



# 2024 Sporting Regulations

Approved by Motorsport Australia



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## 2024 F4 AUS SPORTING REGULATIONS

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## FOREWORD

Motorsport Australia, the ASN for Australia, has appointed TOP SPEED SPORTS EVENTS LS LIMITED as the Promoter of the F4 Australian Championship Certified by FIA (the “Championship”) which is the property of Motorsport Australia and comprises three titles of National Champion: one for drivers, one for rookie drivers and one for teams. It consists of the Formula 4 races which are included in the F4 AUS calendar. All the participating parties (ASN, organiser, competitors and circuits) undertake to apply as well as observe the rules governing the Championship.

## 1. REGULATIONS

- 1.1 The final text of these Sporting Regulations will be in the English language, which will be used if any dispute arises as to their interpretation. Any Heading in this document is for ease of reference only and does not form part of these Sporting Regulations. Terms referring to natural persons are applicable to all genders. Any change to these Sporting Regulations must be made in accordance with Article 18 of the International Sporting Code.
- 1.2 These Sporting Regulations come into force from the moment of their publication and replace all previous Sporting Regulations.

## 2. GENERAL UNDERTAKING

- 2.1 Each driver, competitor and official participating in the Championship undertakes, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code and its appendices (the “Code”), the FIA General Prescriptions, the National Competition Rules (NCR) and Circuit Race Standing Regulations (CRSR) of Motorsport Australia, the Technical Regulations, these Sporting Regulations and the Promoters Commercial Undertakings (Team Commercial Agreement), together referred to as “the Regulations”.
- 2.2 The Championship and each of its Events are governed by Motorsport Australia in accordance with the present Regulations. Event means any event counting towards the Championship and registered on the National Calendar for any year, commencing at the scheduled time for scrutineering and sporting checks and including all practice sessions and the race/s and ending at the time limit for protests or appeals or the end of any hearings; or end of post-event scrutineering carried out in accordance with the Code.

### 3. GENERAL CONDITONS

- 3.1 It is the competitor's obligation to ensure that each person concerned by their entry observe all the requirements of the Code, the FIA General Prescriptions, the NCR, the Technical Regulations, the Sporting Regulations and the Promoters Commercial Undertakings.

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

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

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

Failure to comply with the above will be reported to the Stewards and may result in a fine or the disqualification of the relevant competitor from the Event.

### 4. LICENCES AND ELIGIBLE DRIVERS

- 4.1 Each driver must be at least 15 years old (the date of the birthday being binding) and hold an appropriate National, Zone, International Licence or Licence issued by the relevant ASN.

Drivers from outside Australia with a National License must also be in the possession of a Visa Release letter stating they are permitted to participate in the F4 AUS relevant race(s). As per article 2.3.7 of the Code.

Holders of ITA & ITB Licence are not permitted to participate in the Championship.

Championship points and Super Licence points will be awarded in accordance with FIA and these regulations.

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 Motorsport Australia.
- 4.3 No driver may participate in the Championship for more than three complete seasons (more than 80% of the Competitions in any season being considered a complete season).
- 4.4 No F4 Championship winning driver may compete in the same F4 Championship.

Subject to not also being the overall champion, the Rookie cup winner is permitted to return to the Championship.

## **5. CHAMPIONSHIP EVENTS**

- 5.1 Events are reserved for Formula 4 cars as defined in the current FIA Technical Regulations (Appendix J – Article 274A) and any subsequent revisions.
- 5.2 Each Event will have the status of a national competition.
- 5.3 The Event will include all practice sessions and races.
- 5.4 There will be 3 races of 25 minutes plus one (1) lap.
- 5.5 The number of Events in the Championship is 5.
- 5.6 The minimum number of races in the Championship during a season is 12.
- 5.7 The final list of Events will be published not later than 3 months before the start of the first Event.
- 5.8 An Event may not count for the Championship if fewer than 12 cars are available for it.

Accordingly, the Event may be deducted from the total number of Events mentioned in articles 5.5 and the Championship can be cancelled due to this.

- 5.9 Each Event will be run on circuits holding a valid FIA licence Grade 4 minimum, delivered by the FIA.

## 6. NATIONAL F4 CHAMPIONSHIP

6.1 The F4 AUS 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.

6.2 The F4 AUS Championship team title will be awarded to the competitor which has scored the highest number of points. Points will be awarded to a maximum of two cars which need to be declared during Sign-on. Only drivers nominated are eligible to score points for the team classification provided that they are listed as classified finishers in the final official classification as per format of points scoring for the drivers classification, Teams will count their result from the total number of races. Dropped scores are not permitted.

Participation in the F4 AUS Championship Rookie Cup will be indicated on the series entry form (application entry form). The Promoter reserves the right to turn down or accept any applicant for the F4 AUS Championship Rookie Cup.

Independent of the Rookie Cup classification, participants in the F4 AUS Championship Rookie Cup will earn points towards the F4 AUS Championship Driver classification.

Points for the F4 AUS Championship Rookie Cup Championship are awarded separately in accordance with the points system in ART.6.3.

A Rookie driver is considered to be a driver that has not competed in more than 3 Single seater race events.

Participation in the F4 AUS Championship Master Class, the driver must be over 30 years old or with limited experience.

Points for the F4 AUS Championship Master Class are awarded separately in accordance with the points system in ART.6.3.

6.3 Points for all titles will be awarded at each race according to the following scale:

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

No points will be awarded for any other additional points systems.

- 6.4 If a race is suspended under Article 39, 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.

No points will be awarded if all laps have been completed under Safety Car.

- 6.5 The driver finishing first in the Championship must be present at the annual Motorsport Australia Prize Giving ceremony.
- 6.6 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. DEAD HEAT**

- 7.1 Prizes awarded for all the positions of drivers 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 will 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, Motorsport Australia will nominate the winner according to such criteria as it thinks fit.

## **8. NOT USED**

## **9. ORGANISATION OF EVENTS**

- 9.1 The organiser must be a club or body acceptable to the host ASN.
- 9.2 Each organiser will provide the information set out in the Supplementary Regulations of the event.

## 10. INSURANCE

- 10.1 The organiser of an Event must ensure that each competitor, their personnel and drivers are covered by third party insurance.
- 10.2 Thirty days before the Event the organiser must send the ASN details of the risks covered by the insurance which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, must be made available to the competitors.
- 10.3 Third party insurance arranged by the organiser will 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 taking part in the Event are not third parties with respect to one another.
- 10.5 For an Event with a Motorsport Australia Organising Permit, certain public, property, professional indemnity and personal accident insurance will be provided for each Competitor, their personnel and drivers.
- 10.6 Each competitor will be responsible for his own medical and third-party insurance during the official testing (collective testing/out of the event).

## 11. OFFICIALS

- 11.1 For the Championship, the following officials are nominated by Motorsport Australia:
  - a) A permanent race director – Lawrie Schmitt
  - b) A permanent chairperson of stewards - TBC
  - c) A permanent technical delegate – Frank Adamson
  - d) A permanent driving standards advisor - TBC
  - e) A Safety Delegate.
  - f) An ASN Delegate.

11.2 For each event, the following officials will be nominated either by the ASN or the Organiser:

- a) Two stewards. In accordance with Article 11.3.2 of the Code, the stewards will officiate as a body under the authority of their Chair.
- b) A clerk of the course.
- c) A secretary of the event.
- d) A chief scrutineer
- e) A chief medical officer.
- f) A Media Delegate
- g) Scrutineers

11.3 The clerk of the course will work in permanent consultation with the race director. The race director will have overriding authority in the following matters and the clerk of the course may give orders in respect of them only with the race director's express agreement:

- a) The control of practice and the race, adherence to the timetable and, if deemed necessary, the formulation of any proposal to the stewards to modify the timetable in accordance with the Code, the NCR or Sporting Regulations.
- b) The stopping of any car in accordance with the Code, the NCR or the Sporting Regulations.
- c) The interruption of practice.
- d) The start procedure.
- e) The use of the safety car.
- f) The suspending and resuming of a race.

11.4 The race director, the clerk of the course, the technical delegate, the chief scrutineer and the stewards must be present at the circuit at the latest from the beginning of the Event as defined by the Code.

11.5 The race director must be in permanent radio or direct contact with the clerk of the course, the chief 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 Promoter by using the entry form available from the Promoter and accompanied by the entry and Registration fee as specified below. Applications at other times will only be considered if a place is available and on payment of a late entry fee to be fixed by the Promoter. The Promoter will notify the applicant of the result of the application within thirty days of its receipt.

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

The maximum number of entries that will be accepted will be 40.

12.2 Applications must include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
- b) The name of the team.
- c) The physical address of the competitor corresponding to their licence.
- d) Copies of the licences for both, driver and competitor as well as copies of the related documents according to Art.4.1.
- 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.

12.3 There is a limit to the number of cars that a competitor may enter for the Championship the minimum number of cars per team is 3 cars, while the maximum number of cars per team is 4 cars.

12.4 The full season entry fee and registration is 37,300 AUD per car.

Any entry request will not be considered without the payment of the corresponding fees.

12.5 Each application will be studied by the ASN/Promoter and accepted or rejected at its absolute discretion. The Promoter will publish the list of cars and drivers accepted together with their competition numbers. Out-of-time applications will be considered separately.

12.6 At its absolute discretion the Promoter may accept an additional entry from a competitor.

12.7 Motorsport Australia 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 Promoter in writing before the end of initial scrutineering of the Event in question.

### **13. PASSES**

13.1 No pass may be issued or used other than with the agreement of the Promoter. A pass may be used only by the person and for the purpose for which it was issued.

### **14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

14.1 The stewards or race director may give instructions to competitors by means of a Bulletin. These will be distributed to each competitor who must acknowledge receipt.

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 will, where possible, be given to them within twenty-five minutes of such decision, and receipt must be acknowledged.

14.4 Official instructions and communications to competitors may also be given via a dedicated radio channel or through the timekeeping screens.

## 15. INCIDENTS

15.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the race director (or noted by the stewards and subsequently investigated) which:

- a) Necessitated the suspension of a race under Article 39.
- 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.
- h) Driving beyond track limits and or in violation of Article 2c) of Chapter IV of Appendix L to the ISC

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 a) It will be at the discretion of the stewards to decide, upon a report or a request by the race director, if a driver or drivers involved in an incident will be penalised.

b) If an incident is under investigation by the stewards 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 25 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 stewards.

15.3 The Stewards may impose any one of the penalties below on any driver involved in an Incident:

- a) A five-second penalty; five seconds will be added to the elapsed race time of the concerned driver provided that no further pit stop is carried out 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.

- b) A ten-second time penalty; ten seconds will be added to the elapsed race time of the concerned driver provided that no further pit stop is carried out 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 seconds before re-joining the race.

In both of the above cases no work may be carried out 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 stop and go penalty, The driver must enter the pit lane, stop in their pit stop position for at least ten seconds and then re-join the race.

If any of the above four penalties above are imposed during the last five minutes, or after the end of a race, Article 15.5b) below will not apply and 5 seconds will be added to the elapsed race time of the driver concerned in the case of a) above 10 seconds in case of b) 30 seconds in the 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. If such a penalty is imposed for a race where grid positions were determined following split qualifying sessions, and cars are arranged on each side of the grid accordingly, the number of grid places a driver will drop on their side of the grid will be divided by two (rounded up if necessary).
- h) Starting from the pit lane.
- i) The deletion of laps.
- j) Drop of place(s) in the classification of the Competition.

If any of the penalties above are imposed, they will not be subject to appeal.

- k) Disqualification from the results.
- l) Removal of right to participate in the driver's next Event.

15.4 With the exception of a fine, when a penalty is applied under the International Sporting Code or Article 15.3 the stewards may impose Behaviour Warning Points (BWP) on a driver.

The following scale may apply, subject to the decision of the Stewards:

- Formal Reprimand (driving behavior) – one (1) BWP
- Drive-through Penalty – one (1) BWP
- Pit Lane Speeding – one (1) BWP for speeds between 40 km/h and 55 km/h and two (2) BWP for over 55 km/h
- Causing a Collision – one (1) to three (3) BWP depending on the severity of the offence

Other offences may give rise to BWP as decided by the Stewards.

The number of BWP allocated will be listed on the Stewards' Decision or may be the subject of a separate decision.

BWP accumulate throughout the season and penalties are imposed once certain thresholds are reached:

- Upon reaching 8 BWP, the driver will be penalised with a drop of 3 grid positions for their next race.
- Upon reaching 12 BWP, the driver will be penalised with a drop of 5 grid positions for their next race.
- Upon reaching 16 BWP, the driver will be penalised with a drop of 10 grid positions for their next race.

Penalty resulting from the accumulation of BWP will be imposed in addition to any other penalty already assigned to the same driver for the last infringement that caused the driver to exceed the BWP penalty limit.

BWP will remain on a driver's record until the end of the season.

The Behavior Warning Points updated list will be posted on the notice board at the beginning of each Event.

15.5 If the stewards decide to impose either of the penalties under Article 15.3a) or b) or c) or d), the following procedure will be followed:

a) The Stewards will give notification primarily by a message on the timing monitors of the penalty which has been imposed on the competitor concerned, and, secondarily, where possible, will ensure that this information is also sent through the official whatsapp group messaging platform and/or by the dedicated radio channel broadcast to all teams.

b) With the exception of Articles 15.3 a) and b) above, from the time the stewards' 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 15.3d), proceeding to in front of their garage where they must remain for the period of the time penalty.

However, unless the driver was already in the pit entry for the purpose of serving a penalty, a penalty may not be carried out during a safety car deployment. 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 15.3c) or d) may result in the car being disqualified from that session/race.

## **16. PROTESTS AND APPEALS**

16.1 Protests must be made in accordance with the Code and the NCR and accompanied by a fee of AUD 2200.

16.2 Appeals must be made in accordance with the Code and the NCR and accompanied by a fee of AUD 6600.

16.3 Appeals may not be made against decision concerning the following:

- a) Penalties imposed under Articles 15.3 a), b), c), d), e), f), g), h), i) or j) including those imposed during the last five laps or after the end of a race.
- b) Any drop of grid positions imposed under Article 28.2.
- c) Any penalty imposed under Article 31.5.
- d) Any decision taken by the stewards in relation to Article 34.5.
- e) Any penalty imposed under Articles 36.4 or 40.3.

## **17. SANCTIONS**

17.1 The stewards may impose the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code or the NCR.

17.2 Any driver who receives three reprimands in the same Championship season will, upon the imposition of the third, be given a ten-grid place penalty for the start of driver's next race. If the third reprimand is imposed following an Incident during the last race of an Event the ten-grid place penalty will be applied for the start of the driver's first race at the next Event.

The ten-grid place penalty will only be imposed if at least two of the reprimands were imposed for a driving infringement.

## **18. CHANGES OF DRIVER**

18.1 Any driver already nominated by one team, who then wishes to drive for another team entered in the Championship, must first satisfy the Stewards that this is being done with the consent of the original team. If there is no such consent the Stewards will decide, at their absolute discretion, whether such a change may be made.

18.2 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. For the avoidance of doubt, drivers and teams that participate in multiple racing series during the same race weekend at the same venue will be permitted to participate in all sessions that are scheduled for the races they participate in and are registered for. Drivers must inform the promoter if they intend to enter in other racing series and get authorisation by the stewards.

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 solid lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

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 lasting advantage.

A driver may not deliberately leave the track without justifiable reason

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, must 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 attempting to pass is alongside. 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'.

a) Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

19.6 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver to pass, waved blue flags will be shown to indicate that they must allow the following driver to overtake.

## **20. CAR AND DRIVER'S EQUIPMENT LIVERY**

20.1 Each car must carry the competition number of its driver as published by the Promoter. The number panel, if supplied, may not be modified without approval of the Promoter 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 Promoter).

20.2 Each competitor must display the name of the driver and their national flag 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 Attachment 2.

## **21. TRACK TESTING**

21.1 Beside ART.21.2 there is no limitation on testing for drivers and teams entering the Championship.

21.2 Testing is prohibited for all teams and drivers entered in the Championship or drivers intending to enter with any kind of vehicle, at the championship tracks (or part thereof) where the events will be hosted for the duration of the whole championship with the same type of cars. Pre-event test sessions are exempted from this rule.

Drivers may be permitted to participate in any commercial on-track activities, with the express authorisation of the Promoter.

## **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 road”.

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 road”.

22.3 Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is prohibited to cross the solid demarcation line at the pit exit with any part of a tyre of a car when leaving the pits.

Any driver crossing the demarcation line at the pit entry and/or exit may be penalised in accordance with the CRSR with a warning during practice or qualifying or, if during a race, 15 seconds added to their race time.

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 “working lane”.

Other than when cars are at the end of the pit lane under Articles 36.2 and 39.5, the working 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 its teams designated garage area until the five-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 34 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

- 22.7 Other than drying, sweeping or any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the race director.
- 22.8 A Competitor must not paint lines on any part of the pit lane, or otherwise mark their positions with tape or similar means.
- 22.9 Other than in Article 22.6 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.
- 22.10 Any pressurised air bottle 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.
- 22.11 It is the responsibility of the competitor to release a car from its garage or a pit stop position only when it is safe to do so. The competitor must also provide a means of clearly establishing, when being viewed from the front of the car, when that car was released.
- If a car is deemed to have been released in an unsafe condition during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate.
  - If a car is deemed to have been released in an unsafe condition during a race a penalty under Article 15.3 will be imposed on the driver concerned.
  - An additional penalty will be imposed on any driver who, in the opinion of the stewards, 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.

- 22.12 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.
- 22.13 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 working lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

22.14 All pit road garage doors must remain open during all practice and qualifying sessions.

22.15 Under exceptional circumstances the race director 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 Secretary of the Event by each team during initial scrutineering or when required by the Supplementary Regulations:

- a) Competitor's and driver's licences and any related documents.
- b) Parent ASN authorisation for foreign licence holders.
- c) Medical certificate of aptitude.

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 name and competition number of the car. Participants with injuries or temporary handicaps are obliged to contact the chief medical officer immediately. The chief medical officer will decide if such a driver will be admitted to the event.

23.3 During initial scrutineering, and at any time during the event, each competitor must have available all documents required by Article 4.1 above in addition to the car's log book/technical passport.

23.4 Unless a waiver is granted by the stewards, a competitor who does not keep to time limits will be prohibited to take part in the Event.

23.5 a) Initial scrutineering of the car will take place in the garage assigned to each competitor when the log book/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.

23.6 Competition numbers and any official advertising must be on the car for inspection during scrutineering.

23.7 No car may take part in the Event until it has been approved by the scrutineers and Stewards.

23.8 The 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.

23.9 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

23.10 The race director or clerk of the course may require that any car involved in an accident be stopped and checked.

23.11 After each race and all qualifying practice sessions at least three classified cars will be selected and must undergo scrutineering.

23.12 Checks and scrutineering will be carried out by duly appointed officials who will be responsible for the operation of the parc fermé and who alone are authorised to give instructions to a competitor.

23.13 The stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

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

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

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

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

In order to ensure that tyres have not been treated or modified, samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the supplier's stock.

A set is considered to be comprised of two front and two rear tyres.

According to the number of races per event, each driver may use no more than:

- Two sets of wet-weather tyres for the qualifying practices sessions and the races for an event counting 3 races.
- One set of wet-weather tyres for the free practice.

In case of exceptional circumstances (e.g., Multiple sessions on a drying track) the Stewards may decide to permit additional wet weather tyres for safety purposes.

24.3 For Pre-Season Test, the maximum number of tyres permitted for each car will be communicated with the specific bulletin.

For each event (including the first event of the season) a new entrant to the Championship will be permitted to use a maximum of four sets of dry-weather tyres.

For existing entrants, a maximum of two sets of dry-weather tyres may be carried over from a previous event including Pre-Season Test and re-registered to be used during the Pre-event Test and Free Practice. In addition, two sets of new dry-weather tyres can be registered for the Pre-event Test and Free Practice. In Total an entrant may use a maximum of four sets of dry-weather tyres for the Pre-event Test and Free Practice.

For Qualifying, Race 1, Race 2, and Race 3. A maximum of two sets of new dry-weather tyres can be registered. Teams may allocate the use of the tyres to whichever session they see fit.

For a new entrant after the first event, a maximum of three sets of dry-weather tyres can be registered for Pre-event Test and Free Practice.

24.4 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.

24.5 A competitor wishing to replace an already marked unused tyre by another identical unused one must present both tyres to the technical delegate.

In case of a tyre damaged by an on-track incident, the technical delegate may present a dossier to the Panel of Stewards, who may approve the replacement of the damaged tyre with a free practice tyre.

- 24.6 If an approved bar coding is not used on the outer sidewall of each tyre or, at the request of the competitor on both sidewalls, the scrutineers will paint the competition number of the driver as well as a letter characterising the Event.
- 24.7 The use of a tyre without appropriate identification may result in a grid position penalty or disqualification from the race.
- 24.8 Each tyre may only be inflated with air or nitrogen.
- 24.9 Each tyre, when under the control of a team, must remain visible within the team's designated garage area at all times.

At his absolute discretion, the technical delegate will enforce parc fermé conditions on tyres at any time.

- 24.10 The scrutineers appointed for marking will supervise tyre changes in the pits.
- 24.11 If approved by the tyre supplier, tyres may be used on either side of the car at any time. Once a tyre is mounted on a rim it may not be removed and turned around.

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

- 25.1 For the avoidance of doubt, fuel cannot be used as ballast and the weight of the car (without fuel) with the driver aboard wearing complete racing apparel must not be less than 600 kg at all times during an Event or Pre-event test.

The final value will be established after all drivers and cars have been weighed during the first Pre-event test. The value will be approved by the Promoter and published before the first Event.

- 25.2 a) During each qualifying practice session cars will be weighed as follows:
- i) In the pit lane or an adjacent garage, the organiser will provide an appropriate surface, this area will be used for the weighing procedure. After qualifying practice the weight of any car may also be checked during parc fermé.
  - ii) Cars will be selected at random to undergo the weighing procedure. The chief scrutineer will inform the driver that their car has been selected for weighing.

iii) Having been signalled that their car has been selected for weighing, the driver will proceed directly to the weighing area and stop the engine.

iv) The car will then be weighed and the result given to the driver.

v) If the car is unable to reach the weighing area under its own power, the chief scrutineer will advise the team to take the car to be weighed or the car will be placed under the exclusive control of the marshals who will take the car to be weighed.

vi) A car or driver may not leave the weighing area without the consent of the chief scrutineer.

vii) If a car stops on the circuit and the driver leaves the car, the driver must contact the scrutineers immediately on return in order for their weight to be established.

b) After the race each car crossing the Line may be weighed.

If a driver wishes to leave their car before it is weighed, they must ask the chief scrutineer to weigh them in order that this weight may be added to that of the car. The chief scrutineer will then tell the driver their weight and, once the driver leaves parc fermé, this will be deemed implicit acceptance of the figure.

c) The relevant car may be disqualified if its weight is less than that specified in Article 25.1 of these Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.

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

e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is permitted unless authorised by such officials. When the cars are weighed after Qualifying and Races, only two (2) Team Mechanics are permitted to push the cars onto the weigh scales or weigh bridge. After the car is positioned correctly, the mechanics will be asked to leave the garage.

Once the car is weighed and as instructed by the Scrutineers, the Mechanics can return to remove the car from the weigh scales / bridge and proceed back to their team garage as instructed by the Scrutineers, who will inform them of any additional checks to be carried out in the Team garage.

25.3 In the event of any breach of these provisions for the weighing of cars, the stewards may drop the driver such number of grid positions as they consider appropriate or disqualify from the race.

## 26. GENERAL CAR REQUIREMENTS

26.1 Only chassis, gearboxes and engine installation kits complying entirely with the following homologations may be used during Pre-Season Test, Pre-event Test days and events.

Chassis Homologation No: 2021-05-F4-Tatuus

Gearbox Homologation No: 2021-05- F4-Tatuus 01/01/ EK

Engine installation kit Homologation No: 2021-05-F4 – Sadev

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 technical delegate after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

26.2 Wheels must be manufactured by either OZ racing wheel, Motec or ATS.

26.3 The use of the rear suspension pickup points must be as per the car' technical documents.

26.4 An approved Accident Data Recorder (ADR) must be fitted to the car and be in working order at all times during the Event. The responsibility of the functioning of the ADR and all associated costs will be the teams. The technical delegate or Chief Scrutineer can access the data on the ADR at any given time.

26.5 No signal of any kind may pass between a moving car and anyone connected with the car's competitor or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.

26.6 The Promoter will require each competitor to fit an Electronic Self (Timekeeping Transponder) Identification Module to each of their cars for the purpose of accurate timing, the exact position of which will be advised prior to the Event. These modules must be in place and switched on for each practice session and race. It is the responsibility of the competitor to ensure the car's transponder is fully functional at each time the car is moving under its own power be it in the pit entry, pit lane, pit exit or the track.

26.7 The use of the following engine and gearbox oil is mandatory.

Engine oil: TBC

Gearbox oil: TBC

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 the required type. The sampling procedures will follow those for fuel sampling, see Article 29.6 for details.

26.8 The following set of gear ratios is mandatory during official and sanctioned test days and events.

Set	Long	
Gear	Ratio	
1 <sup>st</sup>	12/30	2.5
2 <sup>nd</sup>	16/30	1.88
3 <sup>rd</sup>	18/27	1.5
4 <sup>th</sup>	20/25	1.25
5 <sup>th</sup>	25/26	1.04
6 <sup>th</sup>	23/20	0.87

26.9 Each competitor must install and maintain in working order (image, data recording and logging) an incident camera on the side of the main roll structure (which side of the roll structure will be specified prior to each Event). Details of the system, including installation instructions, will be made available from the Promoter. The system supplied is AIM Smartycam. An alternative system can be fitted in place, with the written approval of the Promoter.

Nothing may obstruct the camera picture and it is the responsibility of the competitor to ensure the functionality of the camera system at all times.

The required memory card (Micro SD) will be supplied and installed by the Team. The memory card slot may be sealed by the scrutineers before the start of the qualifying practice sessions and races. It is the competitor's responsibility to ensure that the seal remains intact and that the card is not removed until the end of the parc fermé of the relevant session.

The Promoter's data engineer may break the seal on the card slot after the end of parc fermé of each session. The data engineer will copy the data into a central data bank and the card will be returned to the competitor. 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.

All participants are obliged to fit and use the cameras assigned by the Promoter and / or their media representative in the respective car at the defined place according to the specifications of the Promoter. Installation will take place in the team's working area (i.e., garage) by trained personnel of the Promoter. The memory card can only be removed from the cameras by the personnel nominated by the Promoter. Any breach of this regulation may result in the car being disqualified from the event.

Failure to comply with the above requirements will be reported to the stewards.

Teams may use the Video footage for the purpose of driver coaching.

26.10 During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be permitted 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.

26.11 The noise generated by the car must not exceed 95 dB(A) measured 30 metres from the track edge.

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.

#### 26.12 Wind tunnel testing ban:

Wind tunnel testing is testing by a team or any related party of that team or any agent or subcontractor of the team or any of its related parties, in a test environment of a representation of an F4 car or any 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 prohibited. This also applies for wind tunnel testing using a scale model of a F4 car or subcomponent.

It is prohibited to use any results from wind tunnel testing obtained by a team or any related party of that team, or any agent or subcontractor 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.

#### 26.13 Aerodynamic data:

No rolling chassis may be used in the Championship unless the company supplying such rolling chassis accepts and adheres to the following condition that the Aerodynamic data must be made available for all the competitors entered in the championship.

#### 26.14 Brake pads and Discs.

Only Dixcel Brake pads and discs as supplied by the track side spare parts supply are permitted to be used.

#### 26.15 Additional Sensors:

- Teams are permitted to use GPS for driver training purposes at any of the sessions.
- Additional car sensors are permitted for the Pre-event Test sessions but are prohibited during the Official sessions (Free Practice/Qualifying/Races) of the event.

#### 26.16 Heat protection

No heat shielding or any other device designed to influence the component temperature may be attached to the complete intake system and the complete exhaust system other than originally supplied by the manufacturer.

The only exception is heat protection on the exhaust pipe.

## 26.17 Blocking of Radiator

It is permitted to block the radiator. However, this would have to be done on the radiator itself, or on the mesh stone protector.

It is prohibited to tape or block the front of the side pod intake.

## 27. SPARE CARS

27.1 Spare cars are not normally permitted. However, any part of the car may be changed at any time during the Event.

No driver may use more than one car at the same event unless agreed by the stewards following advice from the technical delegate. After initial scrutineering the car or a survival cell may only be changed if the technical delegate is satisfied that a change is necessary following accident damage. Any replacement car or survival cell must be presented to the technical delegate for inspection and in the case of the survival cell may have no components pre-fitted to it. Following the change the car must then be re-presented for scrutineering.

27.2 The decision whether a car has been repaired or changed will be taken by the stewards, based upon a report by the technical delegate.

27.3 Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Event.

## 28. ENGINES

28.1 Only an engine complying entirely with the following homologation may be used during a Pre-event test day or event.

Engine Homologation No.:2017-07-F4-Abarth

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 Promoter 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.

28.2 a) Each car may use no more than two engines for the entire Championship including all events in which it competes. If a driver uses any further replacement engine(s) a ten grid place penalty will be imposed for their next race. However, if the technical delegate is satisfied that an engine has been genuinely damaged following an incident on the track, no penalty will be imposed.

If the technical delegate is satisfied that an engine has been damaged due to a mechanical or electrical failure directly related to the engine or its periphery, and that this failure has not been caused purposely no penalty will be imposed.

Once any such engine has been repaired it may be re-fitted to the car before the start of the following event without incurring a penalty.

b) If an engine is replaced, and the above penalty imposed, the original engine may be re-fitted without imposing a further penalty provided this is done before, or directly after, the ten-place grid penalty has been served.

c) If a driver is replaced at any point during the Championship the replacement driver must use the engine which the original driver had been using.

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

28.4 After consultation with the relevant engine supplier the Promoter will attach seals to each engine prior to it being used for the first time at an Event in order to ensure that no significant moving parts can be rebuilt or replaced.

28.5 Other than the straightforward replacement of one engine unit with another, a change will also be deemed to have taken place if any of the seals are damaged or removed from the original engine after it has been used for the first time in any practice session.

28.6 The Technical Delegate/Chief 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.

## **29. FUEL, FUEL SAMPLING AND REFUELLING**

29.1 Only fuel provided at the Event by the appointed supplier may be used throughout the Event.

All competitors will 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.

The controlled fuel for the Championship will be only provided by the Promoter.

Fuel must be stored inside the pit garage or pit tent at ambient temperature.

It is prohibited to cool the fuel (inside the car, fuel bowser, drum or any other location or vessel the fuel is in at any time during the event) by any means possible. The temperature of fuel inside the car cannot be less than 10 degrees Celsius below ambient temperature.

29.2 It must be possible to take a 1.0kg sample of fuel from a car at any time during the Event according to the procedure described in Art. 29.3.

29.3 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. The Competitor 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.

29.4 During all refuelling or fuel handling operations:

- a) The car's engine must be switched off.
- b) The relevant personnel must be wearing clothing which will provide adequate protection against fire.
- c) An assistant, wearing clothing which will provide adequate protection against fire, and who is equipped with a suitable fire extinguisher of appropriate capacity must be present.
- d) During refuelling all other team personnel must keep a safe distance from the car.
- e) Each car's refuelling equipment and containers must be suitably grounded where necessary.
- f) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.

29.5 No refuelling, or removal of fuel, is permitted:

- a) During any qualifying practice session.
- b) Between qualifying practice sessions if the interval between them is 15 minutes or less.
- c) The race or at any time prior to the completion of post-qualifying or post-race scrutineering.
- d) Refuelling, or removal of fuel, may only be carried out in the pit garage. The driver may remain inside the car throughout refuelling but the engine must be stopped.

29.6 Fuel samples will be taken during the Event as follows:

a) During every Event a reference sample will be taken at random from the stock of the designated fuel supplier. Gas and fuel-tight locking containers will be used for the fuel samples.

Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:

- One container to the scrutineers for testing.
- One container to the organiser.
- One container to the fuel supplier.

b) At any time during an Event the chief scrutineer may take a fuel sample from any car. Gas and fuel-tight locking containers will be used for the fuel samples.

Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:

- One container to the scrutineers for testing.
- One container to the organiser.
- One container to the competitor.

## 30. GENERAL SAFETY

30.1 Official instructions will be given to drivers by means of the signals laid out in the Code or the NCR. Competitors must not use flags or lights similar in any way whatsoever to these.

30.2 It is prohibited to drive a car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

30.3 Any driver intending to leave the track or to go to the pit lane or the paddock area must signal the intention to do so in good time making sure that it can be done without danger.

30.4 During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the Code, the NCR and these regulations relating to driving behaviour on circuits.

30.5 Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.

- a) If a car stops on the track, it will be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder any other car. If any mechanical assistance received during the race results in the car re-joining the stewards may disqualify it from the race (other than under Articles 30.6d). If any mechanical assistance received during a Qualifying practice session results in the car re-joining, the stewards may disqualify the driver from the results of the relevant session.
- b) A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- c) Repairs to a car may be carried out only in the paddock, pits and on the grid.
- d) The organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- e) Refuelling is not permitted during any practice session or the races.
- f) The replenishment of any liquids is prohibited 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.
- g) Save as specifically authorised by the Code, 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.
- h) At no time may a car be reversed in the pit lane under its own power.
- i) 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 road, or the pit lane. Drivers conducting practice starts other than at times designated by the race officials will be deemed to be in breach of this Article.

30.6 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 permitted on the track, the pit entry road or the pit exit road 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.

30.7 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 permitted, or
- b) Under Article 36.11(b).

30.8 Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in Appendix L – Chapter III of the Code (refer Attachment 1 of these Sporting Regulations).

30.9 A speed limit of 40 km/h will be enforced in the pit lane. Any driver who exceeds the limit will be subject to a penalty as prescribed in the CRSR.

30.10 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.

30.11 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 race director. It will be at the discretion of the race director to decide if a driver is stopped because the rear light is not working. If a car is stopped in this way it may re-join when the fault has been remedied.

30.12 Only three team members per participating car (all of whom will have been issued with and wearing special identification) are permitted in the signalling area during practice and the race.

Except for a driver of a car during a track session, people under 16 years of age are prohibited in the pit lane.

30.13 Competitors are not permitted to install and/or to use any electric devices or time-recording-instruments on the pit wall within 25 metres of the Line. Any such equipment must be free standing and not attached to the pit wall.

30.14 Animals, except those which may have been expressly authorised by the Organiser for use by security services, are prohibited in the pit area and on the track and in any spectator area.

30.15 The race director, 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. An anti-doping test may also be conducted in accordance with the Motorsport Australia National Integrity Framework.

30.16 Failure to comply with the general safety requirements of the Code, the NCR or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.

## **31. PRACTICE SESSIONS**

31.1 Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.

31.2 No driver may start in the race without taking part in at least one practice session.

31.3 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.

31.4 The interval between the 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 two hours.

The interval between races may not be less than two hours.

31.5 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 start the following race from the pit lane. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.

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

31.6 Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver will be subject to the penalties referred to in Article 31.5.

31.7 If it becomes necessary to stop any practice session because the circuit is blocked by an incident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags 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 must immediately reduce speed and proceed slowly back to the pit lane, and any car abandoned on the track will be removed to a safe place.

At the end of each practice session no driver may cross the Line more than once.

- 31.8 The clerk of the course may interrupt practice as often and for as long as necessary to clear the track or to recover a car. However, only during qualifying practice may 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. FREE PRACTICE SESSION**

- 32.1 Where possible within the timetable, one Free Practice session of at least 20 minutes and of no more than 30 minutes duration will take place on the first day of the Event.

If the procedure set out in Article 33.3 below is used, Free Practice sessions may also be split using the same principles.

## **33. QUALIFYING PRACTICE SESSION**

- 33.1 Two qualifying session of 15 minutes with a minimum of 5 minutes interval will take place on the first or second day of the Event.

During Qualifying and the break in between Qualifying 1 and 2, cars may be worked on only in the working lane. It is prohibited for cars to be pushed inside the pit garage.

- 33.2 Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of the qualifying session. Furthermore, in advance of the pit exit opening, no car may be moved to a position in the working lane that is closer to the pit exit than the garage that has been assigned to the relevant team.

- 33.3 If the number of cars entered for an Event exceeds the number of cars which are permitted to take part in practice (according to the requirements of the circuit licence), the cars may be split into two groups.

### **34. THE GRID**

34.1 At the end of the qualifying practice the fastest time achieved by each driver will be officially published.

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

34.3 Grids will be published at least one hour before the start of the relevant formation lap.

Any driver who is unable to start for any reason whatsoever must inform the stewards 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.

34.4 The fastest driver will start the race from pole position on the grid.

34.5 Any driver whose best qualifying lap exceeds 110% of the pole position time will be prohibited 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 stewards 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.

If there is 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 Unless otherwise specified in the regulations for an Event, the grid will be in a 1 x 1 formation.

34.7 The grid for Race 1 will be drawn up in the order of the fastest time achieved by each driver during the first qualifying session. Should two or more drivers have set identical times, priority will be given to the one who set it first.

The grid for Race 2 will be drawn up in the reverse order for the top 8 to 10 (depending on the number of starters for Race 2) finishers from Race 1 Official Final Result.. The rest of the field will start from their finishing position of Race 1 Official Final Result.

The grid for Race 3 will be drawn up in the order of the fastest time achieved by each driver during the second qualifying session. If two or more drivers have set identical times, priority will be given to the one who set it first.

Once the grid has been established in this way, grid position penalties will be applied to the drivers in question in the order the offences were committed.

## **35. MEETINGS**

- 35.1 A meeting chaired by the race director will take place on the first day of practice at a location to be advised, all drivers entered for the Event and their team managers must be present.

## **36. START PROCEDURE**

- 36.1 Unless specified otherwise in the regulations for an Event, at least 15 minutes before the start of the formation lap the pit exit will be open for 5 minutes and cars will be permitted to leave the pit lane to cover at least one reconnaissance lap. At the end of the reconnaissance lap(s) they will stop on the grid in starting order with their engines stopped.

If more than one reconnaissance lap is conducted, this must be done by driving down the pit lane (not exceeding the pit lane speed limit) between each of the laps.

Any car which does not complete a reconnaissance lap and is unable to reach the grid under its own power will not be permitted to start the race from the grid.

- 36.2 At least 12 minutes before the start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes.

At least 10 minutes before the start of the formation lap the end of the pit lane will be closed and a second warning signal will be given. Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected, they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five-minute signal must start behind any car already at the pit exit.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

- 36.3 The approach of the start will be announced by signals shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

36.4 When the three-minute signal is shown all cars on the grid must have their wheels fully fitted and resting on their wheels. Everybody except drivers, officials and one team member per car must leave the grid. Any tyre trolleys and equipment must be removed from the grid at this time.

After this signal wheels may only be removed in the pit lane. A penalty under Article 15.3(c) will be imposed on any driver whose car did not have all its wheels fully fitted and was not resting on its wheels at the three-minute signal.

36.5 When the one-minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal, he must raise his 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 by the shortest route possible. In this case, marshals behind the pit wall will wave yellow flags beside any car (or cars) concerned to warn drivers behind.

If any team personnel or team equipment remain on the grid after the 15 second signal has been shown a drive-through penalty will be imposed on the driver concerned.

36.6 When the green flag is displayed and/or green lights are illuminated, the cars will begin the formation lap with the pole position driver leading.

When leaving the grid each driver must respect the pit lane speed limit until they pass pole position. 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.

36.7 During the formation lap practice starts are prohibited and the formation must be kept as tight as possible.

36.8 Overtaking during the formation lap is only permitted if a car is delayed or cannot maintain formation 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 delayed in this way, and who is unable to re-establish the original starting order before reaching the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 36.2.

A penalty under Article 15.3(b) will be imposed on any driver who fails to enter the pit lane if not re-establishing the original starting order before reaching the first safety car line.

36.9 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. The driver alone will be responsible for stopping in the correct grid position.

There will be a standing start, the signal being given by means of lights operated by the Starter.

- a) Once all the cars have come to a halt the five-second signal board will be shown to indicate that the grid is complete and ready for the start. 5 seconds after that the start lights will appear on the start gantry and the race will be started by extinguishing all the start lights simultaneously.
- b) Or, once all cars have come to a halt the five second light will appear by the four, three, two, one second light. At any time after the one second light appears, the race will be started by extinguishing all start lights.

The Start will be defined in the briefing notes of the Race Director.

36.10 Unless specifically authorised by the race director, during the start of a race the pit wall must be kept free of all persons with the exception of officials and fire marshals.

36.11 If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures will apply:

- a) If a car develops a problem that could endanger 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 race director decides to abort the start, a green flag will be displayed and/or the green lights will be illuminated two seconds after the abort lights are switched on, a board stating "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

When leaving the grid to complete the extra formation lap each driver must respect the pit lane speed limit until passing 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. If there is 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 3 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 15.3(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 race director decides the start should be delayed, the following procedures will apply:

d) If the race has not been started, the abort lights will be switched on, a board stating “DELAYED START” will be displayed, all engines will be stopped and the new formation lap will start five minutes later. The next signal will be the three-minute signal.

Tyre changing on the grid is not permitted during such a delay.

Every time this happens the race will be shortened by 3 minutes.

e) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.

f) If, after the start, a car is immobilised on the starting grid, it will 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.

g) Once the car is in the pit lane his 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.

36.12 Should Article 36.11 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.

36.13 Either of the penalties under Articles 15.3 will be imposed on any driver who is judged to have a false start:

- a) Moving when the start signal is given. For the avoidance of doubt, under condition of Art.36.9 b) the moment means when the first start light is ON.
- b) Not correctly positioned his car on the starting grid as described in Art. 36.9.
- c) Any part of the contact patch of its front tyres outside of the lines (front and sides) at the time of the start signal is given.

36.14 Only in the following cases will any variation in the start procedure be permitted:

a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the race director teams are given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten-minute point.

b) If the start of the race is imminent and, in the opinion of the race director, 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 ten minutes warning will be given.

c) If the race is started behind the safety car, Article 38.15 will apply.

36.15 The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact. A breach of the provisions of the Code, the NCR or these Sporting Regulations relating to the start 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.

37.2 Cars must be completely free of hoses and tools before leaving the assigned pit work area. Any breach of this rule may entail a penalty imposed at the discretion of the Stewards.

37.3 Should any car officially retire from the race and enter the pit lane, it must be immediately pushed into its allocated pit garage or to the Parc Fermé.

## **38. SAFETY CAR**

38.1 The safety car will be driven by an ASN or Organizer approved driver and will carry an approved observer capable of recognising all the competing cars who is in permanent radio contact with race control.

38.2 Unless specified otherwise in the regulations for an Event, twenty minutes before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under Article 38.15 below) it will cover a whole lap of the circuit and take up position.

38.3 The safety car may be brought into operation to neutralise a race upon the order of the Race Director. It will be used only if drivers or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.

- 38.4 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 flags and "SC" boards for the duration of the intervention.
- 38.5 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.
- 38.6 The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 38.7 All competing cars must reduce speed and form up in line behind the safety car no more than ten car lengths apart.
- 38.8 With the exception of the cases listed under a) to h) below, no driver may overtake another car on the track, including the safety car, until having passed "the Line" for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 38.14 will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car.
- b) Under Articles 38.12 or 38.15 below.
- c) When entering the pits, a driver may pass another car remaining on the track, including the safety car, after reaching the first safety car line.
- d) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before reaching the second safety car line.
- e) 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.
- f) Whilst in the pit entry road, pit lane or pit exit road a driver may overtake another car which is also in one of these three areas.
- g) Any car stopping in its designated garage area whilst the safety car is using the pit lane (see Article 38.11 below) may be overtaken.
- h) If any car slows with an obvious problem.

38.9 When ordered to do so by the clerk of the course the observer in the car will use a green light to 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.

38.10 The safety car will be used at least until the leader is behind it and all remaining cars are lined up behind.

Once behind the safety car, the race leader must keep within ten car lengths of it (except under Article 38.12 below).

38.11 Under certain circumstances the Race Director 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.

38.12 When the Race Director 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 ten car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no deceleration, 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 flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the Line.

38.13 Each lap completed while the safety car is deployed will be counted as a race lap.

38.14 If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

38.15 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 40.5(a). In either case, at the one-minute signal its 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 green flag is displayed and/or green lights are illuminated the safety car will leave the grid and all drivers must follow in grid order, no more than ten 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 green 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.

Any driver delayed in either way, and who is unable to re-establish the original starting order before reaching the first safety car line, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane.

### **39. SUSPENDING A RACE**

- 39.1 If drivers or officials are placed in immediate physical danger by cars running on the track, and the Race Director deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended.
- 39.2 Should it become necessary to suspend the race, the Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.
- 39.3 When the signal is given overtaking is prohibited, the pit exit will be closed and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane, all the other cars should form up in a line behind the first car.

If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits.

- 39.4 Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the first car in the fast lane.

#### 39.5 Whilst the race is suspended:

- a) Neither the race nor the timekeeping system will stop, however, where the Event timetable can accommodate it, the length of the race suspension will be added to the maximum time for the race in question.
- b) Cars may be worked on once they have stopped in the fast lane, but any such work must not impede the resumption of the race.
- c) Only team members and officials will be permitted in the pit lane.
- d) Refuelling or removal of fuel is prohibited.

#### 39.6 Cars may not be moved from the fast lane whilst the race is suspended. A penalty will be imposed on any driver whose car is moved away from the fast lane to any other part of the pit lane.

At all times drivers must follow the directions of the marshals.

### 40. RESUMING A RACE

- 40.1 The delay will be kept as short as possible and as soon as a resumption time is known, all teams will be informed via the timing monitors where possible, in all cases at least five minutes warning will be given.
- 40.2 Signals will be shown five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.
- 40.3 When the three-minute signal is shown all cars in the fast lane must have their wheels fully fitted and be resting on their wheels, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension.

A penalty under Article 15.3(b) will be imposed on any driver whose car did not have all its wheels fully fitted and grounded at the three-minute signal or has any of its wheels changed before it leaves pit lane after the race has been resumed.

At the three minute point any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended will start their engines and at the two minute point these cars will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car which left the pit lane when the race was resumed.

- 40.4 When the one-minute signal is shown, engines should be started and all team personnel must leave the pit lane by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal they must raise their arm and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the working lane. In this case, marshals on the pit wall will display yellow flags beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.
- 40.5 The race will be resumed behind the safety car when the green flag is displayed and/or green lights are illuminated. The safety car will enter the pits after one lap unless:
- a) The race is being resumed in wet conditions and the race director deems more than one lap necessary, in which case see Article 38.15.
  - b) All cars are not yet in a line behind the safety car.
  - c) Team personnel are still clearing the fast lane of the pits.
  - d) A further incident occurs necessitating another intervention.

When the green flag is displayed and/or green lights are illuminated the safety car will leave the pit lane and all drivers must follow, no more than ten car lengths apart.

- 40.6 Overtaking behind the safety car is only permitted if:
- a) A car is delayed when leaving its position in the fast lane, it may overtake to re-establish its original starting position provided it does so before crossing the first safety car line. If not, it must re-enter the pit lane and may only re-join the race once the whole field has passed the pit exit.

A penalty will be imposed on any driver who fails to re-enter the pit lane if not re-establishing the original starting order before reaching the first safety car line.

b) Drivers may leave the fast lane in order to overtake any car delayed when leaving its position in the fast lane. Any driver whose car has been pushed from the fast lane, may not overtake in order to re-establish the order before the race was suspended.

Either of the penalties under Articles 15.3(c) or (d) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another during the lap.

40.7 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

## **41. FINISH**

41.1 The end-of-race signal will be given at the Line as soon as the leading car crosses the finish line after 25 minutes plus 1 lap have elapsed.

41.2 If for any reason the end-of-race signal be given before the leading car completes the scheduled duration, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. If 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 each car must 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).

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 FERME**

42.1 Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is permitted unless authorised by such officials. After Qualifying and Races, it is prohibited for any personnel (Team or Drivers relations/friends) to enter Parc Fermé. The top 3 placed drivers and selected others (as notified by the Scrutineers) will proceed directly to the weigh scale immediately after leaving their cars.

Only one Mechanic is permitted to attach blowers to cool the engine and radiators but must leave the area immediately after this procedure.

- 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 will be sufficiently large and secure that no unauthorised persons can gain access to it.

### **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 finish line in the lead at the end of the scheduled race time (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 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified. For the avoidance of doubt, a car must take the chequered flag on the track in order to be classified.
- 43.3 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 Code, the NCR, and these Sporting Regulations.

### **44. PODIUM CEREMONY**

- 44.1 The drivers finishing the race in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions, the Rookie driver finishing the race in 1<sup>st</sup> position and a representative of the winning team must attend the prize-giving ceremony on the podium and immediately thereafter make themselves available for the purpose of television interviews and a press conference in the media centre.

### **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 Promoter. The following obligations must in addition be respected:

Immediately after qualification and/or prize giving the first three classified drivers and classified Rookie 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 Motorsport Australia and the Promoter 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 Promoter.

Drivers are encouraged to use social media to promote themselves, their sponsors, their teams or the Championship in general. Notwithstanding this, the use of unacceptable language or the denigration of other drivers, teams or the Championship itself is not permitted. If in the opinion of the media delegate, drivers' comments are deemed to be unacceptable, the driver may be fined for such actions.

## ATTACHMENT 1 - DRIVER'S SAFETY KIT

SPORTING REGULATIONS		
Equipment	FIA standard	FIA Regulations
Helmets	FIA Standard 8859-2015 FIA Standard 8860-2010 FIA Standard 8860-2018 FIA Standard 8860-2018-ABP	Article 1 "Helmets" Chapter III "Drivers' Equipment" Appendix L - ISC
Drivers' Clothing	FIA Standard 8856-2000 FIA Standard 8856-2018	Article 2 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L – ISC
Frontal Head Restraint (FHR)	FIA standard 8858-2002 FIA standard 8858-2010	Article 3 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L - ISC
Safety Belts	FIA Standard Standard 8853/2016	Article 4 "Safety Belts" Chapter III "Drivers' Equipment" Appendix L – ISC

Each driver will be required to present their racewear to the Scrutineer for inspection before 1st free practice session, at a time and place that will be notified to them prior to the commencement of the event.

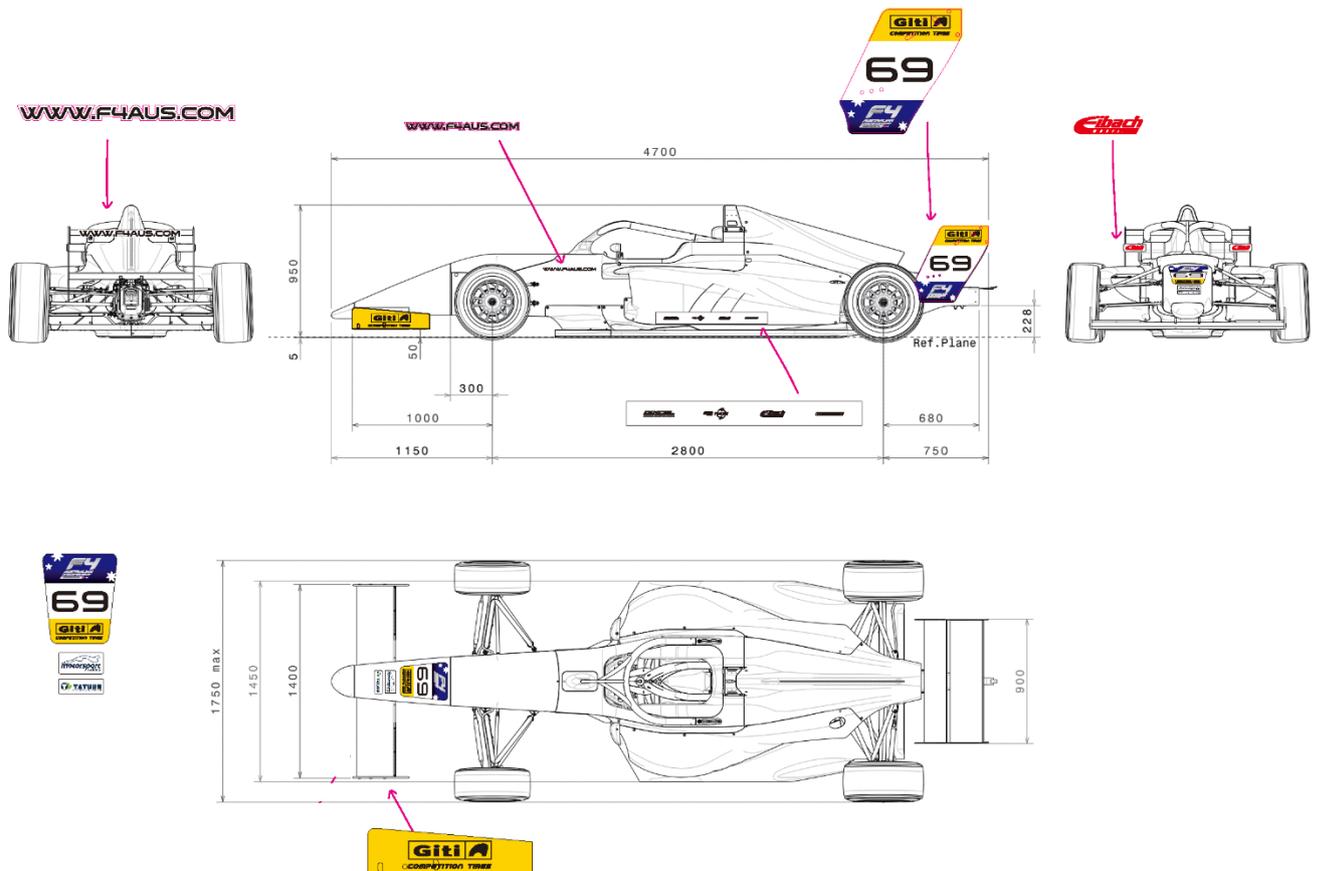
Spot checks will take place throughout the Event and drivers not wearing correct racewear will not be permitted to partake in the next session.

**ATTACHMENT 2 – F4 BRAND GUIDELINES (SEE ALSO PROMOTER COMMERCIAL UNDERTAKINGS)**

**RACE CAR:**

To enable easier identification of individual cars by race officials, when more than 1 car is entered by a team with common branding, individual cars must be identified by using a designated base colour for the upper horizontal area of the front and rear wings and the forward edge of the upper roll hoop and wing mirrors. Each team car will feature a different and distinctive colour.

**CAR STICKER:**



**DRIVER'S EQUIPMENT:**

