any Registered Engine that has obtained three wins during the course of the Championship be they consecutive or not must arrange to return that Registered Engine to NBE for a dyno test and/or inspection. This must be completed prior to the Event following the Event in which the third win occurs.
- (j) The engine must be returned to the NBE for a dyno test and/or inspection after every subsequent third win of the season after such a dyno test.
- (k) The Organisers reserve the right to allow this mandatory test (28.2(h)/(i)) to be deferred only if they are satisfied that scheduling of the test is impractical before the following Event.
- (l) Any Registered Engine that has been subject to this mandatory test (28.2(i)/(j)) must be declared as the Registered Engine for the same Driver that obtained the most recent of those three wins for the next Event at which they are entered following completion of that test.

- (m) Immediately following any In-Season Equalisation the count for three Race wins (28.2(i)/(j)) for each Registered Engine will be reset to zero and the count will begin again from the start of the following Event.
- 28.3** An engine will be deemed to have been used once the Car's timing transponder has shown that it has left the pit lane.
- 28.4** Any engine repair revision or preparation must be carried out only by NBE who will provide together with the Organisers for the engine to be re-sealed. The engine will be delivered with the original seals in place and these must remain intact from delivery until the engine is returned to NBE for any revision or repair. Any seal broken in use must be immediately reported by the Entrant in writing to the Organisers and the Car must not be used Competitively until such time as the Organisers acting through the Championship Scrutineer have authorised in writing such use.
- 28.5** (a) A Registered Engine may be rebuilt once (only by NBE) during the Championship provided any parts which are replaced are of identical specification to the original parts. If the engine block or cylinder head or sump are replaced during such a rebuild this will be considered a replacement engine.
- (b) After a Registered Engine is rebuilt or replaced it must be subjected to a dyno test for performance control by NBE after completing two Race Events after the date of rebuild or replacement. This regulation does not apply after the 8th Event of the Championship but the Organisers reserve the right to require an additional dyno test as per 28.2(h).
- (c) Should a Registered Engine be replaced during the Championship that engine will no longer be eligible as a Registered Engine. Its replacement will then become a Registered Engine (compliant with these Regulations).
- (d) During an Event a Registered Engine may only be exchanged for a Spare Engine supplied by NBE where the Championship Scrutineer is satisfied that data or inspection prove that a clear mechanical failure or damage has occurred.
- (e) Other than approved fitment of a Spare Engine (28.5(d)) no engine swaps are permitted during any Event or Official Test.
- 28.6** A Registered Engine may be replaced in cases where the engine has suffered major damage and would require extensive repair and rebuild that is not viable. The replacement engine would then become a Registered Engine, as per 28.5(c). The replacement of an engine in this manner will not be permitted during an Event, as 28.5(d) still applies. The decision on whether a replacement engine is permitted instead of a rebuild will be at the discretion of the Championship Scrutineer, supported by NBE.
- 28.7** Other than the straightforward replacement of one engine unit with another, a replacement will also be deemed to have taken place if any of the seals are damaged or removed from the original engine after it has been used for the first time (other than during the rebuild permitted by Article 28.5(a) or the checks permitted by Article 28.4(b)).
- 28.8** (a) In the event of an engine being required by the Organisers in order to determine compliance with the Regulations during the course of an Event the relevant Competitor must surrender the engine to the Organisers as soon as such notification is given. Under these circumstances the Organisers in their discretion may elect to facilitate delivery of a Spare Engine chosen and supplied by NBE to the Competitor concerned until the original is returned and may impose conditions on the user of the replacement including use/service/rebuild related fees. The use of this Spare Engine will be at no cost to the Competitor provided it is returned with its Official seals intact and its usage is bound by the same terms as the original NBE TESA.
- (b) Any failure and/or disconnection or malfunction of any Car component which occurs prior to or during testing a Practice session Qualification session or Race and which affects the engine performance will result in making the Car not compliant with the present Technical Regulations for the entire duration of the corresponding testing practice session Qualifying session or Race.

This article will apply whatever the reason for the failure and/or disconnection or malfunction and such non-compliance may be Penalised Judicially under the Sporting Regulations.

## **29) FUEL FUEL SAMPLING AND REFUELLING**

### **THE TRs APPLY**

- 29.1** Only Fuel provided at the Event by the Championship Fuel Supplier may be used throughout the Event.
- All Competitors may be provided with the Fuel specification in advance of each Event. Any alteration to the specification of the Fuel as provided by the appointed supplier may result in Disqualification from the Event.
- 29.2** It must be possible to take a sample of Fuel from a Car at any time during the Event according to the procedure described in the TRs.
- 29.3** During all refuelling or Fuel handling operations :
- (a) The relevant personnel must be wearing clothing which will provide adequate protection against fire
  - (b) An assistant wearing clothing which will provide adequate protection against fire and who is equipped with a suitable fire extinguisher of appropriate capacity must be present.
  - (c) During refuelling all other Competitor personnel must keep a safe distance from the Car.
  - (d) All Cars refuelling equipment and containers must be suitably grounded where necessary.
  - (e) Any powered pumping system used to transfer Fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves
- 29.4** No refuelling or removal of Fuel is permitted:
- (a) During any Qualifying session
  - (b) During any Race
  - (c) At any time prior to the completion of post-Qualifying or post-Race scrutineering unless with the agreement and under the supervision of the Championship Scrutineer.
- 29.5** Refuelling or removal of Fuel is only allowed via self-sealing dry-break connectors and may only be Carried out in the paddock. There must be no-one seated in the Car during any refuelling operation.
- 29.6** Fuel testing will be undertaken per the TRs and NCR D.34 Comparison Testing.

## **30) GENERAL SAFETY**

### **THE TRs APPLY**

### **APPENDIX 6 APPLIES**

- 30.1** Official instructions will be given to Drivers on the Track by means of the Signals laid out in the NCR. Competitors must not use flags or lights similar in any way whatsoever to these.
- 30.2** Drivers are strictly forbidden to drive their Car in the opposite direction to the Race unless this is absolutely necessary in order to move the Car from a dangerous position. A Car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 30.3** Any Driver intending to leave the Track or to go to the pit or the paddock area must signal intention to do so in good time making sure to do this without danger.
- 30.4** During practice qualifying and the Race Drivers may use only the Track and must at all times observe the provisions of these Regulations relating to driving behaviour on Circuits.
- 30.5** Other than by driving on the Track Competitors are not permitted to attempt to alter the grip of any part of the Track surface.

- 30.6** If a Car stops on the Track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If any mechanical assistance received during the session results in the Car re-joining the CoC may Disqualify the Driver from that session .
- 30.7** A Driver who abandons the Car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 30.8** Repairs to a Car may be Carried out only in the paddock or pits or when permitted the grid.
- 30.9** The Competitor must make fire extinguishers of minimum 5kg capacity each available at each pit and / or awning where located in the paddock and ensure that they serviced in accordance with the manufacturer's recommendations and current legislation. The minimum number of extinguishers required should be as per section 4 of the current BARC Health & Safety Guidance notes.
- 30.10** Refuelling is not permitted during qualifying or the Race.
- 30.11** The replenishment of any liquids is forbidden following the start of the Race until after post-Race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.
- 30.12** Save as specifically authorised by the NCR or these Sporting Regulations no one except an Official or marshal or the Driver may touch a stopped Car unless it is in the paddock or the Competitor's designated garage or awning area or the pit lane or on the starting grid.
- 30.13** At no time may a Car be reversed in the pit lane under its own power.
- 30.14** At no time may a Car be driven unnecessarily slowly erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person. This will apply whether any such Car is being driven on the Track the pit entry or the pit lane.
- 30.15** During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each Race and the time when the last Car enters the Parc Fermé no one is allowed on the Track the pit entry or the pit exit with the exception of:
- (a) Marshals or other authorised personnel in the execution of their duty.
  - (b) Drivers when driving or on foot having first received permission to do so from a marshal.
  - (c) Competitor personnel when either pushing a Car or clearing equipment from the grid after all Cars able to do so have left the grid on the formation lap.
  - (d) Competitor personnel when assisting marshals to remove a Car from the grid after the start of the Race.
  - (e) Competitor personnel working on a Car on the grid during a Race stoppage in accordance with Article 39.1.d.
- 30.16** During a Race the engine may only be started with the starter except :
- (a) In the pit lane or the Competitors designated garage area where the use of an external starting device is allowed or
- 30.17** Drivers taking part in Practice sessions and the Races must always wear the clothes and helmet specified in the Code (Appendix L – Chapter III (Appendix 1 of the F4 Sporting Regulations) and these Regulations.
- 30.18** If a Driver has serious mechanical difficulties during a Practice session or the Race the Driver must leave the Track as soon as it is safe to do so.
- 30.19** The Car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres or when otherwise instructed by the CoC. It shall be at the discretion of the CoC to decide if a Driver should be stopped because the Car rear light is not working. Should a Car be stopped in this way it may re-join when the fault has been remedied.

- 30.20 Only three Competitor members per participating Car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the Race.

**People under 16 years of age other than Drivers are not allowed in the pit lane.**

- 30.21 Competitors are not permitted to install and/or to use any electric devices or time-recording-instruments on the pit wall within 5 metres of the line. Any equipment installed by a Competitor on the pit-wall must not protrude from the pit-wall and over the Track.
- 30.22 Animals except those which may have been expressly authorised by the Organisers are forbidden in the pit area and on the Track.
- 30.23 The CoC or the Chief Medical Officer can require a Driver to have a medical examination at any time during an Event this medical examination may include an anti-doping test per the NCR.
- 30.24 Competitors must ensure that all of the ASN and the Organiser and Circuit Management Health and Safety Regulations or Guidance are complied with at all times during an Event.
- 30.25 Failure to comply with the general safety requirements of the NCR or these Sporting Regulations may result in application of Penalties including the Disqualification of the Car and Driver concerned from the Event.
- 30.26 The Championship Clerk of the Course, the Stewards, the Championship Scrutineer or the Chief Medical Officer of an Event may order that an Extrication Exercise is Carried out at an Event. A Competitor and Driver will be selected at random to take part in this exercise and must make themselves available and wearing the Safety Equipment as per Appendix 1 of these Regulations at a place to be advised in an Official Championship Bulletin.
- 30.27 Competitors are reminded of the requirement to install and use an Extractable Seat in accordance with the current FIA Technical Regulations (Appendix J – Article 274A Art 14.7) and the Championship Technical Regulations Article 13.3

**31) PRACTICE SESSIONS**

- 31.1 Save where these Sporting Regulations require otherwise pit lane and Track discipline and safety measures will be the same for all Practice sessions as for the Race.
- 31.2 No Driver may start in the Race without taking part in at least one Practice session or pre-Event Test Session in accordance with Regulation 34.5 below.
- 31.3 During all Practices there will be a green and a red light Signal at the end of the pit lane. Cars may only leave the pit lane when the green light Signal is on. Additionally a blue Signal and/or a flashing blue Signal will be shown in the pit exit to warn Drivers leaving the pit lane if Cars are approaching on the Track.
- 31.4 The interval between sessions may not be less than three hours but always subject to the Official TOCA Event timetable.
- 31.5 In the event of a driving infringement during any Practice session the CoC may delete a Driver's lap time(s) drop the Driver such number of grid positions as considered appropriate or insist the Driver to start the following Race from the pit lane. Unless it is completely clear that a Driver committed a driving infringement any such Incident will normally be investigated after the relevant session.

Where appropriate regard will also be given to the provisions of Article 17.1.

- 31.6 Any Driver taking part in any Practice session who in the opinion of the CoC stops unnecessarily on the Circuit or unnecessarily impedes another Driver shall be subject to the penalties referred to in Article 31.5.
- 31.7 Should it become necessary to stop any Practice session because the Circuit is blocked by an accident or because weather or other conditions make it dangerous to continue the CoC will order red Signals to be shown at all Signaling posts and the red lights Signals to be shown at the Line.

When the signal is given to stop all Cars shall immediately reduce speed and proceed slowly back to the pit lane and all Cars abandoned on the Track will be removed to a safe place.

At the end of each Practice session no Driver may cross the Line more than once.

- 31.8 The CoC may interrupt Practice as often and for as long as considered necessary to clear the Track or to allow the recovery of a Car. However only during Qualifying Practice may the session be extended as a result and dependent upon the available time on the Event schedule.

Should one or more sessions be thus interrupted no Protest can be accepted as to the possible effects of the interruption on the Qualification of Drivers admitted to start.

## 32) NOT APPLICABLE

## 33) QUALIFYING PRACTICE SESSION

- 33.1 One Qualifying Practice session of at least 20 minutes and of no more than 30 minutes duration will take place at each Event.

- 33.2 No Driver may start the Race without taking part in Qualifying Practice session except as may be permitted by the Clerk of the Course.

- 33.3 Should it become necessary to stop any Qualifying Practice Session because the Track is blocked by an Incident or because weather or other conditions make it dangerous to continue the Clerk of the Course will order red Signals to be shown at all marshal posts and the red lights Signals to be shown at the Line.

When the signal is given to stop all Cars shall immediately reduce speed and proceed slowly back to the pit lane and all Cars abandoned on the Track will be removed to a safe place.

- 33.4 At the end of each Practice session no Driver may cross the Line more than once.

- 33.5 Should any Qualification session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the session; the decision of the Clerk of the Course shall be final.

- 33.6 Should one or more sessions be thus interrupted no Protest can be accepted as to the possible effects of the interruption on the qualification of Drivers admitted to start.

- 33.7 During a Qualifying session that is stopped under a Red Signal Competitors may work on Cars in the Pit Lane in accordance with Article 22.

- 33.8 Each Driver shall complete a minimum of 3 laps in the Car to be Raced and in the correct session in order to Qualify per NCR and these Regulations.

- 33.9 Should an Event be oversubscribed the Event Organisers may permit a maximum of 20% more entries than permitted to start the Race in accordance with the Track Licence to qualify for the Race.

- 33.10 Those Drivers who do not Qualify for a place on any of the three Race grids of an Event (Reserve Drivers) will be placed onto the Reserve List for each Race in the order of their Qualifying time (the Reserve Number Order). As grids for all Races are based on differing criteria reserves for these Races may be different.

## 34) THE GRID

- 34.1 At the end of the Qualifying Practice the fastest time achieved by each Driver will be Officially published.

- 34.2 Should two or more Drivers have identical times priority will be given to the one who set it first.

- 34.3 Grids should be published at least 30 minutes before the start of the relevant formation lap.

Any Driver who is unable to start for any reason whatsoever must inform the CoC at the earliest opportunity.



If one or more Cars are withdrawn the starting grid will be closed up accordingly and the final starting grid confirmed 30 minutes before the start of the formation lap. Should two or more Drivers have identical times priority will be given to the one who set it first.

- 34.4 Any Driver(s) who cannot start the Race because their qualifying position places them outside the maximum number of Cars permitted by the circuit licence will only be allowed to start the Race if any Driver who qualified higher on the grid is unable to start and withdrawn.
- 34.5 Any Driver whose best Qualifying lap exceeds 110% of the pole position time will not be allowed to take part in the Race. Under exceptional circumstances however which may include setting a suitable lap time in an Official Test Session immediately prior to the Event the Clerk of the Course in consultation with the Stewards of the Meeting may permit the Car to start the Race. Any Driver accepted in this manner will be placed at the back of the starting grid after any other Penalties have been applied. Should there be more than one Driver accepted in this manner they will be arranged on the grid in the order in which they were classified in the Qualifying session.
- 34.6 The grid for each Race will be formed in accordance with and up to the maximum number of starters permitted by the Track Licence for that venue.
- 34.7 The grid for Race 1 (First Race) will be set in order of the Driver's second fastest lap achieved in Official qualifying.
- 34.8 The grid for Race 2 will be set in the reverse order of the top 12 fastest lap times achieved in Official qualifying. The rest of the field will start in the order of their fastest lap time set in Official qualifying.
- 34.9 The grid for Race 3 (Conventional Grid Race) will be set in order of the Driver's fastest lap time achieved in Official Qualifying.
- 34.10 If for any force majeure reason Qualifying is not able to take place then the grid for Race 1 and Race 3 will be set according to Championship positions; the grid for Race 2 will be set according to Championship positions, top 12 reversed.
- 34.11 Any Competitor who withdraws from a Race having taken part in Qualifying Practice must inform the Clerk of the Course/Championship Co-Ordinator at the earliest opportunity and in any event no later than 30 minutes before the start of the Race. If one or more Cars are withdrawn the grid may be closed up if sufficient time is allowed to do so.
- 34.12 Reserves will replace withdrawn or retired entries in Reserve Number Order.
- 34.13 If Reserves are issued Grid Places prior to publication of the first Grid Sheets for any round the times set in Qualifying shall determine their grid positions.
- 34.14 If Reserves are given places after publication of the grid sheet and prior to Cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise they will be held in the pitlane and be released to start the Race after the last Car to take the start has passed pitlane exit.
- 34.15 Only the Clerk of the Course may provide the authority for Reserves to start
- 34.16 Reserve Drivers will take precedence in Reserve number order over any Driver whose qualifying times are disallowed and over any Driver who qualifies entirely out of session.
- 34.17 Reserve Drivers held in the pitlane will be kept in position for 2 complete laps after the start after which they must return to their awning.
- 34.18 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 8 metres.

### 35) MEETINGS / DRIVER BRIEFINGS

- 35.1 A meeting chaired by the CoC will take place as notified to Competitors by the Organisers and at a location to be advised all Drivers entered for the Event and their Competitor managers (and/or signed-on Guardian if the driver is under 18 years of age) must be present. Failure to attend or arriving late to this meeting may result in a Fine.

### 36) STARTING PROCEDURE

- 36.1 All Race start countdowns are to have a minimum elapsed period of 5 minutes from the time that all Cars are released to form up on the grid to the start of the green flag Signal lap(s) in the formation as specified in Article 34.6.
- 36.2 When the signal is given the Cars will be released on to the Track behind the Safety Car and led to the grid. Once the train of Cars following the Safety Car has left the Assembly Area the Assembly Area and Pit Lane Exit will be closed. During this procedure the Cars will keep in formation with no overtaking. The Safety Car will set the pace. No practice starts may be executed during the course of this procedure. At the end of this procedure the Cars will take up their grid positions. Any Car unable to join the train of Cars following the Safety Car shall be held in the Pit Lane and may only exit the Pit Lane after the last Car has passed the Pit Lane Exit on the Green Flag Signal Lap but shall only do so under the instruction of the Pit Lane Marshals. The Car must then join the train at the back of the grid in front of any Car with a time delay.
- 36.3 The countdown procedures/audible warnings sequence shall be:  
**2 minutes** to start of Green Flag/Pace Lap - Close Pit lane exit / Clear Grid  
Warning/Grid Closed  
**1 minute** to start of Green Flag/Pace Lap - Start engines/Clear Grid  
**30 seconds** - Visible/audible warning start of Green Flag Lap imminent  
**Green Flag** - Start of green flag lap
- 36.4 (a) Cars on the grid must have their wheels fitted and wheels may only be removed in the pit lane unless the start is delayed for a change of climatic conditions declared by the CoC when the CoC may permit change of tyres on safety grounds.
- A Drive Through Penalty in accordance with Article 15.3(a) may be imposed on any Driver for breach of this Article.
- (b) It is not permitted to cool the radiators or brakes of a Car on the grid unless it is specifically authorised by the Championship Scrutineer. In the event of this permission being given the use of any such device must be consistent with the requirements of the Championship Technical Regulations.
- 36.5 (a) The Green Flag lap will commence by the **display** of a green **Signal** by the starter at the start gantry and will be led by the Safety Car acting as a Parade Car as per NCR section Q Appendix 5. During the Green Flag Lap the Cars must maintain formation keeping no more than 5 Car lengths between each other. The Safety Car will set the pace. Practice starts are forbidden once a Car has left its grid position. At the end of this Green Flag Lap the Safety Car will take up its standby position and the Cars will come back to the grid where they will stop at their respective grid positions keeping their engines running. A Penalty may be applied to a Driver for breach of this Article.
- (b) There will be a Standing Start (unless Article 38.16 applies).
- 36.6 (a) Any Cars removed from the Grid after the 2-minute signal may start the Green Flag Lap after the last Car to start the Green Flag Lap on the Grid has passed the startline or Pit Lane Exit whichever is the latest. Drivers must remain at the back of the Grid but in front of any Drivers who are the subject of a Time Penalty in accordance with NCR Q12.9.4.

- (b) Any Cars driven in to the Pits on the Green Flag Lap may start the Race after the last Car to take the Race Start on the Grid has passed the startline or Pit Lane Exit whichever is the latest.
- (c) Any Drivers unable to start the Green Flag lap or Race Start are required to indicate their situation by raising their arm as per NCR Q12.11.2.
- 36.7** Excessive weaving to warm up tyres using more than 50% of the Track width is prohibited. All weaving to warm tyres must stop once the Car has reached the grid markings.
- 36.8** (a) Any Driver(s) unable to maintain their grid position on the Green Flag Lap but who still has other moving competing Cars behind them may regain their allocated grid position(s). However this must be undertaken by exercising maximum caution.
- (b) Any Driver(s) unable to maintain their grid position on the Green Flag Lap to the extent that all other Cars are ahead of them may complete the Green Flag Lap but must remain at the rear of the last row of the grid but ahead of any Cars to be started with a time delay.
- 36.9** Unless specifically authorised by the CoC during the start of a Race the pit wall must be kept free of all persons with the exception of Officials and fire marshals.
- 36.10** When all Cars have returned to the Grid a 5 second board will be used to indicate that the grid is complete and the red lights Signal will be switched on 5 seconds after this board is withdrawn. The Race will start when the red lights Signal are extinguished. The time between the lights being switched on and them being extinguished will be between 2 and 7 seconds.
- 36.11** If the start lights fail the start signal may be given by the downward movement of the National Flag after all Drivers have been briefed accordingly.
- 36.12** (a) A Penalty may be imposed upon any Driver adjudged to have committed a False Start or breached any part of the Starting Procedure
- (b) A Driver will be adjudged to have made a false start and will be Penalised in accordance with the Championship Regulations if;
- i) the Car is in an incorrect position on the grid or
  - ii) the Car is moving at the time that the start signal is given or
  - iii) if any part of the Car is forward of their grid marking
- For the avoidance of doubt a Car is deemed to be forward of their grid marking if the front wheels of a single seater are forward of the line marking their grid position.
- The CoC may use any video or electronic means to assist in reaching a decision regarding a breach of the Starting Procedure.
- 36.13** If the starter deems it necessary to suspend the Starting Procedure a “Start Delayed” board will be displayed at the startline. From the moment of display of this board the Starting Procedure will be suspended.
- 36.14** If the Starting Procedure is suspended before the commencement of the Green Flag Lap Drivers will be advised as to whether they should switch off their engines. If engines are switched off Competitors may be allowed to access the Grid and this will be confirmed by the CoC and communicated to the Competitors. The Starting Procedure will recommence from the one minute signal once the reason for the delay has been rectified and the Green Flag lap will commence as per Article 36.5 above.
- 36.15** If after returning to the Grid at the end of the Green Flag Lap a problem arises an “Extra Formation Lap” board will be displayed at the startline. This is the signal that all Cars able to do so must complete an extra Green Flag Lap. Under this Article the Green Flag lap will not be led by the Safety Car and the Driver in Pole Position will determine the pace.
- 36.16** Every time the “Extra Formation Lap” board is displayed the Race duration will be shortened by an amount to be decided by the CoC whose decision is not appealable.
- 36.17** Should Article 36.15 apply the Race will nevertheless count for the Championship no matter how often the procedure is repeated or how much the Race is shortened as a result.

36.18 Only in the following cases will any variation in the start procedure be allowed :

(a) If the Race is started behind the Safety Car Article 38.16 will apply.

### 37) THE RACES

37.1 During a Race Drivers leaving the pit lane may only do so when the light Signal at the end of the pit lane is green and on their own responsibility. A blue Signal will also warn the Driver if Cars are approaching on the Track.

### 38) SAFETY CAR

- 38.1 The Safety Car will be brought into operation to neutralise a Race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced Track Driver and will Carry an observer capable of recognising all competing Cars and who is in permanent radio contact with Race control (NCR G5.2.17).
- 38.2 The Safety Car yellow/amber lights illuminated will normally join and exit the Track from the pit lane and the Safety Car boards will be shown initially from the start/finish line. If these locations are to be varied specific written instructions (an Official Document) and verbal briefings will be issued detailing the exact locations to be used.
- 38.3 On the order from the Clerk of the Course the Safety Car will join the Track with its flashing lights on regardless of where the Race leader is.
- 38.4 When the order is given to deploy the Safety Car a waved yellow flag Signal and "SC" board will be displayed at the start/finish line. The yellow Signals and "SC" boards will flow around the Track in both directions as an adjacent post displays both their yellow Signal and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- 38.5 Flashing yellow lights Signals may also be used at the start-line and at other points around the Track.
- 38.6 All Competing Cars when notified of the Safety Car intervention (by the flag signals "SC" boards or by any other means) will reduce speed and line up behind the Safety Car no more than 5 Car lengths apart and maintaining the same speed as it. Overtaking or overlapping of any other competing Car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular Competitor is signalled to overtake the Safety Car by the observer in the Safety Car.
- 38.7 When ordered to do so by the Clerk of the Course the observer in the Safety Car will wave past any Cars between the Safety Car and the Race leader. These Cars will continue at reduced speed and without overtaking until they reach the line of Cars behind the Safety Car.
- 38.8 While the safety Car is in operation competing Cars may enter the pit lane but may only rejoin the Track when signalled to do so and not when the safety Car and the line of Cars following it are about to pass or are passing the pit exit. A Car re-joining the Track must proceed at an appropriate speed until it reaches the end of the line of Cars behind the Safety Car.
- 38.9 The Safety Car will remain in operation until at least the majority of competing Cars on the Track are lined up behind it.
- 38.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the Track. This would normally be such that a minimum of 25% of a lap for Tracks over 2 miles and 50% of a lap for Tracks under 2 miles should be completed by the Safety Car with its lights extinguished.
- 38.11 Following the safety Car extinguishing its lights and prior to passing the green Signal the Race leader will dictate the pace and if necessary fall more than five Car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the pits from the point at which the lights on the Car are extinguished Drivers must proceed at a pace which will not lead to the Safety Car being overtaken before it has entered the pit lane and involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other Drivers or impede the restart.

- 38.12** As the Safety Car is entering the pit entry road the green **Signal** will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The green **Signal** will flow around the Track in both directions as an adjacent post displays their green **Signal**. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking or overlapping remains strictly forbidden until the start signal at the start/finish line is passed.
- 38.13** Each lap completed while the safety Car is deployed will be counted as a Race lap.
- 38.14** Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case and provided its yellow/amber lights remain illuminated all Cars must follow it into the pit lane without overtaking. Any Car entering the pit lane under these circumstances may stop at its designated garage area.
- 38.15** Should it be necessary to stop a Race during a Safety Car deployment once the signal to stop the Race has been given the Safety Car with all competing Cars following will complete the lap it is on and then come to a stop at a position instructed by the CoC to the Safety Car observer and all competing Cars must stop behind the Safety Car unless otherwise directed.
- 38.16** In exceptional circumstances the following may apply:
- (a) The Race may be started behind the Safety Car. In this case its flashing yellow/amber lights will be turned on at the two-minute signal and a message stating "Safety Car Start" will be shown on the Timing Screens and "Digiboard" (if available). This is the signal to the Entrants/Drivers that the Race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green **Signal** is shown at the Start/Finish Line the Safety Car will leave the grid and all Cars will follow in single file in grid order no more than 5 (five) Car lengths apart. The Race will be deemed to have started when the Safety Car leaves the grid and the Green **Signal** is displayed.
  - (b) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking except that a Car that falls behind may regain its grid position if the Cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case Drivers may carefully overtake to re-establish their original starting grid order. If a Car falls to the back of the grid it must remain at the back of the grid.
  - (c) Any Car(s) delayed leaving the grid may not overtake another moving Car if stationary after the remainder of the Cars had crossed the line. In this case the Car(s) shall remain at the back of the grid in the order they left the grid.
  - (d) A Time Penalty or Drive Through Penalty may be imposed on any Driver who in the opinion of the Clerk of the Course unnecessarily overtakes another Driver during these laps.
  - (e) The "SC" boards and Yellow **Signals** will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 38.10 38.11. and 38.12.
  - (f) All laps undertaken in this start procedure will be deemed to be counted as Race laps.
- 38.17** Any Car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the Safety Car is deployed will be reported to the CoC. This will apply whether any such Car is being driven on the track, the pit entry or the pit lane.

## **39) STOPPING A RACE**

- 39.1** (a) Any Race can be stopped at the sole discretion of the Clerk of the Course.
- (b) When the decision to stop the Race has been made Red Lights Signals will be switched on at the Startline and Red **Signals** will be displayed at the Start/Finish line. Competitors will be warned that the Race has been stopped by the simultaneous **display** of the Red **Signal** at all **Marshal Signalling** Posts. This may be supplemented by the showing of red lights Signals at the start line and around the Track.

- (c) Drivers must cease Racing and slow to a safe and reasonable pace and return to the starting grid area which will automatically become a Parc Fermé area.
  - (d) No work may be undertaken on a Car unless expressly approved by the Championship Scrutineer on the grounds of safety. The use of cooling fans and an external source of energy may be used in compliance with Championship Technical Regulations.
  - (e) Cars must not enter the pits unless directed to do so
  - (f) Work on Cars already in the Pits must cease when a Race is stopped.
  - (g) Both the Race and the timekeeping system will stop.
- 39.2** Any Race stopped before the leader has completed two laps will be declared a “No Contest” and available Drivers will restart from their original grid positions.
- 39.3** Any Race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the Race. Competitors will be restarted from a grid set out in the finishing order of this first part which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red **Signal**. Only Cars which are proceeding under their own at the showing of the Red **Signal** will be classified in this first part (Article 40.1 also applies).
- 39.4** When restarted the Result will be the order of finishing at the end of the restarted Race. The result will list all Competitors who took the start in the Race even if they did not take part in the restarted Race and will use the first part for purposes of establishing lap records and point scoring where applicable (Article 40.1 also applies).
- 39.5** Any Race stopped after the leader has completed 75% of its duration may be considered to have finished unless the Clerk of the Course in consultation with the Stewards of the Meeting deems it appropriate to restart the Race. The result will be based on the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of the first showing of the Red **Signal**. Only Cars which are proceeding under their own power at the showing of the Red **Signal** will be classified. If restarted Article 39.3. will apply.

#### **40) RESUMING A RACE**

- 40.1** In the interval between stopping and restarting the Race vehicles may return to the pit area for repairs. They may not return to the grid but may join from the pit lane after all the other vehicles have started. Non-runners at the time of stopping the Race may be returned to the pit lane and may restart from the pit lane behind those referred to above if approved to do so by the Championship Scrutineer. No work may be carried out on the grid unless on grounds of safety and with the prior approval of the Championship Scrutineer. The Clerk of the Course may order that the duration of the second part or re-run of any Race shall be of a shorter distance than originally scheduled or may be abandoned altogether.
- 40.2** If the Race is to be restarted it will be resumed either by a Standing Start or behind the Safety Car. If a Standing Start is used the procedure will be as set out in Articles 36.5 to 36.10. If the Race is to be restarted behind the Safety Car the procedure will be as set out in Article 38.16
- 40.3** It will be the sole decision of the CoC as to whether a Standing Start or a Safety Car Start will be used and this decision will be communicated to all Competitors and Drivers.



## **41) FINISH**

- 41.1 The end-of-Race signal (Chequered Flag) will be given at the Line as soon as the leading Car has covered the full Race distance **or time as the case may be.**
- 41.2 Should for any reason the end-of-Race signal (Chequered Flag) be given before the leading Car completes the scheduled number of laps the Race will be deemed to have finished when the leading Car last crossed the Line before the signal was given. Should the end-of-Race signal be delayed for any reason the Race will be deemed to have finished when it should have finished.
- 41.3 After receiving the end-of-Race signal (Chequered Flag) all Cars must progressively slow down and proceed on the Track directly to the Parc Fermé without any unnecessary delay and without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals if necessary). Drivers must keep their helmets and gloves on and harnesses done up while on the Circuit or in the pit lane.
- 41.4 Drivers should only pass the end of Race signal (Chequered Flag) once.
- 41.5 Any classified Car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the Car to the Parc Fermé.

## **42) PARC FERMÉ**

- 42.1 Only those Officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such Officials.
- 42.2 When the parc fermé is in use parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- 42.3 The parc fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it. Multiple areas may be designated by the Championship Scrutineer as Parc Fermé and all regulations apply in these areas.
- 42.4 At the end of each qualifying session/Race all Cars must return immediately to Parc Fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).
- 42.5 Any classified Car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the Car to the parc fermé.
- 42.6 No work on the Cars of any kind is permitted in Parc Ferme. No data may be downloaded except by or for Championship Officials. Except that during Parc Ferme following Free Practice sessions, data may be downloaded and Tyre Pressures may be checked.
- 42.7 No Competitor personnel are permitted to enter the Parc Fermé area unless authorised to do so by the Championship Eligibility Scrutineer.
- 42.8 The only exception to this rule is that it is permitted to cool the radiators and brakes of a Car when it is stationary in Parc Fermé or Podium Parc Fermé. The use of any such cooling device must be consistent with the requirements described in the Championship Technical Regulations. One member of Competitor personnel per Car may enter the Parc Fermé area for this purpose and to release the camera card to a Championship Official when requested to do so.
- 42.9 No camera cards to be taken away from parc fermé by anyone other than a Championship Official.

## **43) CLASSIFICATION**

- 43.1 The Car placed first will be the one having covered the scheduled distance in the shortest time or where appropriate passed the Line in the lead at the end of the published duration of the Race (or more if the Race is suspended see Article 39.4). All Cars will be classified taking into account the number of complete laps they have covered and for those which have completed the same number of laps the order in which they crossed the Line.

- 43.2 Cars having covered less than 80% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.
- 43.3 All Qualifying Timesheets Grids Race Results are deemed PROVISIONAL until all vehicles are released by the Championship Scrutineer after Post Qualifying/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.
- 43.4 The Official Classification will be published after the Race. It will be the only valid result subject to any amendments which may be made under these Regulations.

#### **44) PODIUM CEREMONY**

- 44.1 The Drivers finishing the Races in 1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> positions of both Drivers' Championships must attend the prize-giving ceremony on the Championship podium and immediately thereafter make themselves available for the purpose of television interviews and a press conference if any.
- 44.2 Trophies will be provided for presentation at the end of each Race or Event. Fastened Race suits or Championship Race clothing is to be worn by Drivers at all presentations in addition to the Pirelli Caps awarded for that round. Additionally all Drivers must make themselves available for television and media interviews.
- 44.3 Organisers reserve the right to cancel any Rookie Cup podium ceremony should there be less than two classified Rookie finishers in that Race.
- 44.4 Failure to attend a ceremony by any Driver who has won an award will be deemed an infringement of these Regulations unless prior agreement has been given by the Championship Co-ordinator.

#### **45) PRESS CONFERENCES AND PROMOTION**

- 45.1 Upon request all registered Drivers are obliged to attend free of charge all Organiser press conferences. The following obligations must be respected:

Immediately after Qualification and/or prize giving the first three classified Drivers of the Race will be required to make themselves available for a press conference (at a location specified in the Official Documents). All of these three Drivers are obliged to attend this press conference.

The Drivers must wear their closed overalls and designated caps during the press conferences.

- 45.2 Drivers must take part in any promotional activity requested by the Promoter such as autograph sessions prize giving press conferences pit road walkabouts and pre-Race parades.

The Drivers Competitors and manufacturers give the right to the ASN to use their name for any promotional advertising publicity and public relations purpose for the promotion of the Championship.

Use of the Championship logo by the Competitors manufacturers and Drivers or their agents or representatives is prohibited other than by prior permission in writing from the ASN.



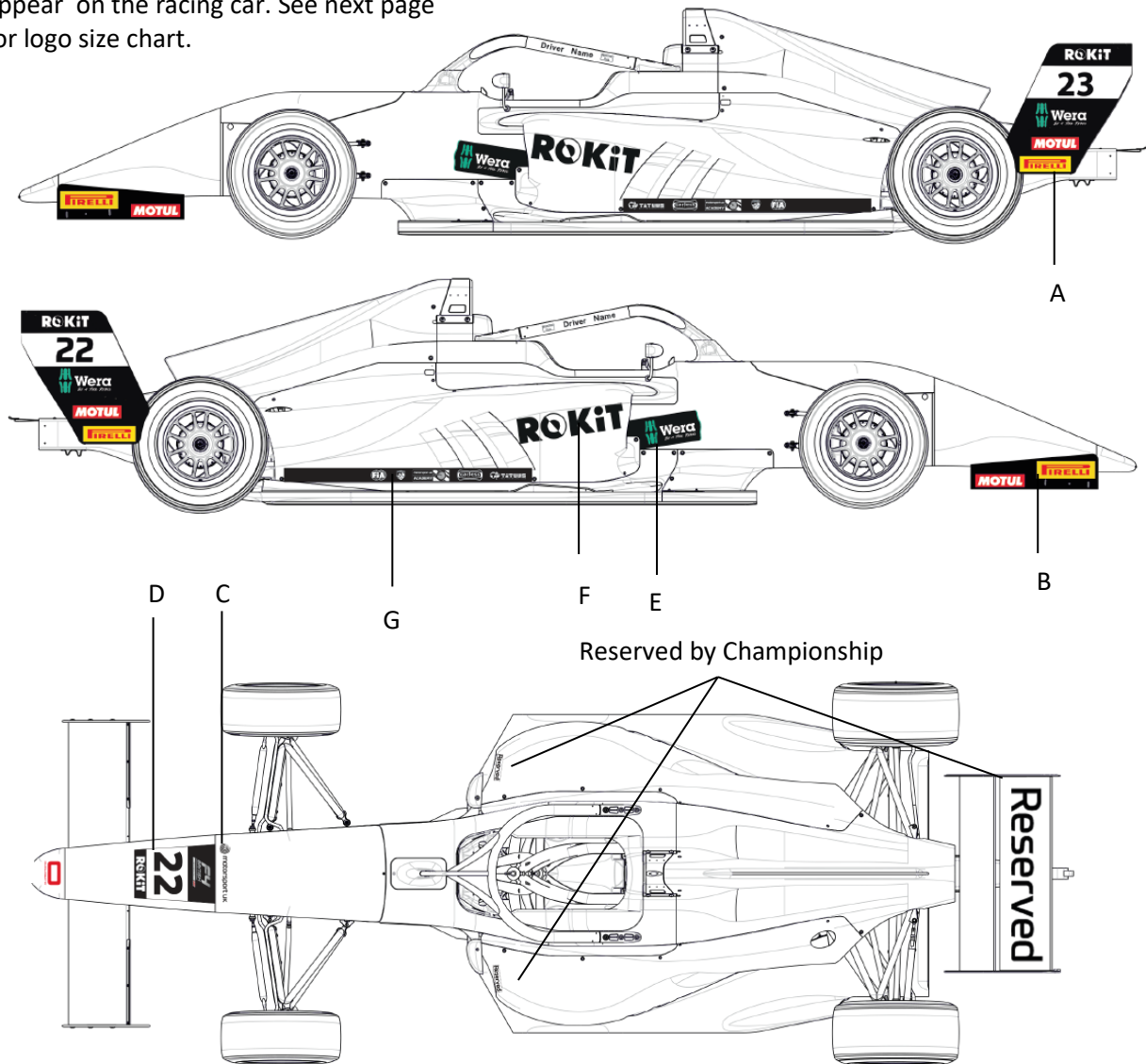
## APPENDIX 1 – DRIVER’S SAFETY KIT

SPORTING REGULATIONS		
Equipment	FIA standard	FIA Regulations
Helmets	FIA standard 8859-2015 FIA standard 8860-2010 FIA standard 8860-2018 FIA standard 8860-2018-ABP	Article 1 “Helmets” Chapter III “Drivers’ Equipment” Appendix L – ISC
Drivers’ Clothing	FIA standard 8856-2018	Article 2 “Flame-resistant clothing” Chapter III “Drivers’ Equipment” Appendix L – ISC
Frontal Head Restraint (FHR)	FIA standard 8858-2002 FIA standard 8858-2010	Article 3 “Frontal Head Restraint (FHR)” Chapter III “Drivers’ Equipment” Appendix L – ISC
Safety Belts	FIA standard 8853-2016	Article 4 “Safety Belts” Chapter III “Drivers’ Equipment” Appendix L – ISC <u>Art. 14.4 of 274A appendix J</u>

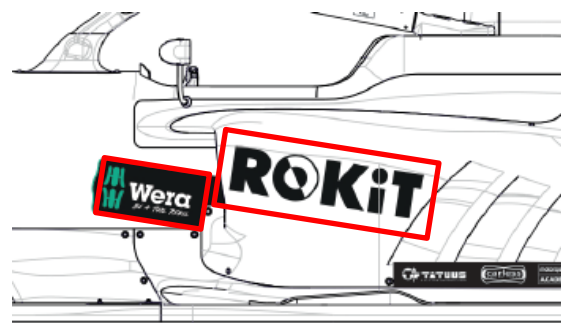
## APPENDIX 2 – F4 BRAND GUIDELINES

### Race Car:

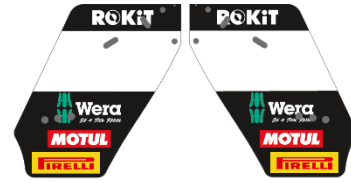
This page illustrates the size and position of how the branding must appear on the racing car. See next page for logo size chart.



To protect the identity and ensure clarity, a clear area should be protected around both logos. This clear area should be a minimum of 50mm on all sides.



A. Rear Wing Endplate x 2 (525mm x 545mm)



B. Front Wing Endplate x 2 (539mm x 150mm)



C. Motorsport UK Nose Graphic (267mm x 46mm)



D. Front Number background and logos (267mm x 366mm)



E. Wera Cockpit side graphic x 2 (317mm x 129mm)



F. ROKiT Sidepod Graphic x 2 (450mm x 110mm)



G. Partner Technical Strip – Sidepods x 2 (1048mm x 59mm)



**Where there is the option of black or white decals, teams will be given that which has the highest level of contrast with the base livery so determined by the Championship.**

Driver's equipment:



A final design of all Race suit designs regardless of where they are obtained must be submitted to the Championship Coordinator for approval prior to production.

The ROKiT logo must take the highest position on the front of the suit as per the design demonstrated above.

Truck identification: (schematic draft)

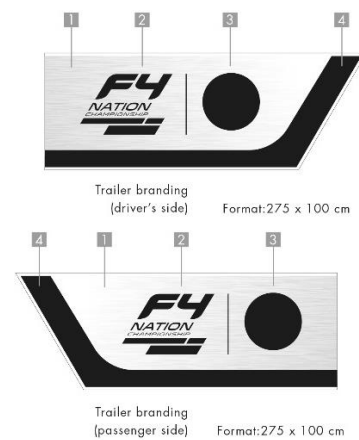
**Side & flag:**



The stickers are to be affixed on both the left and right sides of the trailer, not necessarily in the position indicated. The Championship will provide graphics that must be affixed to both sides of the trailer.

On each Race truck in the left corner (in the driving direction) of the trailer's roof a flag has to be affixed by the Competitors according to the drawing. The flag itself (height 300 cm x width 100 cm) will be provided by the Promoter. Each Competitor is responsible for providing one mast to set up this flag. The height of the mast (measured from the top of the trailer's roof upwards) should be between 300 cm and 350 cm.

Competitors may be also required to Carry and install other flags/masts provided by the ASN/promoter related to their Competitor or Drivers.



### APPENDIX 3 - COMPETITOR/DRIVER CHAMPIONSHIP REGISTRATION

- 1.1 **FULL SEASON REGISTRATION:** The Fee is £24,700 (per Driver) and is payable to the ASN
- 1.2 **ROUND BY ROUND:** Drivers who opt to pay round by round will pay a one off £3760 Championship Registration and £2,841 Race Entry for each Event. Payments must be received by the ASN in clear funds no less than 7 days prior to each Event.

## APPENDIX 4 - CHAMPIONSHIP ROUNDS

### 1.1 The Championship will be contested over 10 Events as follows

Rounds	Date	Venue	Club
123	27-28 April	Donington Park (National)	BARC
456	11-12 May	Brands Hatch (Indy)	BARC
789	25-26 May	Snetterton 300	BARC
101112	08-09 June	Thruxton	BARC
131415	15-16 June	Silverstone GP	BARC
161718	13-14 July	Zandvoort GP	BARC
192021	10-11 August	Knockhill	BARC
222324	24-25 August	Donington Park GP	BARC
252627	21-22 September	Silverstone National	BARC
282930	05-06 October	Brands Hatch (GP)	BARC

## APPENDIX 5 - CHAMPIONSHIP OFFICIALS

### Officials

#### 1.1 Permanent Clerk of the Course

Trevor Williams

#### 1.2 Championship Co-ordinator

Eve Lake-Grange

#### 1.3 Deputy Championship Co-ordinator

Flora Scott

#### 1.4 Technical Delegate/Championship Scrutineer

Rob Mason

#### 1.5 Media Delegate

Ashleigh Stewart

#### 1.6 Event and Championship Stewards

1.6.1 **Event Stewards:** The ASN will appoint an ASN Steward as Chair of the Stewards at each Event. The Local Organiser will appoint 2 additional Event Stewards for each Event.

#### 1.6.2 Championship Stewards:

David Simons Alan Gow Richard Norbury Ian Watson; any three Championship Stewards will constitute a quorum.

1.6.2.1 Championship Stewards may only adjudicate on disputes irregularities or appeals arising from the approved Championship Regulations and in accordance with their full powers and authority derived under the NCR.

1.6.2.2 In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest the Organisers reserve the right to appoint an alternative Championship Steward or if deemed to be necessary more than one alternative Championship Steward



## **APPENDIX 6 - CHAMPIONSHIP PENALTIES**

### **Championship Race Penalties**

In accordance with these Regulations incorporating Section C of the current NCR

#### **1     Infringements of Technical Regulations**

##### **1.1    Arising from post Official Testing, Free Practice or Qualifying Scrutineering or Judicial Action**

Minimum Penalty: The provisions of NCR C.3.3.

##### **1.2    Arising from Post Race Scrutineering or Judicial Action**

Minimum Penalty: The provisions of NCR C.3.5.1 (a) & (b).

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of NCR C.3.5.1(c)].

#### **2     Additional Specific Championship Penalties**

**2.1** In order to emphasise the importance of driving standards in the Championship licence penalty points awarded against a Competitor in accordance with NCR C.2.1.5 will be reflected in that Competitors' Championship points total as follows:

(a) Up to and including the first five (5) licence penalty points imposed relating to the 2024 F4 British Championship no deduction will be made against a Competitor's Championship points total

(b) Upon reaching an accumulation of six (6) Motorsport UK Penalty points each Penalty Point imposed subsequently for each and every further offence (including that 6th point) relating to the 2024 F4 British Championship will then result in a deduction of 3 Championship Points from that Driver's Championship score even if this results in a negative score.

(c) This deduction will not apply to points awarded in the Competitors Cup.

**2.2** In order to maintain standards of conduct the Championship Officials will monitor all Officials' / observers' reports of adverse behaviour at Race Events. If any individual (or member of his mechanics/Competitor/sponsor/entourage) is included in one such report during the Championship they will receive written warning from the Championship Co-ordinator that their behaviour is to be specifically observed at future Race Events. Any adverse reports during this period of observation could result in a Championship steward's enquiry with possible loss of Championship points and refusal of further Race entries.

**2.3** Furthermore Championship Officials will investigate any reports of misconduct away from Race Events including but not limited to social media accounts and other digital outlets. If any individual (or member of his mechanics/Competitor/sponsor/entourage) is deemed to be harming the interests of the Championship its sponsors staff or other Competitors or bringing the sport into disrepute in any way will in the first instance receive written warning from Championship Officials that their behaviour is unacceptable. Corrective action such as removal of offensive social media posts or apologies to other parties may be requested. Any further adverse reports could result in the matter being referred to a Championship Steward's enquiry with possible loss of Championship and/or Competitor points withdrawal of Championship / TOCA passes or refusal of further Race entries. Conduct may also be referred to the ASN Disciplinary Officer including for possible referral to the ASN National Court.

- 2.4** To ensure parity between licence holders any licence penalty points imposed in accordance with NCR C.2.1.5 and C.2.1.7 will be recorded by the Championship Co-ordinator. In the case of Competitors holding licences issued by ASNs other than Motorsport UK and where licence penalty points are not recognised by that ASN should a Competitor reach a total of 12 penalty points during the Championship season the matter will be referred by the Championship Co-ordinator to the Championship Stewards. The Championship Stewards may impose a Disqualification from participation in future Championship Race Events equivalent to any period of suspension which a Motorsport UK licence holder may be subject to under NCR C2.1.8. Following such a Disqualification from participation the points relied on for imposition of this Penalty will not count further under this Regulation.

### **3 Race with Respect**

By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the ASN Respect Code which is appended to these Regulations (Appendix 9).

- 3.1** Where any reports of disrespectful conduct are judged to be well founded the Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate Penalties which can include loss of Championship points and/or Race bans through to Championship Expulsion and referral to ASN National Court.
- 3.2** It is imperative that we collectively promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to ASN. Details of the ASN Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

### **4 Testing Ban**

- 4.1** Appendix 7 applies. Any breach of the testing Regulations will in addition to the penalties provided at Appendix 7 incur a mandatory fine of up to a maximum £50000 (fifty thousand pounds) (applying NCR A.2.4) payable to the ASN and a suspension of all Championship points accrued by the Competitor and Driver until the date on which the fine is paid in full as cleared funds.

#### **4.2 Wind tunnel testing:**

Any breach of the wind tunnel Regulations will in addition to the penalties provided incur a mandatory fine of up to a maximum £50000 (fifty thousand pounds) (applying NCR A.2.4) payable to the ASN and a suspension of all Championship points accrued by the Competitor and Driver until the date on which the fine is paid in full as cleared funds.

## APPENDIX 7 - TESTING

### Appendix 6 paragraph 4 applies to breaches of the testing Regulations in addition to any other penalty provided

#### 1 Testing Ban

All registered Drivers are not permitted to test (excluding Championship Official Test Days) on any Track included in the championship calendar from 00:01hrs 25th April 2024 until immediately after the final scheduled Event at that Track in any configuration unless permission to do so is given in writing by the Championship Co-ordinator and issued in a Championship Information Bulletin. Such requests for permission must be submitted at least 7 days (one calendar week) in advance of the requested testing date. For the avoidance of doubt this restriction includes a Competitor using a Driver who is not registered for the Championship.

#### 2 Official Test Days

All registered Drivers and Competitors are permitted to attend all Championship Official Test Days which will be confirmed in writing by the Championship Co-ordinator. These will generally be held on the Friday preceding the Championship Event at each venue (exceptions are Events held at Donington Park and Thruxton).

For the avoidance of doubt test days (other than the Championship Official Test Days) that are organised by the Championship are not classified as Official Test Days.

Only registered Drivers may take part in Official Test Days.

The Technical Regulations apply for all Official Test Days. Should any Car be found to be non-compliant with Technical Regulations it will result in that Driver's Testing Times being deleted from the relevant test session.

Save where these Sporting Regulations require otherwise pit lane and track discipline and safety measures will be the same for all Official Test sessions as for the Race.

Parc Fermé conditions will apply in Competitor awnings for 30 minutes after each Official Test session unless authorisation to release is given by the Championship Scrutineer.

- 2.1 The Organisers will endeavour to provide as much notice as possible and will refund a proportion of the Entry fee equal to the cost of the Official Test day cancelled unless the cancellation is force majeure in which case no refund will be given.

3. All registered Drivers including Rookie Cup Drivers are forbidden to test or Race in any other single seater or sports racing Car on any Track included in the Championship calendar until immediately after the final Event at that Track in any configuration unless permission to do so is given in writing by the Championship Co-ordinator. Registered Drivers are permitted to test without restriction in a DVLA-registered and fully road-legal road Car providing that Car is compliant with UK road laws which must include the use of road-legal tyres valid road-fund licence (Car tax) and (where applicable) a current MOT certificate.

4. There are no testing restrictions at Silverstone (any configuration) or Donington Park (any configuration) for registered Drivers and registered Entrants competing in the main Championship except that no registered Driver nor registered Entrant is permitted to test on this Track in any F4 British Championship chassis within the three weeks prior to the start of the scheduled Championship Event at that Track.
5. Registered Drivers including Rookie Cup Drivers who fail to comply with these testing restrictions will be excluded from participating in the following Official test day and will incur a penalty of five places in the starting positions at each of the three Races of the following Event in which they participate.
6. Registered Entrants who fail to comply with these testing restrictions may have their Drivers excluded from participating in the following Official test day and their Drivers incurring a penalty of five places in the starting positions at each of the three Races of the following Event in which they participate.

## APPENDIX 8 - RADIO COMMUNICATION WITH TEAMS

In accordance with Art. 14.3 of these Regulations use of the Radio device is mandatory. The Competitor may be penalised as a breach of the NCR for failure to use it as required.

1. Competitor Managers will be issued with a Radio at the start of each event and must return it at the end of each day of that event. Details of this radio and the radio channel are available from the Organisers.
2. This will allow two-way communication between the Organisers and the Competitor Managers outside of qualifying and Races, but two-way communication is strictly prohibited 20 minutes before a session, during a session and 20 minutes after a session. Competitor Managers who ignore these limits will be denied from having this access within the system.
3. Any communication from any British F4 Official via the dedicated British F4 radio communication channel to a team or teams shall be deemed as being an instruction from an authorised Official of the meeting.
4. It is the responsibility of the Competitor Manager to ensure that the radio is working and monitored at all times during all operational hours. A radio check will be Carried out at the start of each day with each Competitor Manager.
5. These radios remain the property of Motorsport UK and must be returned to the Organisation team for both charging at the end of each day and for storing at the end of each meeting. Teams will be liable for loss or damage incurred when the radio is in their possession.
6. Any messages or notices conveyed via the Radio System are given for the Competitor Manager advice only and do not substitute nor override circuit flag and board signals.
7. The use of pit to Car radio systems is allowed in accordance with NCR Q.11.3(a)i. Either Analogue or Digital systems are allowed. The radio system shall allow for voice transmission only.
8. Radio frequencies used by a driver, team and/or any of their suppliers must be licensed for use in the UK by Ofcom or their approved agent. The Championship Co-ordinator must be notified 4 weeks prior to the first event of the season of the Radio Frequency with full details of access codes to be used by the driver, team, which the Organisers must approve. The Championship Co-ordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by a driver, team and/or any of their suppliers at any time during the season.
9. The driver, team and/or any of their suppliers will at all times comply with the terms and conditions specified from time to time by Ofcom or other official bodies (e.g. an airport authority) for the use of their radio frequency.
10. In the event that a frequency used by a driver, team and/or any of their suppliers interferes with a frequency used by a local service (e.g. an airport authority), F4 Championship or BTCC / TOCA officials or another third party the driver, team and/or supplier may be required to change its radio frequency to a non-conflicting frequency to the satisfaction of the Championship Co-ordinator and in accordance with the requirements of Ofcom. The driver and/or team may be suspended from testing and Qualifying and Racing until a change of frequency has been affected.
11. If a driver or team wish to change their frequency during the season they must first obtain approval from Ofcom or their approved agent and submit this frequency information to the Championship Co-ordinator before use.

## **APPENDIX 9 - RACE RESPECT CODE**

### **Appendix 6 article 3 applies**

### **Race With Respect Code**

#### **Encouraging a positive environment on and off the track**

A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in an ASN Event in any capacity you are agreeing to follow the values of the ASN Respect Code:

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

We therefore ask all members to pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect regardless of their gender ethnicity or socio-economic background language religious or other beliefs disability sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff officials competitors volunteers as well as fans and supporters
- Respect the rules regulations and authority of the officials and ASN.

Breaching the above obligations may result in disciplinary action.

## APPENDIX 10 - COMMERCIAL REGULATIONS

### General

These Commercial Regulations are of Regulatory effect

The ASN has for the benefit of the Championship and Competitors and Drivers entered into commercial partnership arrangements ('Championship Commercial Partners'). Therefore the following Regulations are to be observed by all Competitors and Drivers as applicable in addition to any corresponding elements in the Sporting Regulations.

It is a condition of continuing registration for the Championship and participation in it that no Competitor or Driver shall at any time make any negative or disparaging comment orally or in writing including any form of social media howsoever touching upon or relating to any of the Championship Commercial Partners or their respective products officers or personnel. Breach of this obligation will be treated as prejudicial to the Championship and motorsport generally and may result in Judicial action at the instance of the Championship Stewards and / or the ASN pursuant to the NCRs.

- 1.1 Tyres:** Only the tyres approved by the TRs shall be used whenever the Car is on track in testing or at an Event. The Podium caps provided by Pirelli must be worn on all podiums and during media interviews and events (Art.45.2 of these Regulations).
- 1.2 Engine Oil:** Only the Control Lubricant Partner brand may be promoted by any Competitor or Driver.
- 1.3 Race Suits:** All championship Race suit designs must be sent to the championship for approval prior to placing an order.
- 1.4 Engines/NBE:** Please refer to these Regulations including the TRs. All Competitors must enter an SSA with NBE and must not obtain the services of any other third party for the purposes of servicing or repairs or maintenance of the engine(s). The principle is one of sporting fairness and protection of the inherent performance equivalence mandated by the Championship.
- 1.5 Fuel:** Only the designated Championship fuel must be used whenever the Cars run on a track. Among other things this protects the role of NBE as stated above at 1.4. Fuel must be obtained from the nominated Championship Fuel Supplier Carless. Full details will be provided by Championship Bulletin.
- 1.6 Conduct generally:** In addition to Race Respect all Competitors and Drivers and Competitor members are obliged to conduct themselves at all Events and Official Tests and generally to the highest possible standards and are reminded of the provisions of NCRs A.10 and C.1.1.3 and C.1.1.4 and C.1.1.9 as well as the ASN policies concerning social media and digital and written communications for which any breach will be the subject of Judicial action.
- 1.7 Car branding/livery:** all Cars must be branded and have livery in conformity with the Championship Regulations including as to the Championship Commercial Partners as directed from time to time by the Organisers. A detailed schematic of the requirements is included in Appendix 2.
- 1.8 Driving standards:** the Championship is televised. Breaches of driving standards bring the sport into disrepute and cause unnecessary danger. All Drivers are required to drive safely and to the highest possible standards respecting other Competitors the Officials and track regulations. Competitors are expected to uphold and instill these standards in their Drivers both directly and through the services of any Driver coaches and / or training.
- 1.9 Use of still and moving images depicting the Championship** must all times conform to these Regulations and where applicable only with the relevant consents.

**1.10 TOCA:** Where the Championship Events take place at TOCA Package Events all applicable TOCA conditions must be respected. It is the Competitor's responsibility to obtain and be aware of the TOCA Conditions including but not exclusively those relating to passes.

**1.11 Venues:** The Championship Venues are independently owned and all Venue instructions must be respected at all times especially those relating to waste and the environment.

**1.12 Other Championship Partners:** Competitors must adhere to any lawful commercial requests from the Promoter in respect of Championship partners. Where there is a conflict with a team or individual partner they can be excluded with written permission from the Championship Promoter.

**1.13 Paddock Vehicles:** Only essential Official and Team vehicles will be issued with Paddock vehicle passes. For the avoidance of doubt, private Cars (i.e those with only a Competitors Car Park pass or no pass) are not permitted within the Paddocks.

**1.14 Miscellaneous:** Teams should refrain from using 'single use plastics' within the paddock area and their awnings. In this respect 'single-use' is a term which can refer to any plastic item either designed to be used for one time, or likely to be used in that way, within the venue. Such items include disposable single-use plastic bottles of water or drinks, plastic cups, plastic cutlery, plastic straws, this plastic Carrier bags, plastic drink stirrers etc.

A team which has no practical alternative to the use of a fully recyclable single use plastic item due to an existing commercial partnership, must first submit for approval a comprehensive plan for the collection within the venue and the recycling of those items which will include providing evidence as to the completion of their recycling after each event.

#### **1.15 Prizes:**

Teams' Prize – Engine – Provided ex works standard Autotecnica non-UK spec

Champion Driver:

- Formula 1 Alpine Prize – Not available to drivers associated with other F1 teams
- Mercedes-AMG Formula One Team - simulator experience at their Brackley HQ.
- Pirelli FRECA Test – Test awarded at discretion of Pirelli including team and date allocation/availability. Effort will be made to hold the test day within the end of the year of the season. Driver travel and excess at driver cost. No alternate prize can be accommodated and the test will not be passed to any alternate driver.

Each Weekend:

- Wera Tools – Decision on winner is at absolute discretion of the championship scrutineers
- Pirelli Fastest Charger – Most places made up over grid position in Race 1 and 3. In the case of a tie, it is awarded to the highest placed.