



## 2025 F4 BRITISH CHAMPIONSHIP CERTIFIED BY FIA SPORTING REGULATIONS

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## **FOREWORD**

Motorsport UK and its appointed Local Organiser British Automobile Racing Club Limited (‘the BARC’) (jointly and severally ‘the Organisers’) will organise the 2025 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, one for Rookie Drivers and one for Teams. It consists of the British F4 races which are included in the Championship calendar. All the participants of the Championship (ASN, Organisers, Competitors and Circuits) undertake to apply as well as comply with the rules governing the Championship which shall include but not limited to these Sporting Regulations and the National Competition Rules

Championship Grade: A                      Permit Number: Race Status National CH2025/R003

### **1) REGULATIONS**

- 1.1 The final text of these Sporting Regulations shall be in English, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. Changes to these Sporting Regulations must be made in accordance with NCR Ch.3 App.10 Art.4.2 and / or Ch.12, App.2, Art.4 as appropriate.
- 1.2 Where applicable or necessary for the good order of the sport and the Championship, the ASN through explicit written authorisation may grant exemption from the NCR under NCR Ch.1 Art.1.4.. All changes will be published by Championship Bulletin issued by the Organisers.
- 1.3 These Sporting Regulations come into force from the moment of their final publication and replace all previous Sporting Regulations.
- 1.4 These Sporting Regulations include the Championship Technical Regulations as published and / or amended from time to time.
- 1.5 Except as provided by these Sporting Regulations the definitions provided by the NCR apply.
- 1.6 Being a National Championship Certified by FIA and 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 Ch.1 Art.1.4 and shall be interpreted accordingly.
- 1.7 The Appendices to these Sporting Regulations are of Regulatory effect.
- 1.8 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 the International Sporting Code and its appendices (the Code), the FIA General Prescriptions, the Technical Regulations and the 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 round 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 expiry of the time for the lodging of a protest or sporting Appeal 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 their entry observe all the requirements of the NCR, the FIA General Prescriptions, the Technical Regulations and the Sporting Regulations.

If a Competitor is unable to be present in person at the Event, they must nominate their representative in writing.

Throughout the entire duration of the Event, any person operating on 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 prescribed in the Regulations throughout the Event.
- 3.3** The presentation of a Car for scrutineering will be deemed an implicit statement of conformity by the Competitor
- 3.4** All persons concerned in any way with an entered Car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must wear an appropriate pass at all times.
- 3.5** During any Event, Competitors (and/or any person 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.

Failure to comply with the above will be reported to the Championship Clerk of the Course and may result in a Fine or the Disqualification of the relevant Competitor from the Event.

### **4) LICENCES AND ELIGIBLE DRIVERS**

- 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.
- 4.3** No Driver may participate in the Championship for more than three complete seasons (more than 80% of the Events in any season being considered a complete season)
- 4.4** No Championship winning Driver, with the exception of any winner of the best Rookie title, may compete in a further Championship.
- 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, the BARC, ASN or FIA or any their officers and/or Officials into disrepute ;
  - (e) adhere to the ASN Safeguarding Policies and guidance documents, complete ASN 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 and any associated policies and guidance 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 1st4Sport 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 NCR Ch.6, App.5 Art.5.4 or
    - (ii) as the Championship has been authorised by the ASN the Organisers will accept Drivers who have achieved their 15th birthday in accordance with NCR Ch.12, App.2, Art.5.1 or
    - (iii) be a Driver in possession of a valid Licence and medical pursuant to Article 2.3.7. of the Code and NCR Ch.6 App.3 Art.1.6..
- 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 in accordance with NCR Ch.4 Art.1.5.
- 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 Events 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 Driver's name, medical condition(s) and requirement, and number of the Race Car.
  - (b) Participants suffering with concussion or other injuries or temporary handicaps are obliged to contact the Event Chief Medical Officer immediately.
  - (c) Competitors must comply with the ASN Concussion Policy. The ASN Chief Medical Officer will, after a review of the appropriate medical documentation, decide if such a Driver will be admitted to the Event. At all times fitness to compete following Concussion shall reside with the ASN Chief Medical Officer.
- 4.11** The Clerk of the Course or the Event 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, drug and/or or alcohol test.
- 4.12** All Competitors must register with the 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 12pm on 31 January 2025. The second half of the Registration fee must be received by 01 March 2025. Registrations may still be accepted after this time at the discretion of the Organisers under whatever terms they deem appropriate 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 2024 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 274) and the Technical Regulations ('the Car' or 'Car' 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 season.
- 5.8 An Event will not count for the Championship if fewer than 12 Cars are available to compete in it.
- 5.9 Each Event will be run on circuits holding a valid FIA licence grade 4 minimum, delivered by the FIA.
- 5.10 The Championship Events Calendar is set out in **Appendix 6** of these Regulations, and is correct at the date of these Sporting 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 caused or howsoever incurred as a result of such change(s). NCR Ch.3 App.10 Art4.2 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 Art.6.4 of these regulations 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 actually 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 2025 will be eligible to score points for the Championship Rookie Driver's 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 the Regulations.

6.4 The Championship Team 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 suspended under Art.39 of these regulations, and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension, 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 ASN and Organisers to do so, the Drivers finishing first, 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 & DEAD HEAT**

7.1 Prizes awarded for all the positions of Competitors who tie will be added together and shared equally.

7.2 If two or more Drivers or Teams 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, the holder of the greatest number of second places.

c) If the number of second places is the same, 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 ASN/Organisers will nominate the winner according to such criteria as it thinks fit.

**7.3** 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> 3<sup>rd</sup> placed Championship Drivers

e) Championship Trophies for 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> placed Rookie Drivers

f) Championship Trophy for 1<sup>st</sup> placed Competitor in the Championship

**7.4** 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 sportspersons and account to HMRC using form FEU1 the quarterly return of payments made to non-resident entertainers and sportspersons. 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.

**7.5** 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.

**7.6** 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.

**7.7** 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 Organiser must be a Club or body authorised and accepted by the ASN.

**9.2** The Organisers shall provide the information set out in the Specific or Supplementary Regulations of the Event or any Official Documents.

**10) INSURANCE**

**10.1** The ASN provides third party Public Liability insurance to all Competitors, their personnel and Drivers in accordance with the terms of the ASN Master Insurance Policy found [here](#) and which provides up to £100m per claim cover for all ASN Permitted Activity, including official Championship Events.

**10.2** The ASN insurance certificate, written in the language of the country as well as in English, shall be made available to the Competitors.

- 10.3 Insurance arranged by the Organiser and / or 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 (including employees, officers and / or personnel of the Entrant) taking part in the Event are not third parties with respect to one another.

## **11) OFFICIALS**

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

- a) A permanent Clerk of the Course.
- b) A permanent Chair of the Stewards at each Event.
- c) A permanent Championship Eligibility Scrutineer
- d) a panel of Championship Stewards
- e) A Championship Coordinator
- f) A Safeguarding Officer

11.2 For each Event, the following Officials may be nominated by the ASN:

- a) A Safety Delegate
- b) An ASN Delegate

11.3 For each Event, the following Officials must be nominated either by the ASN or the Organiser:

- a) Two Stewards of the Event.
- b) A Clerk of the Course.
- c) An Event Secretary.
- d) A Chief Medical Officer (CMO)

11.4 For each Event, the ASN or the Organiser may nominate the following:

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

11.5 The Clerk of the Course shall have overriding authority in the following matters (in addition to those prescribed within the NCR):

- a) The control of practice and the race, adherence to the timetable and, if they deem it necessary, the formulation of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations.
- b) The stopping of any Car in accordance with the Code and with the Sporting Regulations.
- c) The interruption of practice.
- d) The starting procedure.
- e) The use of the Safety Car.
- f) The suspending and resuming of the race.

11.6 The Clerk of the Course, the Chief Scrutineer and the Stewards of the Event must be present at the circuit from at least the beginning of the Event as defined by the Code.

11.7 The Clerk of the Course shall be in permanent radio contact with the Championship Eligibility Scrutineer and the Chair of the Stewards at all times when Cars are permitted to run on the track. Additionally, the Clerk of the Course must 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 Organiser by using the entry form available from the ASN and accompanied by the 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 ASN. The ASN will notify the applicant of the result of the application within thirty 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 be accepted.

**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 every person associated with its participation in the Championship, to observe and comply with them.
- b)** The name of the Competitor.
- c) The physical address of the Competitor corresponding to their Licence.
- d) Copies of the front and back of the Licences for both, Driver and Competitor as well as copies of the related documents according to Art.4.1 of these regulations.
- e) The names of the Drivers. A Driver may be nominated subsequent to the application upon payment of a fee fixed by the ASN.
- f) An undertaking by the applicant to participate in every Event with the number of Cars and Drivers entered.
- g) Confirmation from the applicant on demand of the Organisers that both they and their intended Drivers have complied with the requirements of Art.21 and App.10 of these Sporting Regulations in respect of testing.

**12.3** The limit on Entries or Cars per Competitor is 4 (four) Cars at any Event of the Championship subject always to Article 27.1 of these Regulations. Accordingly Teams:

**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 entry fee is £25,400 per Car per season as set by the ASN.  
Any entry request shall not be considered without the payment of the corresponding fees.
- 12.6** All applications will be studied by the ASN and accepted or rejected at its absolute discretion. The ASN 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** The ASN may cancel the Championship if less than 12 Cars are entered for it by the closing date for entries.
- 12.8** Any Driver entered in the Championship and who is unable to take part in an Event must inform the Organiser in writing before the end of initial scrutineering of the Event in question.
- 12.9** 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 the 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 Clerk of the Course and / or the Stewards of the Event 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 purpose 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** Any decision or communication concerning a particular Competitor should be given to them within 30 minutes of such decision, and receipt must be acknowledged.
- 14.4** Officials' instructions and communications to Competitors may also be given via a dedicated radio channel in accordance with Appendix 10, 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 the Clerk of the Course (or directly noted by the Clerk of the Course) which:

- a) Necessitated the suspension of a race under Article 39 of these regulations.
- b) Constituted a breach of these Sporting Regulations, the NCR or the Code.
- c) Caused a false start by one or more Cars.
- d) Caused a collision.
- e) Forced a Driver off the track.
- f) Illegitimately prevented a legitimate overtaking manoeuvre by a Driver.
- g) Illegitimately impeded another Driver during overtaking.

Unless it was completely clear that a Driver was in breach of any of the above, any incidents involving more than one Car will normally be investigated after the race.

15.2 It shall be at the discretion of the Clerk of the Course to decide if a Driver or Drivers involved in an incident shall be penalised.

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

Provided that such a message is displayed within 30 minutes of the end of the race, or a message is delivered to any Team concerned within this time, the Driver or Drivers concerned may not leave the circuit without the consent of the Clerk of the Course.

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

- a) A five (5) second time penalty: five (5) seconds will be added to the elapsed race time of the concerned Driver provided they carry out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the Driver must stop in their pit stop position for at least five seconds before re-joining the race or any team personnel touch the Car.
- b) A ten (10) second time penalty: ten (10) seconds will be added to the elapsed race time of the concerned Driver provided they carry out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the Driver must stop in their pit stop position for at least ten (10) seconds before re-joining the race.  
In both of the above cases no work may be carried on the Car during the penalty period of time.
- c) A Drive-Through penalty. The Driver must enter the pit lane and re-join the race without stopping.
- d) A ten second (10) Stop and Go time penalty. The Driver must enter the pit lane, stop in the designated penalty area, controlled by Marshals, for at least ten (10) seconds and then re-join the race without any work being done on the Car.

If either of the four penalties above are imposed during the last five laps, or after the end of a race, Article 15.4(b) below will not apply and five (5) seconds will be added to the elapsed race time of the Driver concerned in the case of (a) above, 10 seconds in the case of (b), 30 seconds in case of (c), and 40 seconds in the case of (d).

- e) A time penalty.
- f) A reprimand.
- g) A drop of any number of grid positions at the Driver's next race.
- h) Starting from the pit lane.

- i) Disqualification from the Results.
  - j) Disqualification from the Driver's next Event.
- 15.4** Should the Clerk of the Course decide to impose either of the penalties under Article 15.3(a) or (b), the following procedure will be followed:
- a)** The Clerk of the Course will give written 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.
  - b)** With the exception of Articles 15.3(a) and (b) above, from the time the Clerk of the Course decision is notified on the timing monitors the relevant Driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 15.3(d), proceeding to the allocated penalty area where they shall remain for the period of the time penalty.
- For the avoidance of doubt, the display of the Drive Through Penalty "Drive Through" will be repeated a maximum of two times. The Line may be crossed outside of the pit lane on the track a maximum of two times after the penalty is shown for the first time.
- However, unless the Driver was already in the pit entry for the purpose of serving their penalty, they may not carry out the penalty after the Safety Car has been deployed. The number of times the Driver crosses the Line behind the Safety Car will be added to the maximum number of times they may cross the Line on the track.
- Whilst a Car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.
- c)** When the time penalty period has elapsed the Driver may re-join the race.
  - d)** Any breach or failure to comply with Articles 15.3(c) or (d) may result in the Car being Disqualified.

## **16) PROTESTS AND APPEALS**

- 16.1** Protests shall be made in accordance with the NCR and accompanied by a fee – £485.00 and published by the ASN.
- 16.2** Appeals shall be made in accordance with the NCR and accompanied by a fee –£910.00 and published by the ASN.
- 16.3** Appeals may not be made against Decisions concerning the following:
  - a) Penalties imposed under Articles 15.3 (c), (d), including those imposed during the last five laps or after the end of a race.

## **17) SANCTIONS**

- 17.1** The Clerk of the Course and / or 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 8th Penalty point on their Licence record, from the pit lane regardless of Qualifying position. It will be at the sole discretion of the Clerk of the Course as to whether spaces on the Grid are closed up.

**17.4** In order to emphasise the importance of driving standards in the Championship licence penalty points awarded against a Competitor in accordance with NCR Ch.2 App.12 Art.1.2 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 2025 Championship no deduction will be made against a Competitor's Championship points total
- (b) Upon reaching an accumulation of six (6) ASN Penalty points each Penalty Point imposed subsequently for each and every further offence (including that 6th point) relating to the 2025 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.

## **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 ASN that this is being done with the consent of the original Competitor. If there is no such consent, the ASN will decide, at its 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 ASN from permitting the change requested.

**18.2** Where permission for a Driver to change Competitors 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 each Competitor must specify which of their Drivers will be driving which Cars. After this point no changes may be made to the original allocation.

## **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, except when authorised by the Clerk of the Course.

**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. For the avoidance of doubt the white lines defining the track edges and the kerbs are considered to be part of the track.

A Driver will be judged to have left the track if any part of the contact patch of the tyre of the Vehicle goes beyond either the outer edge of any Kerb or white line where there is no kerb.

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 their position off-line, should leave at least one Car width between their own Car and the edge of the track on the approach to the corner.

**19.5** Any Driver defending their position on a straight, and before any braking area, may use the full width of the track during their first move, provided no significant portion of the Car they are attempting to pass is alongside theirs. Whilst defending in this way the Driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front wing of the Car attempting to pass is alongside the rear wheel of the Car in front this will be deemed to be a 'significant portion'.

- 19.6 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.
- 19.7 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, waved blue Signals will be shown to indicate that they must allow the following Driver to overtake.

## **20) CAR AND DRIVER'S EQUIPMENT LIVRY**

- 20.1** Each Car must carry the race number of its Driver as published by the ASN. The number panel, if supplied, may not be modified without approval of the ASN and must be placed on the nose of the Car and on each rear wing end plate which must be left clear of other identification (unless specifically provided by the ASN).
- 20.2 Every Competitor must display the name of the Driver and the 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.
- 20.3** Each Car and each Driver's overall must be fitted according to the Appendix 2.

## **21) TRACK TESTING & OTHER TRACK ACTIVITIES** **APPENDIX 4 SHOWS CHANGES TO THE REGULATIONS FOR 2026** **APPENDIX 8 (PARAGRAPH 4 APPLIES) AND APPENDIX 9 APPLIES**

- 21.1 Other than any Collective Test 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 Technical Regulations.

## **22) PIT ENTRY, PIT LANE AND PIT EXIT**

- 22.1 The section of track between the first Safety Car line and the beginning of the pit lane will be designated the "pit entry".
- 22.2 The section of track between the end of the pit lane and the second Safety Car line will be designated the "pit exit".
- 22.3 Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the line at the pit exit with any part of a Car when leaving the pits.
- Any Driver crossing the line at the pit exit during practice will be given a three-grid place penalty or, during the race, a penalty under Article 15.3(a) will apply
- 22.4 The pit lane will be divided into two lanes, 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".
- Other than when Cars are at the end of the pit lane under Articles 36.2 and 39.5 of these regulations, the inner lane is the only area where any work can be carried out on a Car. However, no work may be carried out in the fast lane if it is likely to hinder other Cars attempting to leave the pit lane.
- 22.5 Unless a Car is pushed from the grid at any time during the start procedure, Cars may only be driven from the teams designated garage area to the end of the pit lane.
- 22.6 Any Driver that is required to start the race from the pit lane may not drive their Car from their teams designated garage area until the two-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.

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

- 22.7 Competitors must not paint lines on any part of the pit lane, or otherwise mark their positions with tape or similar means.
- 22.8 Other than in Article 22.5 above no equipment may be left in the fast lane. A Car may enter or remain in the fast lane only with the Driver sitting in the Car behind the steering wheel in their normal position even when the Car is being pushed.
- 22.9 All pressurised air bottles and associated hoses in the pits must be stowed safely and may only be brought into the pit lane immediately before they are required for work on a Car and must be removed as soon as the work is complete.
- 22.10
  - a) It is the responsibility of the Competitor to release their Car from their garage or a pit stop position only when it is safe to do so.
  - b) If a Car is deemed to have been released in an unsafe condition during any practice session, the Clerk of the Course may penalise the Competitor as they consider appropriate.
  - c) If a Car is deemed to have been released in an unsafe condition during a race a penalty under Article 16.3(d) will be imposed on the Competitor concerned.
  - d) An additional penalty will be imposed on any Driver who, in the opinion of the Clerk of the Course, continues to drive a Car knowing it to have been released in an unsafe condition.

In all of the above cases, a Car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop.

- 22.11 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.
- 22.12 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 Team.
- 22.13 All pit road garage doors must remain open during all practice and qualifying sessions.
- 22.14 Under exceptional circumstances the Clerk of the Course may ask for the pit entry to be closed during the race for safety reasons. At such times Drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.

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

- 23.1 The following documents must be submitted to the administrative checks by each Competitor during initial scrutineering:
  - a) Entrant's and Driver's Licences and any related documents.
  - b) Where applicable, valid authorisation issued by their ASN
  - c) Medical certificate of aptitude.
  - d) Car technical passport (Art. 2 and Technical Regulations)
- 23.2 Drivers with medical peculiarities (as for example allergies, bleeder, diabetic etc.) are obliged to submit a written information to the Chief Medical Officer before the first practice starts. This information must include the Driver name, medical condition and requirements,

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 Unless a waiver is granted by the Clerk of the Course, Competitors who do not keep to time limits will not be allowed to take part in the Event.
- 23.4 a) Initial scrutineering of the Car will take place in the garage or 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.
- 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.
- 23.5 Race numbers and any official advertising in compliance with these Regulations and NCR must be on the Car for inspection during scrutineering.
- 23.6 No Car may take part in the Event until it has been approved by the Scrutineers.
- 23.7 The Technical Delegate / Championship Scrutineers may:
- a) Check the eligibility of a Car or of a Competitor 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) Require a Competitor to 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.
- 23.8 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.
- 23.9 The Clerk of the Course or 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.
- 23.10 After each race and all qualifying practice sessions at least three classified Cars will be selected and must undergo scrutineering.
- 23.11 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.
- 23.12 The Clerk of the Course will publish the findings of the Scrutineers each time Cars are checked during the Event when a Car is found to be in breach of the Technical Regulations.
- 23.13 A Tutoring service performed by instructors designated by the ASN and / or the Organisers will be put in place. Competitors agree that the selected channel of data and video can be used by instructors appointed by the ASN and / or the Organisers at the service of Drivers' tutoring.

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

- 24.1 Tyre regulations are defined in the Technical Regulations.
- 24.2 Wet weather tyres may be used at any time, at the Competitor's discretion. If wet-weather tyres are used the rain light must be switched on.



**25) TYRES AND TYRE LIMITATION DURING COLLECTIVE TEST**

Any limitations will be advised by bulletin.

**26) MINIMUM CAR WEIGHT AND WEIGHING**

**26.1** The minimum weight of the Car is specified in the Technical Regulations.

**26.2**

- a) During each qualifying practice session Cars may be weighed as directed by the Championship Scrutineer. A Car or Driver may not leave Parc Fermé without the consent of the Championship Scrutineer. Once the Driver leaves Parc Fermé, this will be deemed implicit acceptance of the weight figure on record. If a Car stops on the circuit and the driver leaves the car, they must contact the Scrutineers immediately on their return in order for their weight to be established.
- b) After the race each Car may be weighed. A Car or Driver may not leave Parc Fermé without the consent of the Championship Scrutineer. Once the Driver leaves Parc Fermé, this will be deemed implicit acceptance of the weight figure on record.
- c) The relevant Car may be Disqualified should its weight be less than that specified in the Technical Regulations when weighed under a) or b) above
- 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 their 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.

**26.3** In the event of any breach of these provisions for the weighing of Cars, the Clerk of the Course may drop the Driver such number of grid positions as they consider appropriate or Disqualify them from the race.

## **27) GENERAL CAR REQUIREMENTS**

- 27.1 Only chassis, gearboxes and engine installation kits complying entirely with the following homologations and subsequent extensions/variations may be used during official test days and events.

Chassis Homologation No: 2021-05-F4-Tatuus

Gearbox Homologation No: 2021-05-F4-Sadev

Engine installation kit Homologation No: 2021-05-F4-Tatuus-01/01 EK

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 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.

- 27.2 The use of the following components is mandatory, and in that case will replace the components listed in the basic homologation form according to article 27.1.

Wooden Floor, Skid Block, Brake Pads and Discs Homologation No: 2021-05-F4-Tatuus-06/05 VO

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.

- 27.3 The use of the rear suspension pickup points as shown in the homologation per the Technical Regulations is mandatory.
- 27.4 An approved Accident Data Recorder (ADR) must be fitted to the Car and be in working order at all times during the Event.

The use of the ADR installation kit as shown in the homologation as per the Technical Regulations is mandatory.

- 27.5 No signal of any kind may pass between a moving Car and anyone connected with the car's entrant 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 their team by radio.
- 27.6 The ASN require Entrants 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.
- 27.7 The fitment of onboard marshalling systems to all Cars is mandatory in accordance with the Technical Regulations.
- 27.8 Oil specifications are defined in the Technical Regulations.
- 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 30.7 for details.

- 27.9 Each Competitor must install and maintain in working order (image, data recording and logging) an incident camera on the main roll structure (which side of the roll structure will

be specified prior to each Event) as per the Technical Regulations 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 the organisers at the end of each session with the video data on them.

Failure to comply with the above requirements will be reported to the Clerk of the Course.

- 27.10** 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 team's garage overnight.
- g) A cover over the Car in the pit lane or grid if it is raining.

- 27.11** The noise generated by the Car must not exceed 108dB(A).

Engine noise will be assessed in the following way:

- a) The measuring point will be at a distance of 50 cm from and at an angle of 45° to the exhaust outlet.
- b) The height of the microphone will be between 40-60cm from the ground.
- c) The noise meter will be tuned to "slow".
- d) Measurements will be taken with the filter "A".
- e) The clutch pedal must be actuated in order to prevent the gearbox from rattling.
- f) The engine speed must be set at three-quarters of the maximum rpm.

- 27.12 Wind tunnel testing ban:**

Wind Tunnel Testing is the testing by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team 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.

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

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

- 27.13 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 the Competitors.

#### **27.14 Staff Limitation:**

No Competitor entering a Car or Cars may have more than 4 operational staff members per Car at an Event with access to the paddock, the pit garages and / or team awning and the pit lane from the start of preliminary scrutineering until the end of the last race of every event.

The following ones are not considered as operational staff:

- a) Staff exclusively connected with hospitality, team 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
- e) A "Driver coach"
- f) The team manager
- g) The team owner
- h) The 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 submitted to the Organisers 10 days prior to each event.

The team manager must be the Competitor representative at the briefing and they will also be summoned as the Competitor representative by the Officials during an event of the Championship. However, the Competitor may appoint another representative else than the team manager.

#### **27.15 Technical passport:**

All Competitors must be in possession of a technical passport for each of their respective Car which will be issued by the Championship's Technical Delegate, as per the FIA template (see Appendix 3 of the FIA F4 Sporting Regulations) and must accompany the Car at all times. The technical passport must include the serial number of the chassis and the serial numbers of both engines for each entry. Furthermore, all Competitors must be in possession of an FIA chassis test report (see Appendix to the Formula 4 Technical Regulations) for their Car which the relevant rolling chassis manufacturer must provide together with each survival cell. No Car will be permitted to take part in an event unless the passport and the FIA chassis test report are available for inspection at initial scrutineering.

#### **28) SPARE CARS**

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

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. The overarching principle is that any components capable of being used from the original survival cell, must be used with the

replacement survival cell. Any decision on this article is at the sole discretion of the Scrutineer. Following the change the Car must then be re-presented for scrutineering.

- 28.2 The decision whether a Car has been repaired or changed will be taken by the Clerk of the Course, based upon a report by the Championship Scrutineer.
- 28.3 Any Car which has passed initial scrutineering may not be removed from the confines of the circuit 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.

## **29) ENGINES AND TURBOCHARGER**

- 29.1 Only engines complying entirely with the following homologation may be used during official test days and events.

Engine Homologation No: **2021-07-F4-Abarth and 2021-07-F4-Abarth 03/03 VO**

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

Each engine must be uniquely identifiable by the serial number and the numbers of the seals listed in the Engine Homologation Document.

In these regulations, a dyno test includes the equalisation of an engine. An engine as described in the regulations includes the engine, ECU, wiring and sensors. The ECU, wiring and sensors as equalised must be used with the corresponding engine. The ECU will be sealed onto the engine wiring loom, which in turn will be sealed to the engine itself. Seals must not be broken, removed or in any way tampered with.

(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.

### **29.2**

(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 (29.2(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 (29.2(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 29.5(d) or due to 29.2(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. Wins will be counted based on on-track finishing positions accounting for any in-race penalties, but not accounting for any post-race judicial proceedings.

(j) The Organisers reserve the right to allow this mandatory test (29.2(h)/(i)) to be deferred only if they are satisfied that scheduling of the test is impractical before the following Event.

(k) Any Registered Engine that has been subject to this mandatory test (29.2(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.

(l) Immediately following any In-Season Equalisation the count for three Race wins (29.2(i)/(j)) for each Registered Engine will be reset to zero and the count will begin again from the start of the following Event.

**29.3** An engine will be deemed to have been used once the Car's timing transponder has shown that it has left the pit lane.

**29.4** 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.

**29.5**

(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 29.2(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.

- 29.6** 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.
- 29.7** If a Driver is replaced at any point during the Championship the replacement Driver must use the same engine and turbo charger which the original Driver had been using. In this latest matter, in the event of exceptional circumstances which could cause the necessity to change the engine, and only in these circumstances, the Championship organiser reserves the right to review the situation and may give its prior authorization to change it without any penalty.
- 29.8** Competitors are allowed to request an engine dyno test once per season at their cost. The request must be done in writing to the Championship Scrutineer before the end of the last Parc Fermé of an event and is subsequently sealed by the Championship Scrutineer. At the end of the event the engine is then taken to the engine supplier. If the engine is inside its performance window, it will be returned to the Competitor without any changes. If the engine is outside its performance window, the following work may be carried out by the engine supplier without incurring a penalty:
- a) Repair of damaged parts
  - b) Readjustment of the engine
  - c) fitting of a new turbo charger

After carrying out all necessary work, the engine must then be dyno tested again.

- 29.9** The organisers reserve the right to request a dyno test for an engine at any time throughout the championship.

At the end of the event the engine is then taken to the engine supplier. If the engine is inside its performance window, it will be returned to the Competitor without incurring a penalty. If the engine is outside its performance window it will be re-equalised to the performance window.

In any case, dyno tests will be always carried out once per season before the start of the championship for all Cars as a collective dyno test.

The promoter or sporting authority must appoint an engine tuner responsible of the collective dyno test and share the results of the collective dyno test with the FIA prior to the first event of the season.

- 29.10** (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.

**29.11** The Championship Scrutineer may require the replacement of a complete engine, any part of the engine or ECU with parts coming from the supplier's stock or the check of the complete engine on the test bench.

### **30) FUEL, FUEL SAMPLING AND REFUELLING**

**30.1** Only fuel provided at the Event by the appointed 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 provided by the appointed supplier may result in disqualification from the Event.

**30.2** 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 NCR Ch.8 App2.

**30.3** All Cars must be fitted with a self-sealing FIA approved connector which can be used by the Scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5m long, with a tap, which can be used to transfer the samples into the sampling vessels.

**30.4** 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 minimum 5kg must be present.
- c) During refuelling all other team 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.

**30.5** No refuelling, or removal of fuel, is permitted:

- a) During any qualifying session.
- b) Between qualifying practice sessions if the interval between them is 15 minutes or less.
- c) During any race or at any time prior to the completion of post-qualifying or post-race scrutineering.

Refuelling in the pits is only permitted using equipment complying with ASN Safety Regulations (FIA safety regulations for Zandvoort).

**30.6** 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 and the engine must be stopped.

**30.7** The same method shall be used for oil testing purposes, when applicable.



### **31) GENERAL SAFETY**

- 31.1** Official instructions will be given to Drivers by means of the Signals laid out in the NCR. Competitors must not use flags or lights similar in any way whatsoever to these.
- 31.2** 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.
- 31.3** Any Driver intending to leave the track or to go to their pit or the paddock area must signal their intention to do so in good time making sure that they can do this without danger.
- 31.4** During practice, qualifying and the race, Drivers may use only the track and must at all times observe the provisions of the NCR relating to driving behaviour on circuits.
- 31.5** Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 31.6** 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 race results in the Car re-joining the Clerk of the Course may Disqualify them from the race (other than under Articles 30.15(d) or 39.3).
- 31.7** A Driver who abandons their Car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 31.8** Repairs to a Car may be carried out only in the paddock, pits and on the grid.
- 31.9** The Organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 31.10** Refuelling is not permitted during qualifying or the race.
- 31.11** 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.
- 31.12** Save as specifically authorised by the NCR or these Sporting Regulations, no one except the Driver may touch a stopped Car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 31.13** At no time may a Car be reversed in the pit lane under its own power.
- 31.14** 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.
- 31.15** 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) Team 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) Team personnel when assisting marshals to remove a Car from the grid after the start of the race.
  - e) Team personnel working on a Car on the grid during a race suspension in accordance with Article 39.4.
- 31.16** During a race, the engine may only be started with the starter except:
- a) In the pit lane or the teams designated garage area where the use of an external starting device is allowed, or

- b) Under Article 36.11(b).
- 31.17** 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)).
- 31.18** A speed limit of 48km/h will be enforced in the pit lane. Except in the race, any Driver who exceeds the limit will be fined £10 for each km/h above the limit.
- However, in accordance with Article 18.1 the Clerk of the Course may inflict an additional penalty if they suspect a Driver was speeding in order to gain any sort of advantage.
- During the race, Clerk of the Course may impose either of the penalties under Article 15.3 a) or b) on any Driver who exceeds the limit.
- 31.19** If a Driver has serious mechanical difficulties during a practice session or the race they must leave the track as soon as it is safe to do so.
- 31.20** The Car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres or when otherwise requested by the Clerk of the Course. It shall be at the discretion of the Clerk of the Course to decide if a Driver should be stopped because their rear light is not working. Should a Car be stopped in this way it may re-join when the fault has been remedied.
- 31.21** People under 16 years of age are not allowed in the pit lane unless they are a Driver.
- 31.22** Competitors are not permitted to install and/or to use any electric devices or time-recording-instruments on the pit wall within 10 metres of any Official timing beam. Any equipment installed by a Competitor on the pit-wall must not protrude from the pit-wall and over the track.
- 31.23** Animals, except those which may have been expressly authorised by the Organisers for use by security services and assistance dogs, are forbidden in the pit area and on the track and in any spectator area.
- 31.24** 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 test (ISC – Appendix L, Chapter II, Article. 4).
- 31.25** Failure to comply with the general safety requirements of the Code, NCR or these Sporting Regulations may result in the disqualification of the Car and Driver concerned from the Event.

## **32) FREE PRACTICE SESSIONS**

- 32.1** 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.
- 32.2** No Driver may start in the race without taking part in at least one practice session.
- 32.3** During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if Cars are approaching on the track.
- 32.4** The interval between the second free practice session and the qualifying session, in addition to the interval between the qualifying session and the first race, may not be less than three hours.
- The interval between races may not be less than three hours.
- 32.5** In the event of a driving infringement during any practice session the stewards may delete a driver's lap time(s), drop the driver such number of grid positions as they consider appropriate or request 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.

**32.6** Any Driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 32.5.

**32.7** 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 Clerk of the Course will order red Signals to be shown at all marshal posts and the abort lights 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.

**32.8** The Clerk of the Course may interrupt practice as often and for as long as they think necessary to clear the track or to allow the recovery of a Car. However, only during qualifying practice will the session be extended as a result.

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.

**32.9** Two free practice sessions of at least 30 minutes and of no more than 60 minutes duration will take place on the first day of the Event.

**32.10** During Free Practice, Cars must not stop in the pit lane after the chequered flag has been displayed. Parc Fermé begins once the chequered flag is displayed.

### **33) QUALIFYING SESSIONS**

**33.1** One qualifying practice session of at least 20 minutes and of no more than 30 minutes duration will take place during the 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 or unsafe to continue the Clerk of the Course will order red Signals to be shown at all Marshal posts and the red 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** Should any Qualifying 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.

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.

**33.5** 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.

**33.6** 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.

**33.7** Any Driver who in the opinion of the Clerk of the Course is the sole cause of the issuance of a Red Flag during the qualifying practice session will not be permitted to take any further part in the session and their fastest lap time during the session may be deleted.

### **34) THE GRID**

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

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

**34.2** Grids will be published at least two hours where possible before the start of the relevant formation lap.

Any Driver who is unable to start for any reason whatsoever must inform the Clerk of the Course at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.

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.

**34.3** The fastest Driver will start the race from pole position on the grid.

If the Qualifying sessions were split in accordance with Article 33.2, the fastest Driver overall will start from pole position on the grid and the fastest Driver from the other group will start from second place on the grid. The remaining Cars will be arranged on the grid in rows corresponding to their group and behind the fastest Driver from each of their groups.

If one of the two groups has fewer qualified Drivers than the other or following a decision of the Stewards/Clerk of the Course, the gaps on the grid will be closed up accordingly.

**34.4** 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.

**34.5** 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 a previous free practice session, upon request the Clerk of the Course 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 free practice.

**34.6** The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 8 metres.

**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.

### **35) MEETINGS**

- 35.1** A meeting chaired by the Clerk of the Course 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 must be present. Failure to attend or arriving late to this meeting may result in a fine.

### **36) STARTING PROCEDURE**

- 36.1** The approach of the start will be announced by Signals shown two minutes, one minute and thirty seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the two minute Signal is shown, everybody except Drivers, Officials and Team technical staff must leave the grid.

- 36.2** When the one minute Signal is shown, engines should be started and all team personnel must leave the grid by the time the 30 second signal is given taking all equipment with them. If any Driver needs assistance after the 30 second Signal they must raise their arm and, when the remainder of the Cars able to do so have left the grid, marshals will be instructed to push the Car into the pit lane. In this case, Marshals with yellow Signals will warn Drivers behind.

- 36.3** When the green Signal is shown, the Cars will begin the formation lap with the Safety Car acting as a Parade Car as per NCR Ch.12 Art.4 App.9.

Marshals will be instructed to push any Car (or Cars) which remain on the grid into the pit lane by the fastest route immediately after Cars able to do so have left the grid. Any Driver being pushed from the grid may not attempt to start the Car and must follow the instructions of the Marshals.

- 36.4** During the formation lap practice starts are forbidden and the formation must be kept as tight as possible, keeping no more than 5 Car lengths between each other.

- 36.5** Overtaking during the formation lap is only permitted if a Car is delayed and Cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting order. 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.

- 36.6** When the Cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.

There will be a standing start, the Signal being given by means of lights activated by the permanent starter.

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.

Once all the Cars have come to a halt the five second board will appear, the Red Lights will come on 5 seconds after the 5 second board is withdrawn, the race will be started by extinguishing all red lights. The time between the lights being switched on and them being extinguished will be between 2 and 7 seconds.

- 36.7** Unless specifically authorised by the Clerk of the Course, during the start of a race the pit wall must be kept free of all persons with the exception of Officials and fire Marshals.

- 36.8** If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply:

- a) If a Car develops a problem that could endanger or disrupt the start the Driver must immediately raise their hands above their head and the Marshal responsible for that row must immediately wave a yellow flag. If the Clerk of the Course decides the start should be aborted a board saying "EXTRA FORMATION LAP" will be displayed and all

Cars able to do so must complete a further formation lap whilst the Car that developed the problem is moved into the pit lane.

When leaving the grid to complete the extra formation lap all Drivers must respect the pit lane speed limit until they pass pole position.

The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this happens the race will be shortened by one lap or 2 minutes.

- b) If another problem arises which does not require the start to be delayed (see c) below), Drivers will be asked to carry out an extra formation lap as set out in a) above. Any Driver who caused the start to be aborted, and is then able to start the extra formation lap must enter the pit lane at the end of the lap and start the race as specified in Article 36.2. A penalty under Article 38.3(d) will be imposed on any Driver who fails to start the race from the pit lane.
- c) If any other problem arises, and if the Clerk of the Course decides the start should be delayed, the following procedures shall apply :
  - i) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start a minimum of two minutes later.  
Tyre changing on the grid is not permitted during such a delay.  
Every time this happens the race will be shortened by one lap or two minutes.
  - ii) If the race has been started the marshals alongside the grid will wave their yellow signals to inform the Drivers that a car is stationary on the grid.
  - iii) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any Driver being pushed from the grid may not attempt to start the car.
  - iv) Once the Car is in the pit lane their mechanics may attempt to start it, if successful the Driver may re-join the race. The Driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

**36.9** Should Article 37.11 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.

**36.10** Either of the penalties under Articles 15.3 (a), (b), (c) or (d) will be imposed for a false start.

(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 any part of the front wheels of a single seater are forward of the line marking their grid position.

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

- a) If it starts to rain after the two minute signal but before the race is started and, in the opinion of the Clerk of the Course teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the two minute point.
  - b) If the start of the race is imminent and, in the opinion of the Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known at least two minutes warning will be given.
  - c) If the race is started behind the safety car, NCR Ch.12 App.8 Art.2.16 will apply.
- 36.12** The Clerk of the Course may use any video or electronic means to assist them in reaching a decision. A breach of the provisions of the Code, NCR or these Sporting Regulations relating to the starting procedure, may result in the Disqualification of the Car and Driver concerned from the Event.

### **37) THE RACES**

- 37.1** During a race, Drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A Marshal with a blue flag and/or a flashing blue light, will also warn the Driver if Cars are approaching on the track.

### **38) SAFETY CAR**

- 38.1** The Safety Car will be driven by an ASN Driver and will carry an observer capable of recognising all the competing Cars who is in permanent radio contact with race control.
- 38.2** The Safety Car may be brought into operation to neutralise a race upon the order of the Clerk of the Course.
- It will be used only if Competitors or Marshals are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.
- 38.3** When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will, where possible, be displayed on the timing monitors and all marshal's posts will display waved yellow Signals and "SC" boards for the duration of the intervention.
- 38.4** No Car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person at any time whilst the safety car is deployed. This will apply whether any such Car is being driven on the track, the pit entry or the pit lane.
- 38.5** The Safety Car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 38.6** All competing Cars must reduce speed and form up in line behind the Safety Car no more than five car lengths apart.
- 38.7** With the exception of the cases listed under a) to h) below, no Driver may overtake or overlap another Car on the track, including the Safety Car, until they pass the Control/Timing Line for the first time when the Safety Car is returning to the pits.

The exceptions are:

- a) If a Driver is signalled to do so from the Safety Car.
- b) When entering the pits a Driver may pass another Car remaining on the track, including the Safety Car, after they has reached the first Safety Car line.
- c) When leaving the pits a Driver may overtake, or be overtaken by, another Car on the track before they reaches the second safety car line.
- d) When the Safety Car is returning to the pits it may be overtaken by Cars on the track once it has reached the first safety car line.

- e) Whilst in the pit entry, pit lane or pit exit a Driver may overtake another Car which is also in one of these three areas.
  - f) Any Car stopping in its designated garage area whilst the Safety Car is using the pit lane (see Article 39.11 below) may be overtaken.
  - g) If any Car slows with an obvious problem.
- 38.8** When ordered to do so by the Clerk of the Course the observer in the Car will Signal to any Cars between it and the race leader that they should pass. These Cars will continue at reduced speed and without overtaking until they reach the line of Cars behind the Safety Car.
- 38.9** The Safety Car shall be used at least until the leader is behind it and all remaining Cars are lined up behind him.
- Once behind the Safety Car, the race leader must keep within five car lengths of it (except under Article 39.12 below).
- 38.10** Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In these cases, and provided its orange 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.
- 38.11** When the Clerk of the Course decides it is safe to call in the Safety Car the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the car's orange lights will be extinguished This will be the signal to the teams and Drivers that it will be entering the pit lane at the end of that lap.
- At this point the first Car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it.
- In order to avoid the likelihood of incidents before the Safety Car returns to the pits, from the point at which the lights on the car are turned out Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other Drivers or impede the restart.
- As the Safety Car is approaching the pit entry the yellow Signals and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green Signals with green lights at the Line. These will be displayed until the last Car crosses the Line.
- 38.12** Each lap completed while the Safety Car is deployed will be counted as a race lap.
- 38.13** Under certain circumstances the race may be started behind the Safety Car or resumed in accordance with NCR Ch.12 App.8 Art.2.16. In either case, at the two minute signal the Safety Car's orange lights will be illuminated, this being the signal to the Drivers that the race will be started (or resumed) behind the Safety Car.
- When the yellow flag/lights are illuminated the Safety Car will leave the grid and all Drivers must follow in grid order, no more than five car lengths apart, and must respect the pit lane speed limit until they pass pole position. During a race start there will be no formation lap and race will start when the yellow flag/lights are illuminated.
- Overtaking is only permitted if:
- a) A Car is delayed when leaving the grid and Cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
  - b) There is more than one Car starting from the pit lane and one of them is unduly delayed.
- In either case Drivers may only overtake to re-establish the original starting order or the order the Cars at the pit exit were in when the race was started.



### **39) SUSPENDING A RACE**

- 39.1** If Competitors or Marshals are placed in immediate physical danger by Cars running on the track, and the Clerk of the Course deems circumstances are such that the track cannot be negotiated safely, even behind the Safety Car, the race will be suspended.
- 39.2** a) Any Race can be stopped at the sole discretion of the Clerk of the Course by ordering the 'waving' of the Red Signal at the Start/Finish line. Competitors will be warned that the Race has been stopped by the simultaneous 'waving' of the Red Signal at all Flag Marshalling Posts.
- b) When the decision to stop the Race has been made Red Lights Signals will be switched on at the Start line 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) Both the Race and the timekeeping system will stop.
- f) Any Race stopped before the leader has completed two laps will be declared a "No Contest" and available Competitors will restart from their original grid positions (NCR Ch.12 App.6 Art.9.2 applies).
- g) 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 Vehicles which are proceeding under their own power in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal will be classified in this first part (NCR Ch.12 App.6 Arts.9.2–9.3 also apply).
- h) If a race covered by NCR Ch.12 App.6 Art.9.1.b cannot be restarted either at that time or later during the same Event for whatever reason then the result will be declared applying the same principle described to produce the grid order at b. above – 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.
- i) 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 (NCR Ch12 App6 Arts.9.2–9.3 also apply).
- j) 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 Event 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.
- k) Only Vehicles which are proceeding under their own power at the showing of the Red Signal will be classified (if restarted NCR Ch12 App6 Art 9.1 b and d will apply).
- 39.3** 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.
- a) Non-runners at the time of stopping must return to the pit lane and may restart from the pit lane behind those referred to above if approved to do so by a Scrutineer.

b) No work may be carried out on the grid unless on grounds of safety and with the approval of an ASN Licenced Scrutineer. The use of cooling fans and an external source of energy may be used in compliance with Championship Technical Regulations.

**39.4** The Clerk of the Course may order that the duration of the second part or re-run of any Race shall be a shorter distance than originally scheduled or may be abandoned altogether.

a) If the duration is adjusted by the Clerk of the Course the new duration shall be used for the calculation of 75% under NCR Ch12 App6 Art.9.1.b and e.

b) If the first part of the Race was stopped under Art.9.1.a the duration of the re-run will be determined as the duration of the Race.

c) However if the first part of the race was stopped under NCR Ch12 App6 Art.9.1.b then the duration of the second part will be added to the duration of the first part (the elapsed time at which the Red Signal was shown) and the amalgamated figure will be used to determine the overall Race duration.

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

**40.1** The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, WhatsApp and Radio where possible, in all cases at least two minutes warning will be given.

**40.2** Signals will be shown two minutes, one minute and 30 seconds before the resumption and each of these will be accompanied by an audible warning.

**40.3** When the two minute signal is shown all cars on the grid must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a further race suspension. If the race has been suspended in the pit lane (see Article 39.5) all cars in the fast lane must have their wheels fitted at the two minute signal.

A penalty under Article 15.3(b) will be imposed on any driver whose car did not have all its wheels fully fitted at the two minute signal.

At the two minute signal any cars between the safety car and the leader will start their engines and at the two minute signal these cars will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.

**40.4** The race will be resumed using Championship Regulation 36.

#### **41) FINISH**

**41.1** The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 5.4.

**41.2** Should for any reason the end-of-race signal 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 all Cars must progressively slow down and proceed on the circuit directly to the 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). Driver's 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 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 Fermé. No data may be downloaded except by or for Championship Officials. Except that during Parc Fermé 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 and 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 the NCR and these Sporting Regulations.

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

- 44.1 The Drivers finishing the Races in 1st, 2nd and 3rd positions of both Driver's Championships and a representative of the winning Competitor 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 Organisers.

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

- 45.1 Upon request, all registered Drivers are obliged to attend free of charge all press conferences organised by the ASN. The following obligations must in addition 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 supplementary regulations). 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.

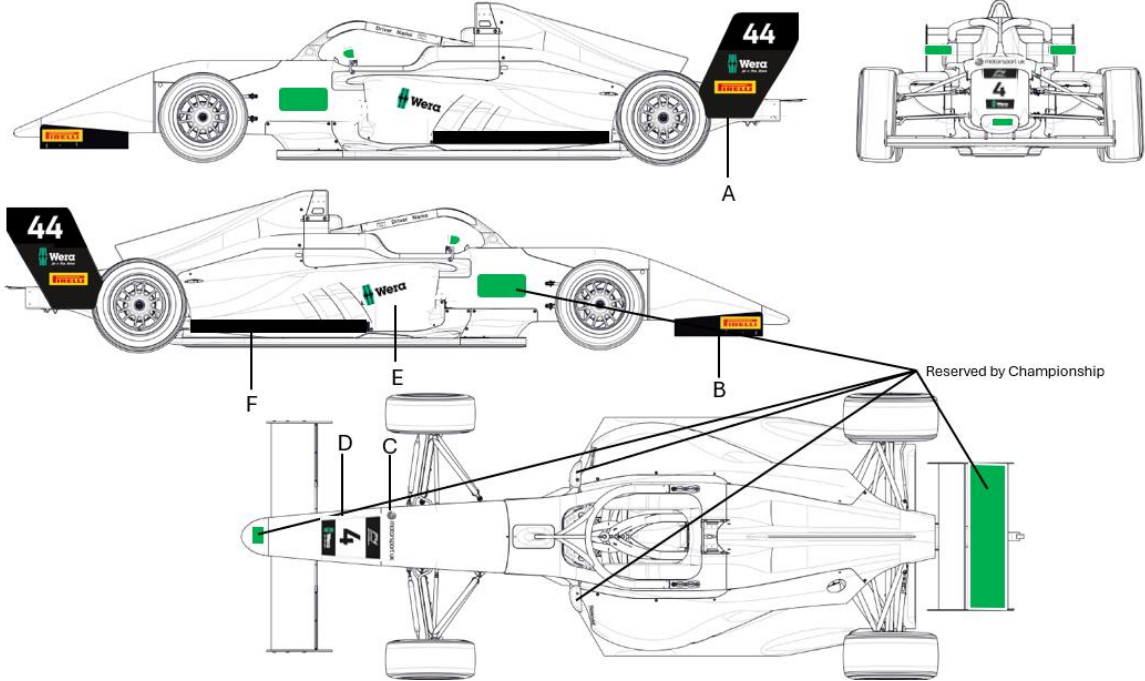
## APPENDIX 1 - DRIVER'S SAFETY KIT

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 <a href="#">FIA standard 8859-2024</a> <a href="#">FIA standard 8859-2024-ABP</a>	Article 1 "Helmets" Chapter III "Drivers' Equipment" Appendix L - ISC
Drivers' Clothing	FIA standard 8856-2018 FIA Standard 8856-2000	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 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L - ISC
Safety Belts	FIA standard 8853-2016	Article 4 "Safety Belts" Chapter III "Drivers' Equipment" Appendix L - ISC <a href="#">Art. 14.4 of 274 appendix J</a>

**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 on the side pod. This clear area should be a minimum of 100mm on all sides.

Areas marked in green are reserved by the championship and any updates to this will be communicated via bulletin.

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. Sponsor Sidepod Graphic x 2 (558mm x 269mm)

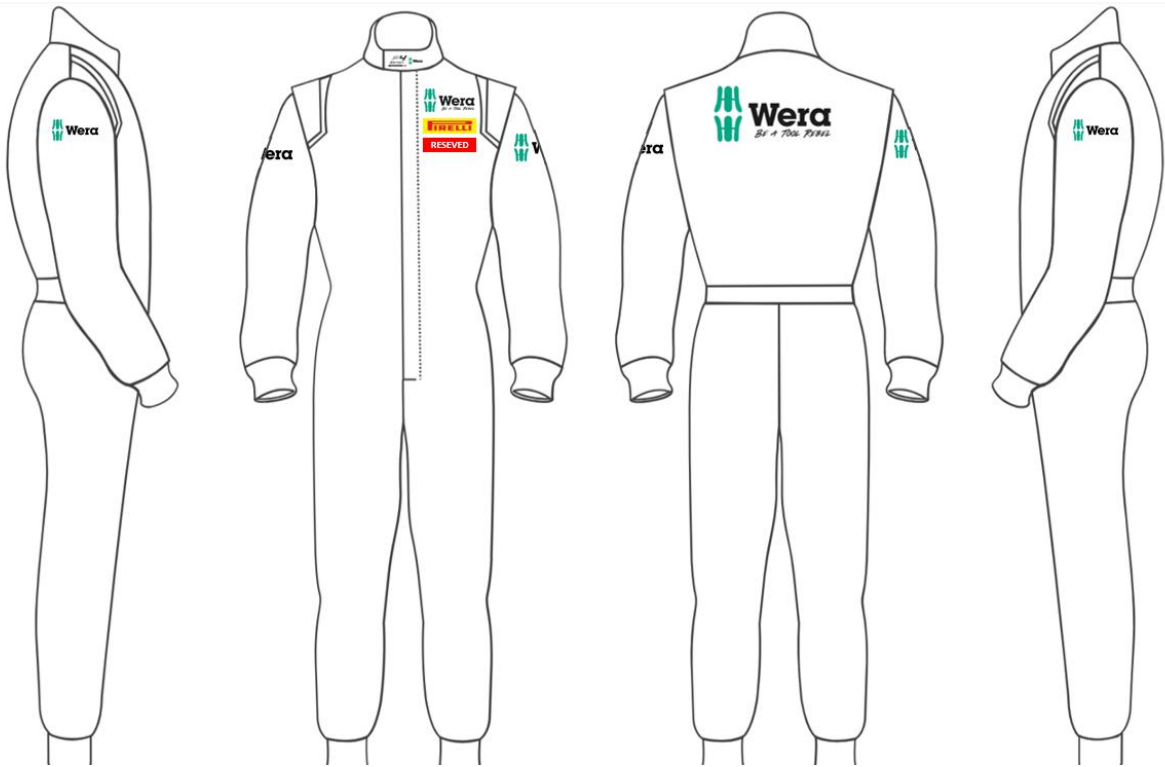


F. Partner Technical Strip – Sidepods x 2 (1048mm x 59mm)



Please note other areas highlighted in image are reserved by the championship

**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.**



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



## Truck identification: (schematic draft)

### Side & flag:

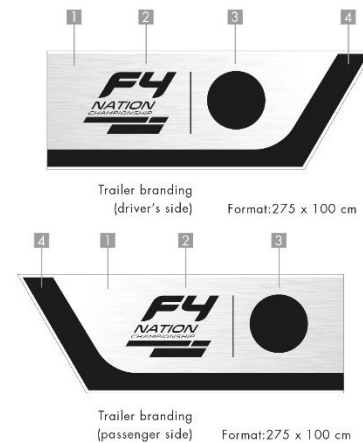


The stickers are to be affixed on both the left and right sides of the trailer. The sticker consists of the F4 championship.

- (1) Unalterable, non-personalisable generic pattern
- (2) Championship logo
- (3) Title partner/engine partner logo
- (4) Geographical location (personalisable)

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 teams, according to the drawing. The flag itself (approx. height 300 cm x approx. width 100 cm) will be provided by the Promoter. Each team 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.

Teams may be also required to carry and install other flags/masts provided by the ASN/promoter related to their team or Drivers.



**APPENDIX 3 – TECHNICAL PASSPORT TEMPLATE**

CHAMPIONSHIP	
SEASON (YEAR)	
TEAM IDENTIFICATION	
RACE NUMBER	
CHASSIS SERIAL NUMBER	
ENGINE 1 SERIAL NUMBER	
ENGINE 2 SERIAL NUMBER	
TECHNICAL DELEGATE	
DATE	

## APPENDIX 4 – MODIFICATIONS FOR 2026

### **21) TRACK TESTING & OTHER TRACK ACTIVITIES**

The Articles listed below under 21 will become mandatory from 2026 onwards.

- 21.1 The Championship will organise mandatory collective testing sessions. The duration of all collective testing sessions must represent a minimum of 4 hours per each championship event in the season.
- 21.3 The quota of new and used tyres allowed for the official collective testing sessions is stated in article 25.

### **25) TYRES AND TYRE LIMITATION DURING COLLECTIVE TEST**

The Articles listed below under 25 will become mandatory from 2026 onwards.

- 25.1 Only the dry-weather tyres which have been provided at the Collective Test Event by the appointed supplier may be used throughout the Collective Test Event.

Competitors may transport wet-weather tyres from one Collective Test Event to another provided they were allocated to them by the appointed supplier at a previous Collective Test Event of the Championship.

- 25.2 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 29.7 for details.

- 25.3 Each driver may use no more than one set for every 120 minutes of collective test session.
- 25.4 With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry weather tyres may be used for the remainder of the relevant session.
- 25.5 A Competitor wishing to replace an already marked unused tyre by another identical unused one must present both tyres to the Chief Scrutineer.

In case of a tyre damaged by an on track accident, the Technical Delegate/Chief Scrutineer may present a dossier to the Panel of Stewards, who may approve the replacement of the damaged tyre with a free practice tyre.

- 25.6 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.
- 25.7 The use of tyres without appropriate identification may result in a penalty.
- 25.8 Tyres may only be inflated with air or nitrogen.
- 25.9 All tyres, when under the control of a team, must remain visible within the team's designated garage area at all times.
- 25.10 The Scrutineers appointed for marking will supervise tyre changes in the pits.

## **APPENDIX 5 – COMPETITOR/DRIVER CHAMPIONSHIP REGISTRATION**

**1.1 FULL SEASON REGISTRATION:** The fee is £25,400 (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. Payments must be received by the ASN in clear funds no less than 7 days prior to the Event.

£3,285 (TOCA Rounds excluding Brands GP)

£3,585 (Zandvoort, Silverstone GP and Brands GP)

## APPENDIX 6 – CHAMPIONSHIP ROUNDS

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

<b>Rounds</b>	<b>Date</b>	<b>Venue</b>	<b>Club</b>
1,2,3	26-27 April	Donington Park National	BARC
4,5,6	02-03 May	Silverstone GP	BRSCC
7,8,9	24-25 May	Snetterton 300	BARC
10,11,12	07-08 June	Thruxton	BARC
13,14,15	21-22 June	Oulton Park Island	BARC
16,17,18	26-27 July	Zandvoort GP	BARC
19,20,21	16-17 August	Knockhill	BARC
22,23,24	30-31 August	Donington Park GP	BARC
25,26,27	20-21 September	Silverstone National	BARC
28,29,30	04-05 October	Brands Hatch GP	BARC

## **APPENDIX 7 – CHAMPIONSHIP OFFICIALS**

### **1.1 Permanent Clerk of the Course**

Andrew Butler

### **1.2 Championship Co-Ordinator**

Eve Lake-Grange

### **1.3 Technical Delegate/Championship Scrutineer**

Rob Mason

### **1.4 Media Delegate**

Liz Owen

### **1.5 Event and Championship Stewards**

**1.5.1 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.

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

**1.5.2.1** 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.

**1.5.2.2** 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 8 – CHAMPIONSHIP PENALTIES**

### **Championship Race Penalties**

In accordance with these Regulations incorporating ~~Section C~~ Ch 2 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 Ch2 App8 Art1.21

- 1.2 Arising from Post Race Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch 2, App 8 Art 2.1.a and 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 Ch2 App8 Art2.1.c

#### **2) ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES**

- 2.1 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 their 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.

- 2.2 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 their 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.

- 2.3 Competitors with a licence issued by the ASN, who accumulate a total of 12 points on their Race Licence will be referred to the National Court who will usually impose a Disqualification from participation in a future Championship Race as a minimum.

- 2.4 To ensure parity between licence holders any licence penalty points imposed in accordance with NCR Ch2 App12 Art1.2 and 1.5 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 will usually impose a Disqualification from participation in a future Championship Race as a minimum 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 8 applies.**

Any breach of the testing Regulations considered to be more serious will be referred to the Championship Stewards who in addition to the penalties provided at Appendix 9 may incur a fine of up to a maximum £50000 (fifty thousand pounds) (applying NCR Ch1 Art1.9) 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 be referred to the Championship Stewards who may apply any penalty as they see fit which may include disqualification from part or all of the Championship along with the loss of Championship points. In addition to the penalties provided above, they may also impose a fine of up to a maximum £50000 (fifty thousand pounds) (applying NCR Ch1 App0 Art1.9) payable to the ASN.



## **APPENDIX 9 – TESTING**

### **Appendix 8 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 Collective Test Days) on any Track included in the championship calendar from 00:01hrs 24th April 2025 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 a) this restriction includes a Competitor using a Driver who is not registered for the Championship and b) testing on the Brands Hatch Indy circuit is permissible.

All registered Drivers and Competitors are not permitted to test (excluding Championship Collective Test Days) at Zandvoort (any configuration) from 00:01hrs 1st January 2025 until immediately after the final scheduled Event at Zandvoort unless permission to do so is given in writing by the Championship Co-ordinator, under whatever conditions are deemed appropriate, and issued in a Championship Information Bulletin

#### **2. Collective Test Days**

All registered Drivers entered into that Event, and Competitors are permitted to attend all Championship Official Free Practice 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).

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 Tatuus T-421 chassis within the two 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 may be excluded from participating in the following Official test day and may 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 10 - 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 Championship Official via the dedicated Championship 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 Ch12 App4 Art4.12a. 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 11 - RACE RESPECT CODE**

### **Appendix 8 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 12 – COMMERCIAL REGULATIONS

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 Technical Regulations 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 Technical Regulations. 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 with 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 Ch2 App1 Art1.1 and Ch2 App1 Art1.3 and Ch2 App1 Art1.5-1.10 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 at 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:

- Mercedes-AMG Formula One Team – simulator experience at their Brackley HQ
- Pirelli, the Official Tyre Supplier to the championship, will provide the 2025 drivers champion with 10 sets of tyres to be used in private testing after their win, subject to the destination championship using Pirelli tyres

Each Weekend:

- Wera Tools – Decision on winner is at absolute discretion of the championship scrutineers
- Pirelli Hardest Charger – A set of tyres is provided to the team of the driver with the lowest sum of finishing positions, provided the driver finishes all races

## **APPENDIX 13 – TOCA REGULATIONS**

### **1. Penalties**

1.1 A breach of any of the Commercial Undertakings may result in a fine, up to a maximum of £1,000 for each offence, being imposed by the Championship Co-ordinator. Championship registration will be temporarily suspended until such payment has been received. A serious or continual breach of any of the Commercial Undertakings may render the Entrant/Driver ineligible for competition, in which case, participation in the Championship by that Entrant/Driver will be entirely at the discretion of the Championship Co-ordinator.

### **2. TOCA Passes**

2.1 TOCA passes will be issued to each registered Entrant/Driver for their sole use and these will be valid for every round of the Championship. Entrants/Drivers shall make applications for passes by completing the Vehicle/Staff Information Form and returning it to the Championship Co-ordinator by insert date here. The Championship Co-ordinator will not process Vehicle/Staff Information Sheets unless they are fully complete. Submission of an incomplete form or late return of the form to the Championship Co-ordinator, may result in no passes being available for the first Event and the withholding of an Entrant's/Driver's entry.

2.2 TOCA passes are issued on condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless, BARC (TOCA) Ltd and their employees, agents and representatives and servants, the Motorsport UK, the Race Organisers, the Promoters, the Venue Owner, the Championship Coordinator, any participating team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.

2.3 Entrants/Drivers will be required to sign for receipt of their TOCA passes. By accepting the issue of these passes, the Entrant/Driver is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.

2.4 TOCA passes are issued subject to the following conditions:

- (i) A TOCA pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn (without prejudice to any other remedy TOCA may have under the terms of Regulation 6.3.),
- (ii) A TOCA pass may only be used by the Entrant/Driver to whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Event,
- (iii) TOCA passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times. It is forbidden to combine with or enclose a TOCA pass within a wallet or holder of any kind (unless supplied by TOCA or the Championship Organisers) or to attach additional items of any kind to it,
- (iv) TOCA reserves the right to request further proof of identity in addition to a TOCA pass,



- (v) TOCA at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate TOCA pass.

2.5 TOCA passes remain at all times the property of TOCA and may be issued, altered or withdrawn at any time at the absolute discretion of TOCA and/or the Championship Coordinator. Passes that have been withdrawn will not, unless under exceptional circumstances, be returned to the person to whom they were originally issued.

2.6 TOCA, in conjunction with the Championship Co-ordinator, reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in these Commercial Undertakings and/or to withdraw permanently a TOCA pass issued to such person and/or to take or institute legal proceedings against that person.

2.7 All registered Entrants/Drivers are fully liable for any personnel and vehicle passes issued to them by TOCA and/or received on the Entrant's/Driver's behalf. The misuse of any passes allocated to an Entrant/Driver will result (without prejudice to any other action which may be taken by TOCA under the terms of these Commercial Undertakings) in TOCA imposing a fine of £1,000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the Administrator shall deem appropriate.

2.8 Each Entrant/Driver must attend a Championship Name Here pre-season test day to collect their TOCA passes in person. The date and time of collection will be advised by the Organisers.

2.9 Each Entrant/Driver must also attend this F4 British Championship official pre-season test day with their intended Paddock vehicle for the 2025 season and erect their awning (if applicable) for measurement by the TOCA Paddock Team. Passes will not be issued until the plot size has been measured and agreed by the TOCA Paddock Team.

2.10 If a Championship registration is withdrawn, all passes issued in connection with that registration must be returned to the Championship Co-ordinator. Any lost/mislaid passes will be subject to a penalty of £25.00 per pass multiplied by the number of remaining rounds.

2.11 TOCA passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to the BTCC Administration Office.

### **3. Paddock Regulations**

3.1 The amount of space requested on each Vehicle/Staff Information Sheet will not necessarily be the space granted to an Entrant by TOCA, who will assess individual requirements at a Championship Name Here official pre-season test day in accordance with Regulation 6.3.9., the date of which will be advised in a Championship Newsletter/Bulletin.

3.2 Each team will be permitted one transporter and awning to be parked in their designated Paddock area. Any Entrant requiring an additional awning must make a request in writing to the Championship Co-ordinator prior to the first Event. Only Entrants running more than four Cars will be permitted an additional awning. Entrants running three or more Cars may be permitted additional space for a Support Vehicle/flat patch. Awnings are not permitted on Support Vehicles. Please refer to Regulation (Your Championship Reg No here) regarding the mandatory provision of fire extinguishers.

**3.3** Any amendment to the vehicle and/or awning size required must be notified to the TOCA Paddock Team for their approval prior to use.

**3.4** The space allocated by TOCA is granted for the preparation of race Cars and team catering. It is expressly forbidden to use this space as a hospitality area or trade site area.

**3.5** No hospitality/entertaining will be allowed by Entrants/Drivers within the Paddock. Teams may use an area at the rear of their awning specifically for team catering only.

**3.6** 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 unless in exceptional circumstances and with the prior written approval of the BTCC Championship Co-ordinator. TOCA reserves the right to apply a fine of up to £500 per transgression of this Regulation.

**3.7** Only small four-wheeled motorised Paddock vehicles which are authorised by TOCA may be used within the Paddock. These vehicles may only be used during authorised times and when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited. For the avoidance of doubt all two-wheeled transport is banned from the Paddock. Please note that private Cars and vans are not considered as Paddock vehicles. Motorised Paddock vehicles may only be used within the venue during the period from 2 (two) hours prior to the first scheduled track activity until 1 (one) hour after the last track activity on each day of the Event, including the Paddock set-up day. There is a total ban on their use outside these times.

For the avoidance of doubt, bicycles and scooters are not permitted to be used within the Paddocks at any time.

**3.8** There is a speed limit of 10mph in the Paddock at each venue. The only movement of race Cars permitted in the Paddock is on the way to the Assembly Area and on the way back from Parc Fermé with a current full road traffic licence holder seated in the Driver's position and in control of the car.

**3.9** Tailgates on transporters must remain closed at all times except when loading and/or unloading your race cars.

**3.10** Entrants/Drivers will be issued with a specific time to park up their race transporters in the Paddock at each Event. Access to the Paddock outside your parking-up time is forbidden, unless the express written permission of your Championship Co-ordinator (after consultation with the BTCC Championship Co-ordinator and/or TOCA Paddock Team) has been obtained to park up at a different time. Verbal permission from circuit employees will not be accepted.

**3.11** When a race transporter is parked in position in the Paddock at an Event it is expressly forbidden to remove it from its Paddock space until after the start of the third BTCC race of an Event, unless the express permission of the BTCC Championship Co-ordinator or their appointed representative has been obtained to remove it earlier. Awnings may not be dismantled until after the start of the second BTCC race of an Event.

**3.12** Any pipes, wires or cables trailing from transporters and/or other paddock vehicles and/or generators must be protected by hard covers where they will be crossed by vehicles or pedestrians.

**3.13** All health and safety regulations as well as any such directives issued by the Championship, TOCA, the BARC, Motorsport UK and/or the venue must be met at all times.

**3.14** It is an offence for any person to ride or drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by third party insurance. It is a condition of registration that such insurance is in place. A copy of the policy must be lodged with the Championship Co-ordinator before the first Event of the season.

**3.15** The Competitor's Entry Fee does not cover the provision of generator power to private motorhomes caravans or suchlike during an event. Generator power can be provided for such use via TOCA's Official Power Supplier - provided that sufficient Competitors book this at least 7 days in advance of each event to warrant a separate generator for such use being provided.

**3.16** Any Competitor or any person or entity associated with a Competitor connecting to the TOCA Official Power Supplier's generators without pre-booking or paying upon demand will be immediately disconnected and fined a minimum of £100.

**3.17** All Paddock vehicles that require personnel to be on the roof (i.e. to affix awnings or flag poles/flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the equipment on the roof

**3.18** Unless a specific fine is stated within a specific Paddock Regulation, a fine of a minimum of £500 may be levied for any infringement of the Paddock Regulations contained in these Commercial Undertakings at the absolute discretion of TOCA and/or the Championship Co-ordinator. Each registered Entrant/Driver is responsible for the payment of fines incurred by all vehicles entering the Paddock/Pits on their behalf. The decision of TOCA and/or the Championship Co-ordinator in respect of this additional penalty shall be final with no appeal to the MSC National Court.

**3.19** Teams should refrain from using 'single use plastics' within the paddock area or 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, thin 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 to their Championship Co-ordinator for approval a comprehensive plan for the collection within the venue and the recycling of those items including providing evidence as to the completion of their recycling after each event.

#### **4 Timetable Regulations**

**4.1** Should any Championship have less than 15 (fifteen) registered Drivers at an Event then TOCA reserves the right to re-schedule their race either first or last on the race day timetable at the next Event.

4.2 TOCA reserves the right to amend the race day timetable at its discretion.

4.3 Entrants/Drivers should listen carefully to the Paddock tannoy announcements and their Championship Co-ordinator regarding the time they are required in the Assembly Area. In ideal conditions the timetable may be brought forward and Entrants/Drivers may be called to the Assembly Area earlier than originally scheduled. Entrants/Drivers are warned that they will miss their qualifying session or race if they are not ready in the Assembly Area when the Cars are released.

## **5. Radios**

5.1 Radio frequencies used by an Entrant/Driver, team member, manufacturer and/or any of their suppliers must be licensed for use in the UK by the appropriate regional office of the Radiocommunications Agency. The BTCC Co-ordinator must be notified prior to the start of the season of the Radio Frequency to be used by the Entrant/Driver, team members, manufacturers and/or any of their suppliers. A copy of the Licence or Short Term Hire Agreement for the frequency must also be submitted. The BTCC Coordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by an Entrant/Driver, team member, manufacturer and/or any of their suppliers at any time during the season.

5.2 The Entrant/Driver, team member, manufacturer and/or any of their suppliers must at all times comply with the terms and conditions specified from time to time by the Radiocommunications Agency for the use of their radio frequency.

5.3 In the event that a frequency used by an Entrant/Driver, team member, manufacturer and/or any of their suppliers interferes with a frequency used by a local emergency service or other third party the Entrant/Driver, team member, manufacturer and/or supplier shall forthwith change its radio frequency to a non-conflicting frequency to the satisfaction of the BTCC Co-ordinator and in accordance with the requirements and prior approval of the Radiocommunications Agency. The Entrant/Driver, team member, manufacturer and/or any of their suppliers will be suspended from qualifying and racing until a change of frequency has been effected and a copy of the approval of the Radiocommunication Agency submitted to the BTCC Co-ordinator.

5.4 If an Entrant/Driver, team member, manufacturer and/or any of their suppliers wish to change their frequency they must first obtain approval from the Radiocommunications Agency and submit a copy of such approval to the BTCC Co-ordinator.

5.5 It is not permitted to scramble radio speech transmissions or encode them in any way.

## **6. Advertising:**

Any products that are not permitted to be advertised on UK television are prohibited. Any advertising must comply with any codes or guidelines of Ofcom and/or the Advertising Standards Authority that may be specific to the advertised product. The Organisers reserve the right to censor any advertising that may, at the absolute discretion of the Championship Director or Co-ordinator, be deemed unsuitable or inappropriate or in conflict with Championship sponsors. Any Car or Driver considered by the Championship Director or Co-ordinator and/or the Organisers, in their absolute discretion, to be exhibiting unsuitable or conflicting advertising may be disqualified from any Round of the Championship.

## **7. Team Filming / Footage**

**7.1** Teams may only undertake their own 'behind the scenes' filming, providing written permission - clarifying what content you wish to film & where you intend to use it (i.e. team website etc.) – is first be obtained from both;

Eve Lake-Grange, British F4 Championship Manager (eve.lake-grange@motorsportuk.org)  
and  
Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@itv.com)

**7.2** Media Accreditation, via the team, must also be applied for from Simon Melliush (simon@smsportsmedia.com), stating the intention of the person or crew to film video footage, not stills photography.

If approved final accreditation for each event must be applied for by the filming team, directly through each circuit. This includes the requirement to sign on with the circuit at each event.

They will issue you with a bib, which **MUST BE WORN WHEN FILMING** or the camera operator will be ejected from the circuit.

**7.3** ABSOLUTELY NO FILMING IS ALLOWED IN THE PIT-LANE, THE GRID, PARC-FERME, ASSEMBLY AREA or THE CHAMPIONSHIP'S TECHNICAL AREA. YOU ARE NOT PERMITTED TO FILM ANY PART OF THE RACES OR ANY MOVING RACE CARS - AT ANY TIME, OR FROM ANY LOCATION.

Teams will, subject at all times to the foregoing, be permitted to film in and around paddock areas, spectator and trade areas, transporters, hospitality & motor homes.

**7.4** Film crews must remain cognisant of the ITV crew, who have priority at all times.

**7.5** Film crews may film the podium but only from behind the ITV crew and not obscure or hinder ITV's filming of the podium.

**7.6** A positive image of the BTCC/Your Championship name here and its competitors, sponsors and officials must be portrayed at all times. TOCA and ITV reserve the right to immediately withdraw any permission granted, should they deem it preferable and/or necessary to do so.

**7.7** Any filming or material obtained that goes outside these guidelines will result in the immediate withdrawal of any further permissions to the team for the rest of the season.

## 7.8 ITV FOOTAGE

- a) ITV will make available, via Google Drive, a copy of the programme taken from ITV4. This will be available by 6pm on the Monday immediately following each event, in an 'online-friendly' MP4 file with the ITV logo.
- b) Teams and drivers can use the race footage, with race commentary, of up to 30 secs per race from 6pm on the Monday, then up to 5 mins in total from 6pm on the Wednesday, after each event, only on their individual dedicated team/driver/sponsor website or official YouTube site. (Note: UK viewers can watch races in full via ITVX.)
- c) In addition, teams/drivers may also use interviews from the programme that are solely relevant to themselves; i.e. you can only use interviews with your own drivers but not with other drivers or teams.
- d) You may not use any other aspect of the programme (including, but not limited to, presentation, features, edits, music, BTCC races or non- British F4 races etc).
- e) All users will be required to sign an agreement with ITV prior to them granting access to the Google Drive. There is an element of trust, regarding what footage you use, so any user who flouts the above restrictions will have their access revoked.

There will be no charge for access to this footage.

Race footage should no longer be accessed via Cloudbass.

## 7.9 Requests for television broadcast use

Eve Lake-Grange, British F4 Championship Manager (eve.lake-grange@motorsportuk.org)  
and

Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@itv.com)

ITV has exclusive UK broadcast rights on all race footage, in all media, for 7 days after each event.

From the 8th day following the event (usually a Monday);

Footage to be broadcast on any UK & Eire television broadcast companies (i.e BBC, SKY, CHANNEL 5 etc.) or any other medium must not be used without explicit agreement from Alan Gow (alan.gow@btcc-toca.com) and ITV. Rights clearance will need to be obtained from ITV (sportarchiveproducers-group@itv.com) and a rights-fee will also apply.

Footage to be broadcast on any medium outside of the UK & Eire, must first obtain rights clearance from Alan Gow. However, the actual footage must still be acquired from ITV.

Circuits using footage to advertise their BTCC event will not be charged a rights-fee but may incur the technical costs of providing footage.