



2018 F4 United States Championship Sporting Regulations

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1 REGULATIONS

- 1.1 The final text of these Sporting Regulations shall be in English, should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form a part of these Sporting Regulations. Changes 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. SCCA Pro Racing reserves the right, in its reasonable discretion, to amend, or modify, these Regulations at any time via Supplementary Regulations, Technical Bulletins, Participant Bulletins, Competitor Bulletins, Pro Racing Memos, Event meetings, electronic means and other materials as appropriate and designated by SCCA Pro Racing.

2 GENERAL UNDERTAKING

- 2.1 All participating drivers, competitors and officials undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions of the SCCA Pro Racing Formula 4 United States Championship Technical Regulations, the 2018 F4 United States Sporting Regulations together referred to as “the Regulations”.

All drivers, competitors and anyone participating in the Championship agree that they are:

- a) Acquainted with the F4 US Sporting and Technical Regulations
- b) Agrees without reservation to abide by these Regulations
- c) Renounces the right to have legal recourse, except with the written consent of SCCA Pro Racing, to any arbitrator, or tribunal, not provided in these Regulations.

Determinations by SCCA Pro Racing officials are non-litigable;

Drivers and competitors will not initiate or maintain litigation of any kind against SCCA or SCCA Pro Racing, or anyone acting on behalf of SCCA, or SCCA Pro Racing, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and; - If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse SCCA, and/or SCCA Pro Racing, for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation will have all SCCA Pro Racing privileges suspended until litigation is complete.

- 2.2 The Championship and each of its Events are governed by SCCA Pro Racing in accordance with these Sporting Regulations.
- 2.3 Event means any event counting toward the Championship, which includes all parts of the race event organization including registration, scrutineering, practice, qualifying and race sessions.

- 2.4 The Championship shall only be known as and referred to as the SCCA Pro Racing F4 United States Championship Powered by Honda

3 GENERAL CONDITIONS

- 3.1 It is the Competitors' (team owners') obligation to ensure that all persons referenced by their entry observe all the requirements of the Regulations. Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 3.2 Competitors (team owners') must ensure that their car(s) comply with the conditions of eligibility and safety throughout the Event.
- 3.3 The presentation of a car for scrutiny 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 competitors (and/or anybody associated with an entry of a car), are not permitted to produce or order to produce for publication any moving pictures of competition cars on the track except as provided by the standard in car video system. Any exception to this must be approved in writing by SCCA Pro Racing. Failure to comply with the above will be reported to the stewards of the meeting and may result in a fine or the disqualification of the relevant competitor from the Event.
- 3.6 The Competitor (team owner) and all those affiliated with the team and drivers agree to permit SCCA Pro Racing and its assigns (including, but not limited to, subsidiaries, series sponsors, promoters/organizers of the Event), free of any charges, duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all drawings, soundtracks, photographs, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Competitor (team owner) and those affiliated with the team further acknowledge and agree that SCCA Pro Racing may freely assign or License its rights to a third party.

4 LICENSES AND ELIGIBLE DRIVERS

- 4.1 Each driver must be at least fourteen years old (the date of birthday being binding) prior to the first day of the Event and hold a minimum of a SCCA Pro Racing Provisional license issued by SCCA Pro Racing. Holders of International Class A & B licenses are not permitted to participate in the Championship.
- 4.2 No driver may compete in the Championship without also participating in a training/educational program conducted by SCCA Pro Racing in conjunction with the F4US Championship.

- 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) unless approved by SCCA Pro Racing.
- 4.4 No Championship winning driver, other than any winner of the best Rookie title, may compete in a further Championship.
- 4.5 Each driver will be required to display specific logos in the specified locations on their racing overalls at all times during each Event and test sessions immediately preceding the Event in accordance with the diagram set out in Appendix 4.
- 4.6 Each team member will be required to display specific logos in the specified locations on their crew shirts at all times during each Event and test sessions immediately preceding the Event in accordance with the diagram set out in Appendix 4.

5 CHAMPIONSHIP EVENTS

- 5.1 Events are reserved for Formula 4 cars as defined in the FIA and SCCA Pro Racing Technical Regulations. (FIA Appendix J-Article 274)
- 5.2 Each Event will have the status of a national competition. Drivers from other ASNs' may participate in an event but shall not compete for the Championship if they have declared to do so in another F4 Championship series.
- 5.3 The event shall include all designated practice and qualifying sessions and races.
- 5.4 The race time is thirty minutes and / or plus 1 lap. Race time begins at Race Start and ends with the checkered flag. The race ends when the leader crosses the start/finish for the 1st time after the 30-minute race time expire.
- 5.5 The maximum number of Events in the Championship is ten, minimum five.
- 5.6 The minimum number of races in the Championship during a season is fourteen.
- 5.7 The final list of Events will be published 3 months before the start of the season.
- 5.8 An Event will not count for the Championship if fewer than twelve cars are available for it.
- 5.9 Each Event will be run on circuits holding a valid FIA license grade 4 minimum, as defined by the FIA.

6 NATIONAL F4 CHAMPIONSHIP

- 6.1 The F4 United States 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 eligible Events which have actually taken place. No Championship points will be awarded until all Series fees and penalties are paid in full. Unpaid fees, penalties and any other debts to the Series will result in the suspension of competition privileges.

6.2 The F4 United States Championship team title will be awarded to the team that scores the highest number of points during the season. These points shall be the results from top two highest placing cars for each team at each event.

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

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

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 time. Full points will be awarded if the leader has completed 75% or more of the original race time

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

6.5 Drivers finishing first, second or third in the Championship will be required to be present at the annual banquet unless permission is otherwise granted in writing from SCCA Pro Racing.

7 DEAD HEAT

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

7.2 If two or more drivers or teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:

- a) The holder of the greater number of first place finishes.
- b) If the number of first place finishes is the same, the holder of the greater number of second place finishes.
- c) If the number of first and second place finishes is the same, the Championship will be award to the holder of the greater number of third place finishes. In the event of a continued tie the process will continue until a winner is determined.
- d) If the above described procedure fails to produce a result, SCCA Pro Racing will nominate the winner according to such criteria as it deems fit.

8 PROMOTOR

- 8.1 An application to promote an Event must be made to SCCA Pro Racing. It must be accompanied by written evidence that the promoter has made arrangements to secure the participation of all competitors

9 ORGANIZATION OF EVENTS

- 9.1 The organizer must be a club or body acceptable to the SCCA Pro Racing. SCCA Pro Racing may be the event organizer.
- 9.2 Each organizer shall provide the information set out in the Specific or Supplementary Regulations of the event.

10 INSURANCE

- 10.1 The organizer of an Event must ensure that all competitors, their personnel and drivers are covered by SCCA Pro approved Participant Accident insurance.
- 10.2 Thirty days before the Event the organizer must send SCCA Pro 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, shall be made available to the competitors.
- 10.3 Third party insurance arranged by the organizer shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Event.
- 10.4 Drivers taking part in the Event are not third parties with respect to one another.
- 10.5 Competitor and third-party insurance will be provided by the promoter only during official F4 United States Series Championship events and series sponsored test days.

11 OFFICIALS

- 11.1 The following officials must be nominated by the SCCA Pro Racing:
- a) A permanent Race Director
 - b) A permanent Chairman of the Stewards
 - c) A permanent Technical Delegate
- 11.2 For each event, the following officials may be nominated by SCCA Pro Racing:
- a) A Safety Delegate
 - b) An ASN Delegate
- 11.3 For each event, the following officials must be nominated by SCCA Pro Racing:
- a) Two stewards of the meeting. In accordance with Article 11.7 of these Sporting Regulations, the stewards of the meeting will officiate as a body under the authority of their Chairman.

- b) A Clerk of the Course
- c) A Secretary of the Meeting
- d) A Chief Medical Officer

11.4 For each event, SCCA Pro Racing may nominate the following:

- a) Media delegate
- b) Scrutineers
- c) Others

11.5 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

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

11.6 The Race Director, the Clerk of the Course, the Chief Scrutineer and the Stewards of the Meeting, or their designated representatives, must be present at the circuit at the start of scrutineering.

11.7 The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate and the Chairman 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 contact with all the marshals' posts.

12 COMPETITORS APPLICATIONS

12.1 Applications to compete in the Championship must be submitted to SCCA Pro Racing by using the entry form available from the SCCA Pro Racing and accompanied by the entry fee as specified in Appendix 2. Championship applications must be submitted by the application deadline. 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 SCCA Pro Racing. SCCA Pro Racing will notify the applicant of the result of the application within thirty days of its receipt. Such acceptance does not constitute the awarding of an entry. Event entries must be received 2 weeks prior to the event start date. Late event application will be subject to a late fee as specified in Appendix 2.

12.2 Applications shall include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
- b) The name of the team.

- c) The physical address of the competitor corresponding to his license.
- d) Copies of the licenses for both driver and competitor (team owner) 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 applications upon payment of a fee fixed by the SCCA Pro Racing.

12.3 There is no limit to the number of cars a team may enter for the Championship.

12.4 The entry fee per car per Event will be set by the SCCA Pro Racing as defined in Appendix 2. An Application shall not be considered without the payment of the corresponding fees. The fees paid by unsuccessful applicants will be returned.

12.5 All applications will be reviewed by SCCA Pro Racing and accepted or rejected at its absolute discretion. SCCA Pro Racing will publish the list of cars and drivers accepted together with their race numbers fourteen days prior to each Event.

12.6 At its absolute discretion SCCA Pro Racing may accept an additional entry from a team for a single Event, under such circumstances the entry fee will be set by the SCCA Pro Racing.

12.7 SCCA Pro Racing may cancel the Championship if less than twelve 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 any Event must inform SCCA Pro Racing in writing before the end of initial scrutineering of the Event in question.

13 EVENT PASSES

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

13.2 SCCA Pro Racing can, at its sole discretion, revoke a pass or credential.

14 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

14.1 The Race Director or his approved delegate may give instructions to competitors by means of special circulars in accordance with the F4US Sporting Regulations. These circulars will be available to all competitors via print or electronic means.

14.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted at the Series trailer.

14.3 Any decision or communication concerning a particular competitor shall be given to him/her within thirty minutes of such decision, and receipt must be acknowledged.

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

15 INCIDENTS DURING THE RACE

15.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, competitors and team members which can be reported to the Stewards by the Race Director (or directly noted by the stewards) which:

- a) Necessitated the suspension of a practice, qualifying or race.
- b) Constituted a breach of these Sporting Regulations.
- 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 maneuver by a driver.
- g) Illegitimately impeded another driver during overtaking.
- h) Failed to drive on the course during qualifying.

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 session.

15.2 It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers, competitors and team members involved in an incident shall be penalized. 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, announced on the Series radio frequency, or via the Series text messaging system.

Provided that such a message is displayed within thirty minutes of the end of the race, or a message is delivered to any team concerned within this time, the driver or drivers, competitors and team members concerned shall 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, competitors and team members involved in an Incident:

- a) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.
- b) A ten-second time penalty. The driver must enter the pit lane, stop at the designated area at pit out for at least ten seconds and then re-join the race at the direction of the pit marshal. If either of the two penalties above are imposed during the last five minutes, or after the end of a race, Article 15.4b, below will not apply and twenty seconds will be added to the elapsed race time of the driver concerned in the case of a) above and thirty seconds in the case of b).
- c) A time penalty applied to the finishing results.
- d) A reprimand.
- e) Deleting one or more lap times during qualifying practice.
- f) 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 his side of the grid will be divided by two (rounded up if necessary).
- g) Disqualification from the results.
- h) Suspension from the driver's next race or Event.
- i) Monetary fine.
- j) A drop-in place in the classification of the Competition.

- k) Apply driver demerit points,
- 15.4 Should the Stewards decide to impose either of the penalties under Article 15.3a) or b), the following procedure will be followed:
- a) The Stewards will give notification of the penalty which has been imposed to the competitor concerned and, where possible, will ensure that this information is also displayed on the timing monitors.
 - b) From the time the stewards' decision is announced, 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 15.3b), proceeding to the designated area at pit out where he shall remain for the period of the time penalty.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he shall not carry out the penalty after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car will be added to the maximum number of times he may cross the Line on the track.

While a car is stationary in the pit lane as a result of incurring a time penalty it must 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 15.4b) or c) may result in the car being disqualified.

16 PROTESTS AND APPEALS

- 16.1 Protests shall be made in accordance with these Sporting Regulations and accompanied by a fee of \$500 and published by SCCA Pro Racing. Should a Protest be upheld, then the fee will be refunded.
- 16.2 Appeals shall be made in accordance with these Sporting Regulations and accompanied by a fee of \$1000 and published by SCCA Pro Racing. Should an Appeal be upheld, then 50% of the fee will be refunded.
- 16.3 Appeals shall not be made against decisions concerning the following:
- a) Penalties imposed under Articles 15.3a), b), including those imposed during the last five laps or after the end of a race.
 - b) Any drop of grid positions, or starting from the pit lane.
 - c) Any penalty imposed under Article 31.5
 - d) Any decision taken by the stewards in relation to Article 34.4
 - e) Any penalty imposed under Articles 36.6 or 40.7

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.

- 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.
- 17.3 Team reprimands/penalties may be imposed by the Stewards. After 3 team reprimands a fine of \$500.00 will be levied for every reprimand thereafter.

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 SCCA Pro Racing that this is being done with the consent of the original team. If there is no such consent the SCCA Pro Racing will decide, at its absolute discretion, whether such a change may be made.
- 18.2 Before the end of initial scrutineering each competitor must specify which of his drivers will be driving which cars. After this point no changes may be made to the original allocation.

19 DRIVING

- 19.1 The driver must drive the car alone and unaided.
- 19.2 The driver is not permitted to participate in any additional practice, qualifying or race within the Event except when authorized by the stewards.
- 19.3 Drivers must make every reasonable effort to use the track at all times and must not deliberately leave the track without a justifiable reason. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track. Track perimeter curbs are not considered part of the racing surface.

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 advantage.

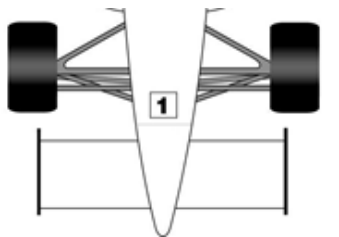
- 19.4 A driver is prohibited from moving in response or reaction to an approaching competitor.
- 19.5 A driver may use the full width of the track to establish his/her position but in doing so, shall not impede or prevent the progress of an overtaking competitor.
- 19.6 Once entering the braking zone, the primary responsibility for successful completion of a pass resides with the overtaking car.
- 19.7 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver to pass 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 he must allow the following driver to overtake.

- 19.8 No car may be driven unnecessarily slowly, or erratically, in a manner which could be deemed potentially dangerous to other drivers or any other person at any time. This will apply whether any such car is being driven on the track, the pit entry, pit lane or pit exit.

20 CAR LIVERY

- 20.1 Each car must carry the race number of its driver as published by SCCA Pro Racing. The number panel, if supplied, must not be modified without approval of SCCA Pro Racing 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 SCCA Pro Racing).
- 20.2 All Car numbers are owned by SCCA Pro Racing. An Entrant may be granted the use of a Car number.
- 20.3 All Entrants desiring a particular Car number must make a written request to SCCA Pro Racing. SCCA Pro Racing will not guarantee a request will be granted.
- 20.4 After a Car number is assigned to a particular Entrant License, it will remain with that Entrant License until that Entrant is no longer a Full Season Entrant, provided that Entrant enters a Car and displays the Car number on the Car at each Event. If the Entrant does not enter a Car and/or display the Car number on the Car at an Event, SCCA Pro Racing may reassign the Car number.
- 20.5 The required Car number locations must be clearly visible as determined by SCCA Pro Racing. Cars livery must meet the style guidelines. Initial number plates will be issued with vehicle registrations. Subsequent number plates must be purchased from SCCA Pro Racing.
- 20.6 Nose – The minimum height of the numeric digit must be nine inches. A portion of the Car number on the nose may be located on the front shock cover (see also Appendix 3).



Rear Wing Endplates - The Car number must be located on the side of rear wing endplate and must have a minimum height of the numeric digit of nine inches and the top of the numeric digit must be eight inches from the top of the rear wing endplate (see also Appendix 3).

- 20.7 All aspects of the Car number including, without limitation, height and width must be approved by SCCA Pro Racing prior to use.

- 20.8 Every competitor must display the name of the driver and his national flag on the bodywork, on the outside of the cockpit. These must be clearly legible and located as determined in Appendix 3.
- 20.9 SCCA Pro Racing may, in its sole discretion rule as to the suitability of a particular car livery. This may include, but not be limited to the advertising of alcohol or tobacco products or any livery advertising not in keeping with the youth oriented spirit of the Championship. Team and driver sponsors shall not conflict with official Series Sponsors. Competitors are advised to consult with SCCA Pro Racing in case of any questions.

21 TRACK TESTING

- 21.1 On track testing is only limited by article 21.3.
- 21.2 On the day preceding each Event, a test of no more than four (4) on track hours total duration can be organized and must be open to all competitors.
- 21.3 Starting January 1, 2018, the following testing regulations will be in effect:
No driver may test or race a F4 car at the following race tracks prior to the Event unless it is a Series sanctioned test event:
- Virginia International Raceway
 - Road Atlanta
 - Mid-Ohio Sports Car Course
 - Pitt Raceway
 - New Jersey Motorsports Park
 - COTA

Teams with non-championship drivers may participate in any Formula Race Promotions official race, unless those occur during a F4US Championship event.

The Series will host 3 test events at the following locations:

- MSR Houston January 13-14
- NOLA March 31-April 1
- Pitt Raceway June 11-12

All test data must be turned in per the Honda guidelines

22 PIT ENTRY, PIT LANE AND PIT EXIT

- 22.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".
- 22.2 The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".
- 22.3 Crossing the line separating the pit entrance or exit from the circuit with any part of the car is strictly forbidden, whether from the circuit or pits. Cars entering or leaving pit lane must do so without endangering or hindering other participants.

Any driver crossing the white line at the pit exit during an Event session or race will be given a penalty under Article 15.3.

- 22.4 The pit lane is defined as being in 3 sections, fast lane, slow lane and pit boxes. The fast lane is the lane closest to the outer pit wall. The Pit boxes are located closest to the inner pit wall. While in the pit lane cars shall not move from the fast lane to their pit box until within 3 pit boxes of their assigned pit box. Work can only be performed on the cars in their assigned pit boxes.
- 22.5 Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.
- 22.6 Any driver that is required to start the race from the pit lane shall stage in pit lane after completion of the formation lap.

When cars are permitted to leave the pit lane they must do so in starting grid order that was established under Article 36 unless another car is unduly delayed. At all times drivers must follow the directions of the officials.

- 22.7 Other than drying, sweeping or any tire rubber left when cars leave their pit stop position, competitors shall 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 Competitors must not paint lines on any part of the pit lane or otherwise mark their positions with tape or similar means.
- 22.9 No work may be performed on any car in the pit fast lane.
- 22.10 All pressured air bottles and associated hoses in the pits must be stowed safely and may only be brought into the pit lane immediately before they are required for work on a car and must be removed as soon as the work is complete. All air bottles / gas cylinders must have a protective structure around their gauges and valves at all times when the manufacturer's metallic screw-on valve cover is not in place. The proper components/accessories must be used with air bottles/gas cylinders at all times. No home-built or modified items may be used.

22.11 Pit exit protocol:

- a) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.
- b) If a car is deemed to have been released in an unsafe manner or condition during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate.
- c) If a car is deemed to have been released in an unsafe manner or condition during a race, a penalty under Article 15.3 will be imposed on the driver concerned.
- d) 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.

22.12 In all of the above cases, a car will be deemed to have been released when it has been driven out of its designated pit box following its pit stop. 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 REGISTRATION, SCRUTINEERING AND SPORTING CHECKS

23.1 All driver credentials and licenses must be presented to the Registrar at the start of each Event. Including;

- a) Competitor's and driver's licenses and any related documents.
- b) SCCA Pro Racing authorization for foreign license holders (applicable for licenses not issued by the SCCA Pro Racing of a membership country of the EC or an associated country).

23.2 During initial scrutineering and at any time during the event, each competitor must have available all documents required by Article 23.1 above in addition to the car's technical passport.

23.3 Initial scrutineering of the car will take place in the paddock area assigned to each competitor. The technical passport for the car must be available.

23.4 Race numbers and any official advertising must be on the car for inspection during scrutineering.

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

23.6 The scrutineers may:

- a) Check the eligibility of a car or of a competitor (team owner) at any time during the Event.
- b) Require a car to be dismantled by the competitor (team owner) to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a competitor (team owner) to supply them with such parts or samples as they may deem necessary.

23.7 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.

23.8 The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.

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

23.10 Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the parc fermé and who alone are authorized to give instructions to the competitors.

23.11 The Stewards will publish the findings of the scrutineers each time cars are determined to be in breach of the Technical Regulations during the Event.

23.12 Competitors agree that the data and video can be used by the Series as it deems fit.

24 TIRE AND TIRE LIMITATION DURING THE EVENT

24.1 Pirelli is the official tire of the United States F4 Championship. The requisite tires are;

- a) Front tire (dry) – 200/540-13TL11v01 SLICKDM
Front tire (wet) – 200/540-13TL11v01 RAINWS
- b) Rear tire (dry) – 250-575-13TL11v01 SLICKDM
Rear tire (wet) – 250/575-13OFTL10v01 RAINWS

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

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

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

In order to ensure that tires have not been treated or modified samples may be taken from the tire tread for analysis and comparison with a tire taken directly from the supplier's stock. The sampling procedures will follow those for fuel sampling, see Article 29.7 for details.

24.4 According to the number of races per event, unless otherwise specified by SCCA Pro Racing, each driver may use for the qualifying and races no more than:

- one and a half sets of new dry-weather tires for an event counting 2 races
 - one and a half sets of new wet-weather tires for an event counting 2 races

 - two sets of new dry weather tires for an event counting 3 races
 - two sets of new wet weather tires for an event counting 3 races
- a) For the practice sessions prior to qualifying, only four front and four rear used dry-weather tires may be used. In this context a tire will be considered used if it was allocated to the same car at a previous Event, whether or not it was used on the track.

At the first Event of the Championship, or the first Event for an additional car (see Article 12.6), each driver will be allocated three front and three rear new dry-weather tires for use in the practice sessions prior to qualifying.

- b) For the practice sessions prior to qualifying, there is no restriction on the use of wet weather tires.

- 24.5 A competitor wishing to replace an already marked unused tire by another identical unused one must present both tires to the Technical Delegate.

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

- 24.6 If an approved bar coding is not used on the outer sidewall of each tire or at the request of the competitor (team owner) on both sidewalls, the scrutineers will paint the race number of the driver as well as a letter characterizing the Event.
- 24.7 The use of tires without appropriate identification may result in a grid position penalty or disqualification from the race.
- 24.8 Tires may only be inflated with air or nitrogen.
- 24.9 All tires, when under the control of a team, must remain visible within the team's designated garage / transporter area at all times.
- 24.10 At his absolute discretion, the chief scrutineer may enforce parc fermé conditions on tires at any time.
- 24.11 The pit lane marshals will supervise tire changes in the pits.

25 WEIGHING

- 25.1 The minimum weight of the car must not be less than 550 kg (1212.5 lbs.) with all car safety equipment.
- 25.2 The minimum weight of the car plus driver with all required safety equipment at any time during competition shall be 634.1 kg (1398 lbs.)
- 25.3 During each practice, qualifying and race session cars will be weighed as follows:
- The Series official scales will be located at the Scrutineering area at the Series trailer next to Parc Fermé.
 - Cars will be selected at random to undergo the weighing procedure. The Technical Delegate, or designee, will inform the driver that his car has been selected for weighing.
 - Having been signaled that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.
 - The car will then be weighed and the result given to the driver.
 - If the car is unable to reach the weighing area under its own power, it will be placed under the exclusive control of the marshals who will take the car to be weighed.
 - A car or driver shall not leave the weighing area without the consent of the Technical Delegate or his designee.
 - If a car stops on the circuit and the driver leaves the car, he must contact the scrutineers immediately on his return in order for his weight to be established.

- 25.4 If a driver wishes to leave his car before it is weighed he must ask the Technical Delegate to weigh him in order that this weight may be added to that of the car. The Technical Delegate will then tell the driver his weight and once the driver leaves parc fermé, this will be deemed implicit acceptance of the figure.
- 25.5 The relevant car may be disqualified should its weight be less than that specified in Article 25.1 of the Sporting Regulations when weighed under 25.2 or 25.3 above, save where the deficiency in weight results from the accidental loss of a component of the car.
- 25.6 No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).
- 25.7 Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- 25.8 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 exclude him 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 official test days and events.

Chassis Homologation No: 2016-04-F4-Crawford

Gearbox Homologation No: 2016-04-F4-Sadev

Engine installation Kit Homologation No: 2016-04-F4-Crawford - 02/01 EK

Once supplied, the components must not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of SCCA Pro Racing 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.

The entire car, as both an assembly and individual parts, must remain “as delivered”, except for changes expressly permitted in writing by the following:

SCCA Pro Racing Supplemental Regulations for an individual event
 SCCA Pro Racing Technical Bulletins issued during the 2018 season
 2018 SCCA Pro Racing F4 Sporting Regulations
 Onroak and HPD Technical Bulletins from any date of issue
 2018 FIA F4 Technical Regulations
 FIA homologations for chassis, gearbox, and engine

Examples of changes from “as delivered” include, but are not limited to, required or optional manufacturer updates, optional or free part choices, addition/substitution/omission of parts, modifications of any sort to individual parts or their manner of assembly.

- 26.2 The use of the rear suspension pickups points as shown in the homologation (homologation No: 2016-04-F4-Crawford - 01/01 VO) is mandatory.
- 26.2a Unless they are specifically included in this document, any rules that were implemented by SCCA Pro Racing Technical Bulletins in 2017 are no longer valid for 2018.
- 26.2b Changes based on Onroak and HPD bulletins are only permitted after they are issued by SCCA Pro Racing. Changes performed on verbal recommendation or approval, from any source, are not allowed.
- 26.2c In the event of overlap or conflict in rules in the documents listed in 26.1, the definitive interpretation will be the one contained first in the list of documents in 26.1. For example, Supplemental Regulations will override Technical Bulletins, which will override the Sporting Regulations, etc.
- 26.2d Competitor requests for revisions to car rules must be submitted to the Technical Delegate in writing or electronically using a form supplied by SCCA Pro Racing. Requests, if approved, will result in a Technical Bulletin covering the revised rule. All competitors will be notified of denied requests.
- 26.3 Specific car rules for 2018
 - 26.3a All cars competing in the Series must use the Series approved Accident Data Recorder (ADR) fitted to the car in the approved location and be in working order at all times during the Event.
 - 26.3b The arming switch for the fire suppression system must be in the ON position whenever the car is on track during a series event. It may not be switched off while the car is under parc fermé conditions. New for 2018
 - 26.3c The use of the rear suspension pickups points as shown in the homologation (homologation No: 2016-04-F4-Crawford - 01/01 VO) is mandatory
 - 26.3d Only the following sets of gears ratios may be used during official test days and events.

Gear	Tooth Ct.	Ratio
1st	14	35
2nd	18	35
3rd	18	28
4th	21	28
5th	24	28
6th	22	23

- 26.3e The engine exhaust pipe, part number CCF4-06-033 may be treated with a coating of any kind. It is also permitted to wrap the engine exhaust pipe with heat insulating material. In all other respects, it remains a Type 1 part.
- 26.3f It is permitted to wrap the following pipes in the cooling system with heat insulating material:
 CCF4-11-020 Upper H2O Pipe
 CCF4-11-021 Lower H2O Pipe 1
 CCF4-11-022 Lower H2O Pipe 2
- 26.3g Color may only be added by paint, powder coat, and vinyl wrap or decal. Color may only be added to externally visible body parts except the floor assembly, suspension wishbones/pushrods/toe links, and the wings and their endplates.
- 26.4 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.
- 26.5 During all on-Track Events, radio communication is required at all times between the Driver and the Entrants pit, and between the Entrants pit and race control. Scrambling or encoding of radio transmissions is not permitted.
- 26.6 Car-to-Car radio communication is not permitted.
- 26.7 SCCA Pro Racing requires the use of MyLaps timing transponders which must be fitted to the car in the approved location and be operating properly during all official and un-official practice, qualifying sessions and races. Cars without properly operating transponders will not receive official times.
- 26.8 All competitors must use the factory supplied data recording/logging system. A video camera of any manufacture must be used as long as it is mounted in the authorized location on the left side of the roll bar and uses a Micro SD or SD card. 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. Competitors are required to submit all data and video cards to the Technical Delegate after each session. All video must be submitted within 30 minutes from the end of each session.

Failure to comply will result in a report to the stewards and may result in a penalty.

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

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

- a) Engine, gearbox, or radiator covers while engines are being changed or moved around the garage.

- b) Covers over spare wings when they are on a stand in the pit lane.
- 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 or paddock area overnight.
- g) A cover over the car in the pit lane or grid if it is raining.

26.10 Noise generated by the car must not exceed 103 dB (A).

Engine noise will be assessed in the following way:

- a) The measuring point will be at a distance of 50 cm from and at an angle of 45 degrees to the exhaust outlet.
- b) The height of the microphone will be between 40-60 cm from the ground.
- c) The noise meter will be turned 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 as determined by the engine manufacturer.

26.12 Wind tunnel testing ban:

Wind Tunnel Testing is the testing by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team or any of its Related Parties, in a test environment of a representation of an F4 car or subcomponent in order to measure, observe or infer any forces, displacements, pressures or air flow direction resulting directly or indirectly from the incident air flow.

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

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

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 conditions:

Aerodynamic data must be made available for the drivers.

27 SPARE CARS

- 27.1 Spare cars are not permitted. However, any part of the car may be changed at any time during the Event. No driver may use more than one car at the same event.

After initial scrutineering the survival cell may only be changed if the Technical Delegate is satisfied that a change is necessary following accident damage. Any replacement survival cell must be

presented to the technical delegate for inspection and may have no components pre-fitted to it. Following the change, the car must then be re-presented for scrutineering.

- 27.2 The decision whether a car has been repaired or changed will be taken by the stewards of the meeting, based upon a report by the chief scrutineer.
- 27.3 Any car which has passed initial scrutineering must not be removed from the confines of the track property during the remainder of the event unless approved by SCCA Pro Racing.

28 ENGINES

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

Engine Homologation No: 2016-04-F4-HPD

Once supplied, the engine shall not be modified in any way whatsoever except where specifically permitted by the Technical Regulation or with the written permission of SCCA Pro Racing 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 Engine use

- a) Each car may use no more than one engine for the entire Championship including all Events and official tests in which his team competes. Should a car use a replacement engine a ten-grid place penalty will be imposed upon him for the next three races he takes part in. However, if the Technical Delegate is satisfied that an engine has been genuinely damaged following an accident 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 incurred, the original engine may be re-fitted without incurring a further penalty provided this is done before, or directly after the three (3) ten place grid penalty have 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, SCCA Pro Racing 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 straight forward 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 REFUELING

- 29.1 Only fuel provided at the Event by the appointed supplier as mandated by SCCA Pro Racing may be used throughout the Event.

All competitors must use the fuel specified in the Supplementary Regulations 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.

- 29.2 It must be possible to take a 1 1/2-quart 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 that can be used by the scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5 m long, with a tap, which can be used to transfer the samples into the sampling vessels.
- 29.4 During all refueling or fuel handling operations:
- a) The relevant personnel must be wearing clothing which will provide adequate protection against fire.
 - b) An assistant, wearing clothing which will provide adequate protection against fire, and who is equipped with a suitable fire extinguisher of appropriate capacity must be present.
 - c) During refueling all other team personnel must keep a safe distance from the car.
 - d) All cars, refueling equipment and containers must be suitably grounded where necessary.
 - e) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.
- 29.5 No refueling, or removal of fuel, is permitted:
- a) During any qualifying practice session.
 - b) Between qualifying practice sessions if the interval between them is fifteen minutes or less.
 - c) During the race or at any time prior to the completion of post qualifying or post-race scrutineering.

Refueling in the pits is not permitted.

- 29.6 Refueling or removal of fuel may only be carried out in the paddock. The driver shall not remain inside the car during the refueling process and the engine must be stopped.
- 29.7 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.
 - b) Two samples will be placed into labeled containers, they will then be sealed and delivered as follows.
 - c) One container to the scrutineers for testing.
 - d) One container to the organizer.
- 29.8 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. (A minimum of 1.5 quarts of fuel must be available from each car for fuel testing after each session)

30 GENERAL SAFETY

- 30.1 Official instructions will be given to drivers by means of the signals laid out in the F4US Sporting Regulations. Competitors must not use flags or lights similar in any way whatsoever to these.
- 30.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 30.3 Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 30.4 During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the F4US Sporting Regulations relating to driving behavior on the circuit.
- 30.5 Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 30.6 If a car stops on the track it shall be the duty of the marshals or emergency services to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance received during the race results in the car re-joining the stewards may exclude him from the race (other than under Articles 30.13(d) or 39.4).
- 30.7 A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 30.8 Repairs to a car may be carried out only in the paddock, pits and on the pre-grid.
- 30.9 The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.

30.10 Except as specifically authorized by or these Sporting Regulations, only the driver may work on a stopped car unless it is in the paddock, the assigned pit location or on the pre-grid.

30.11 While in the pit lane a car may only reverse under its own power with the supervision of pit lane officials.

30.12 During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the parc fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:

- a) Marshals or other authorized personnel in the execution of their duty.
- b) Drivers when driving or on foot, having first received permission to do so from a marshal.
- c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.
- e) Team personnel working on a car on the grid during a race suspension in accordance with Article 39.4.

30.13 During a race, the engine may only be started with the on-board starter except:

- a) In the pit lane or the teams designated paddock area where the use of an external starting device is allowed.

30.14 Drivers taking part in the practice sessions and the races must always wear the clothes and helmet specified in these Sporting Regulations. (Appendix L – Chapter 3 and/or Appendix 1 of the USF4 Sporting Regulations).

30.15 A speed limit of 40 mph will be enforced in the pit lane. Any driver who exceeds the limit will be subject to penalty. During the race, the stewards or Race Director may impose either of the penalties under Article 15.3 a) or b) on any driver who exceeds the limit.

However, in accordance with Article 17.1, the stewards may inflict an additional penalty if they suspect a driver was speeding in order to gain any sort of an advantage. All monetary fines must be paid by the next Event.

30.16 If a driver has serious mechanical difficulties during a practice session or the race he must leave the track as soon as it is safe to do so.

30.17 The use of dry or wet weather tires is the choice of the competitor. However, if circumstances warrant, the Race Director may mandate that all cars start a race on wet weather tires.

30.18 The car's rear lights must be illuminated always when they are running on wet-weather tires or when instructed by the Race Director. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rear light is not working. If a car is stopped in this way it may re-join when the fault has been remedied.

- 30.19 One person per participating car is allowed in the signaling area during practice and the race. Anyone under fourteen years of age is not allowed in the pit lane.
- 30.20 Competitors are not permitted to install and/or to use any electric devices or time-recording instrument on the pit wall within 25 yards of the start/finish line. Any equipment installed by a competitor on the pit wall must not protrude from the pit wall and over the track.
- 30.21 Animals, except those which may have been expressly authorized by the Organizers for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 30.22 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, this medical examination may include an anti-doping test (ISC-Appendix L, Chapter 11, and Article 4).
- 30.23 Failure to comply with the general safety requirements of 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. If lights are unavailable, like colored flags may be displayed which shall have the same meaning as the lights. 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 second or only 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 and 30 minutes unless specified by SCCA Pro Racing. The interval between races shall generally be no less than two hours and 30 minutes unless specified by SCCA Pro Racing.
- 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 require the driver to start the following race from the pit lane. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session. Where appropriate, regard will also be given to the provisions of Article 17.1
- 31.6 Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 31.5.
- 31.7 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the 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 shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Line more than once.

- 31.8 The Clerk of the Course may interrupt practice, qualifying and race sessions as often and for as long as necessary to clear the track or to allow the recovery of a car. All events are “time certain” and extension of sessions due to session interrupt is not likely. Sessions can be shortened, abandoned, or extended at the absolute discretion of the Race Director and the Stewards. Such a decision is not protest able.

32 FREE PRACTICE SESSIONS

- 32.1 At least 1 free practice session of at least thirty minutes and of no more than forty-five minutes’ duration will be scheduled on the first day of the Event.

If the procedure set in Article 33.2 below is used, free practice sessions may also be split using the same principles.

33 QUALIFYING PRACTICE SESSIONS

- 33.1 At least one qualifying practice sessions of at least twenty minutes and of no more than thirty minutes’ duration will take place on the first or second day of the Event.
- 33.2 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 license), the cars may be split into two groups.
- 33.3 No driver may start the race without taking part in at least one practice session.

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 At Events with three races, the grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver in the qualifying practice session. The grid for the second race will be drawn up in order of the fastest race time achieved by each driver in the first race. The grid for the third race will be drawn up in the order of the fastest race time achieved by each driver in the second race.

At Events with two races the grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver in the qualifying practice session and the grid for the second race will be drawn up in the order of the fastest race time achieved by each driver in the first race.

Should two or more drivers have identical times, priority will be given to the one who sets the lap time first.

- 34.3 Grids will be published 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 45 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 thirty minutes before the start of the formation lap. Should two or more drivers have identical times, priority will be given to the one who set it first.

Cars not in position at the 5-minute announcement will take their start from pit lane after the field has passed pit out. Their grid slots will remain open.

- 34.4 The highest qualified car/driver combination will start the race from the pole position on the grid. Pole position will always be on the same side as the inside of the first turn.

If the qualifying sessions were split in accordance with Article 33.2, grid positions will be determined as stated in Article 34.2 with times recorded from the drivers' respective qualifying session.

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

Any driver(s) who cannot start the race because their qualifying position places them outside the maximum number of cars permitted by the circuit license, will only be allowed to start the race if any driver who qualified higher than him is unable to start and withdraws at least 45 minutes before the start of the formation lap.

- 34.5 Any driver whose best qualifying lap exceeds 110% of the pole position time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, upon request the 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.

Should there be more than one driver accepted in this manner they will be arranged on the grid in the order in which they were classified in free practice.

A hardship lap may be granted by the Race Director. If granted, the distance on the circuit shall be from pit out to pit in only – the vehicle shall not cross the start/finish line or start finish timing loop on the course. Only previously used dry weather tires will be used.

- 34.6 The grid will be in a staggered 1 x 1 formation generally separated by 24 feet or as specified in the Event Supplementary Regulations.

35 MEETINGS

- 35.1 A meeting chaired by the Race Director will take place on the first (1st) day of practice at a location to be advised, all drivers entered for the Event and their team managers must be present. All meetings listed on the Event schedule are mandatory.

36 STARTING PROCEDURE

- 36.1 Unless otherwise directed by the Race Director, all cars will assemble in grid order prior to the start of the race on the false grid. At the completion of the preceding session and at the direction of the grid marshals, all cars will be released on their formation lap. All cars must remain in grid order during the formation lap. No overtaking is permitted unless a car, spins, become disabled, cannot keep the pace or otherwise falls out of position.
- 36.2 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.
- 36.3 Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches 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 he has not re-established the original starting order before he reaches the first safety car line.

- 36.4 At the completion of the formation lap all cars will assemble on the starting grid in their designated spaces.

The starting light sequence will consist of five red lights. As soon as all cars are properly assembled on the grid the green lights will illuminate to signal that the grid is full, then the red start light sequence will begin. The five second light will appear followed by the four, three, two and one second lights. At any time after the one second light illuminates, the race will start by extinguishing all red lights. When the red lights are extinguished, the race time clock shall start and run continuously until the expiration of the race time, unless otherwise directed by the Race Director. On an aborted start the race clock will start when the abort lights that signify a rolling start come on and continue to run until race time expires.

- 36.5 Any driver in need of assistance once the red-light sequence has started, must raise his arm. If able, the starting light sequence will stop, and the yellow lights will flash indicating an aborted start. Green lights will indicate a rolling start and the beginning of a pace lap, When the remainder of the cars able to do so have left the grid, marshals will be instructed to move the car into the pit lane.
- 36.6 The remaining cars able to continue will commence a pace lap, under yellow flag conditions, led by the pace car. All cars will remain in grid order and form up for a 2 x 2 rolling start.

- 36.7 False Start infractions will be penalized per Article 15.1.c and 15.3.
- 36.8 A False Start occurs when a competitor:
- Is in the wrong position for the start (as described above)
 - Moves forward from the prescribed position before the start signal is given
 - Is moving when the start signal is given during a standing start
 - Accelerates early or unevenly during a rolling start or fails to maintain the prescribed formation order. (As described in the relevant sporting or supplementary regulations, or as specified by the Race Director or Clerk of the Course).
- 36.9 The Official Starter shall always be a Judge of Fact under these Sporting Regulations of starts and re-starts, but may be overruled by the Stewards. Stewards may use any video or electronic means to assist in any false start penalties. A breach of the provisions of the Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.
- 36.10 Unless specifically authorized 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.

37 THE RACES

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

38 SAFETY CAR

- 38.1 The safety car will be driven by a SCCA Pro Racing approved driver and will carry an approved observer who is in permanent radio contact with race control and is capable of recognizing all the competing cars.
- 38.2 Prior to the start of the formation lap the pace car will take up position at the front of the false grid and remain there until the five-minute signal is given. When instructed to do so by Race Control it will move onto the circuit and lead all cars for the formation lap.
- 38.3 The safety car may be brought into operation to neutralize a race upon the order of the clerk of the course.
- It will be used only if competitors 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 marshals' posts will display stationary double yellow flags for the duration of the intervention. In addition, there will be a SC board displayed at the Start/Finish.
- 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 lights illuminated and pick up the race leader or as directed by the Clerk of the Course.
- 38.7 All competing cars must reduce speed and form up in a line behind the safety car approximately 3 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 he passes the first safety car 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 signaled to do so from the safety car.
 - b) Under Articles 38.12 or 38.14 below.
 - c) When entering the pits, a driver may pass another car remaining on the track, including the safety car, after he has reached the first safety car line.
 - d) When leaving the pits, a driver may overtake, or be overtaken by, another car on the track before he reaches 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) While in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
 - g) Any car stopping in its designated pit box whilst the safety car is using the pit lane (see Article 38.11) 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 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 shall be used at least until the leader is behind it and all remaining cars are lined up behind him.

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

- 38.11 Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated pit area.
- 38.12 When the clerk of the course decides it is safe to call in the safety car the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the car's 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.

Once the lights on the safety car are extinguished, it may accelerate away from the leader. At this point the leader may not fall below "lights on safety car speed" and may accelerate as long as the safety car is not past before the first safety car line.

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 erratic acceleration, braking, weaving or tire warming nor any other maneuver which is likely to endanger other drivers or impede the restart. Passing may commence at the display of the green flag.

As the safety car is approaching the pit entry the yellow flags will be withdrawn and, other than on the last lap of the race, replaced by waved green flags and/or 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 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 five-minute signal (or as directed by SCCA Pro Racing) its lights will be illuminated, this being the signal to the drivers that the race will be started (or resumed) behind the safety car.

The safety car will leave the grid and all drivers must follow in grid order, no more than three car lengths apart, and must respect the pit lane speed limit until they pass 2nd safety car line. During a race start there will be no formation lap and race will start when the starter waves the green flag and/or green lights at the line.

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, or who is unable to re-establish the original starting order before he reaches 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 competitors or officials are placed in immediate physical danger by cars running on the track and the clerk of the course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended.

39.2 Should it become necessary to suspend the race 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. All cars will then proceed to pit lane and directed to stop by the pit marshals.

39.3 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 grid 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.

In all cases the re-start order will be taken at the last completely scored lap.

The safety car will then be driven to the front of the grid.

39.5 While 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 of the race in question.
- b) Cars must not be worked on during a race suspension. Jump batteries cannot be connected. Driver comfort can be accommodated.
- c) Only team members and officials will be permitted on the grid.

39.6 If required, cars will re-grid as instructed by the Race Director. At all times drivers must follow the direction 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 teams will be informed via the timing monitors where possible, or on the Series radio frequency

40.2 Signals will be shown, if time allows, three minutes, one minute (or as directed by SCCA Pro Racing) before the resumption.

40.3 Cars will be gridded for the re-start according to their position on the last fully scored lap.

40.4 When the one-minute signal is shown, engines should be started and all team personnel must leave the grid by the time the fifteen second signal is given taking all equipment with them. If any driver needs assistance after the fifteen 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.

40.5 The race will be resumed behind the safety car. 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 38.14.
- b) All cars are not yet in a line behind the safety car.
- c) Team personnel are still clearing the grid.
- d) A further incident occurs necessitating another intervention.

40.6 Overtaking behind the safety car 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.

Any driver delayed, unable to resume in the starting order, or falls out of position must re-start the race at the end of the line.

- 40.7 Either of the penalties under Article 15.3 a) or b) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the lap.

During this lap Articles 38.12, 38.13 and 38.14 will apply.

- 40.8 If the race cannot be resumed the results will be taken at the end of the last completely scored 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 has completed the full race time in accordance with Article 5.4.
- 41.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled race time, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- 41.3 After receiving the end-of-race signal, all cars must 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 allowed there unless authorized by such officials.
- 42.2 When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- 42.3 The parc fermé shall be sufficiently large and secure that no unauthorized 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 Line in the lead at the end of the thirty minutes (or more if the race

is suspended, see Article 39.5). 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 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not 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 these Sporting Regulations.

44 PODIUM CEREMONY

- 44.1 The drivers finishing the races in first, second and third positions 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 center. All drivers must attend the last race ceremonies for each event unless specifically permitted by SCCA Pro Racing. Weekend driver awards will be awarded at that time.

45 PRESS CONFERENCE AND PROMOTION

- 45.1 Upon request, all registered drivers are obliged to attend free of charge all press conferences organized by the SCCA Pro Racing. The following obligations must in addition be respected:

Immediately after qualification and/or prize giving the first three classified drivers of the race will be required to make themselves available for a press conference (at a location specified in the supplementary regulations). All of these three drivers are obliged to attend this press conference.

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

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

The drivers, competitors and manufacturers give the right to SCCA Pro Racing 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 SCCA Pro Racing.

46 APPENDIX 1 – DRIVERS SAFETY KIT

Equipment	FIA Standard		FIA Regulations
Safety Belts w/ appropriate expiration dates	FIA 8853/98		Article 4 “Safety Belts” Chapter III “Driver Equipment” Appendix L - LSC
Helmets	FIA Standard 8859-2015 FIA Standard 8860-2004 FIA Standard 8860-2010		Article 1 “Helmets” Chapter III “Drivers Equipment” Appendix L - LSC
Drivers Clothing	FIA 8856-2000 (Fire resistant underwear required)		Article 2 “Flame-resistant clothing” Chapter III “Drivers Equipment” Appendix L - LSC
Head & Restraint	FIA 8858-2002 FIA 8858-2010		Article 3 “Flame-resistant clothing” Chapter III “Drivers Equipment” Appendix L - LSC
Gloves	Must be made of leather and accepted fire-resistant material		
Socks	Must be made of accepted fire-resistant material		
Balaclavas or Helmet Skirts	Must be made of accepted fire-resistant materials		
Shoes	Must constructed with leather uppers and / or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.		


47 APPENDIX 2 – CHAMPIONSHIP SERIES FEES

Single Event Entry Fee	\$ 1,850.00
Vehicle Registration Fee	\$ 500.00
Late Event Application Fee	\$ 250.00
SCCA Pro License Fee	\$ 300.00

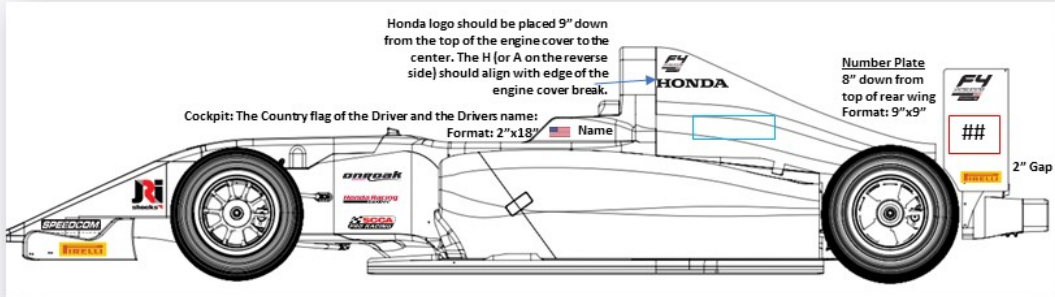
48. APPENDIX 3 – CAR LIVERY

2018

TEAM CAR SIDE



DO NOT PRODUCE ANY LOGOS OR NUMBERS.
SCCA PRO RACING WILL PROVIDE EVERY TEAM WITH ONE (1) SET OF CAR ASSETS. ANY ASSETS NEEDED AFTER THAT WILL BE AVAILABLE FOR PURCHASE THROUGH SCCA PRO RACING













Honda logo should be placed 9" down from the top of the engine cover to the center. The H (or A on the reverse side) should align with edge of the engine cover break.

Cockpit: The Country flag of the Driver and the Drivers name:
Format: 2"x18" Name

Number Plate
8" down from top of rear wing
Format: 9"x9"

2" Gap

<p>Front Wing Format: 4"x8"</p> 	<p>Side Nose Format 5.5"x5.75" <i>Isolation Space: Leave a minimum of 2"</i></p>   <p>Format 1.5"x7"</p>	<p>Front Chassis Format: 3.375"x8.5" <i>Isolation Space: Leave a minimum of 2"</i></p>   	<p>Engine Cover Format: 3" Tall Dark Wrap  Light Wrap</p>	<p>Engine Cover Format: 1.8"x15" Location: 9" Down from the top of the engine cover HONDA <i>Isolation Space: Leave a minimum of 1.8"</i></p>	<p>Engine Cover Format: 3"x12" <u>Leave 3"x12" space for title sponsor</u></p> <div style="border: 1px solid black; width: 80px; height: 20px; margin: 5px auto;"></div>	<p>Rear Wing Format: 5" Tall</p>  <p>Dark Wrap  Light Wrap</p>
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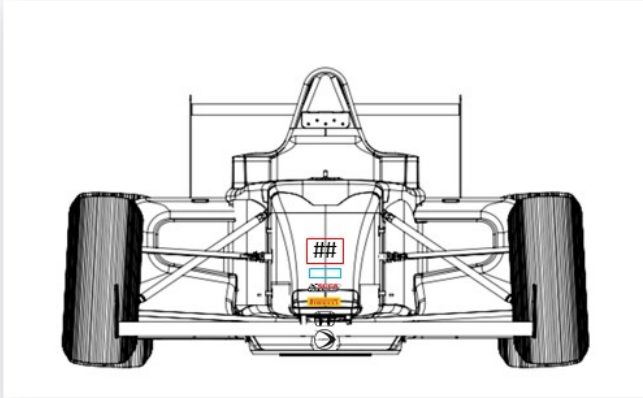


The HONDA must be black, white or red (PMS185) and may not have a background pattern visible through the logo. The Honda Racing/HPD logo must be black, white, or red/black and must contrast with the background color. No distortion of any logo is permitted.

2018

TEAM CAR NOSE **F4** UNITED STATES CHAMPIONSHIP POWERED BY

DO NOT PRODUCE ANY FRONT NOSE LOGOS OR NUMBERS.
SCCA PRO RACING WILL PROVIDE EVERY TEAM WITH ONE (1) SET OF FRONT NOSE ASSETS. ANY ASSETS NEEDED AFTER THAT WILL BE AVAILABLE FOR PURCHASE THROUGH SCCA PRO RACING



The Honda "H" mark must be black, white or red (PMS185) and may not have a background pattern visible through the logo. The Honda "H" mark must be the same color as the HONDA air box logo. No distortion of the any logo is permitted



Number Plate:
9"x9" (Leave 2" gap between number & title sponsor logo)



Sponsor placement
Format: 2"x4"

Leave 2"x4" space for title sponsor



Format: 2"x4"



Format: 4" Tall



The top of the "H" must be 10" from the beginning of the slope of the nose. Isolation Space- 2"

Format: 4" Tall

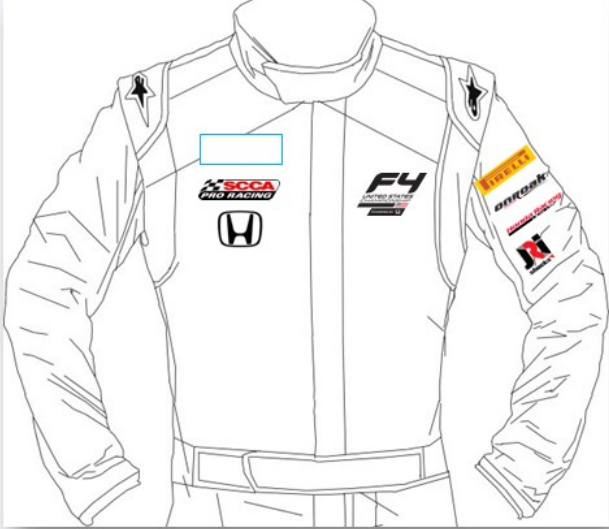



The top of the Ligier circle must be 4" from the end of the nose



49. APPENDIX 4 – DRIVER SUIT

2018




DRIVER SUIT




Upper chest, left-hand side
Format: 3" Tall
Light Suit Dark Suit




Left arm, upper-shoulder
Format: 2"x4"






Left arm, upper-shoulder
Format: 2" Tall



Upper chest, right-hand side
Format: 2"x4.5"
Leave 2"x4.5" space blank for title sponsor



Upper chest, right-hand side
Format: 2.5" Tall



CREW SHIRT

2018

CREW SHIRT



Upper chest, left-hand side

Format: 2.5" Tall

Light Shirt

Dark Shirt



Left arm, upper-shoulder

Format: 1.5" x 3.75"



Upper chest, right-hand side

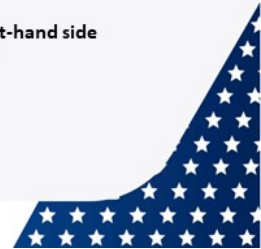
Format: 2" x 4.5"

Leave 2" x 4.5" space blank for title sponsor



Upper chest, right-hand side

Format: 2.5" Tall



50. APPENDIX 5 – SCCA PRO RACING, ARTICLE 1.11 & 1.12

ARTICLE 1.11: PROTESTS AND OTHER ACTIONS 1.11.1: RIGHT OF PROTEST

The right to protest shall rest only with any entrant, or driver taking part in the competition in question. Each, alone, may protest any decision, act, or omission of SCCA Pro Racing, an official, entrant, driver, or other person connected with the competition, which is considered to be in violation the F4 Technical or F4US Sporting Regulations.

1.11.2: LODGING A PROTEST

Every protest shall be made in writing, specifying which part(s) of the F4 Technical or F4 US Sporting Regulations is considered to have been violated, signed by the entrant, or driver making the protest, and accompanied by a protest fee of \$500.00 made payable to SCCA Pro Racing within the time limits specified below. The protest fee shall be returned only if the protest is deemed to be well-founded, and is upheld by the RACE DIRECTOR, or other board.

1.11.2.1: All protests shall be made to the RACE DIRECTOR, or his designee.

1.11.2.2: A protest against the validity of an entry, qualification of an entrant, driver, or automobile shall be lodged no later than four (4) hours before the start of an official qualifying segment and or race segment, of the competition.

1.11.2.3: A protest against any mistake, or irregularity, occurring during a competition shall be made within 30 minutes of the conclusion of the on-track segment of the competition.

1.11.2.4: A protest against the results of a segment of the competition shall be made within 30 minutes of publication, posting, or distribution of the provisional results.

1.11.2.5: A protest against any action of a race official must be made within 30 minutes after the action is taken.

1.11.2.6: The RACE DIRECTOR may, at his sole discretion, extend any protest time limit in exceptional cases where the protester can demonstrate that evidence pertinent to the protest was not available within the time limit, or where the protester can demonstrate he was unable to meet the deadline due to circumstances beyond his control.

1.11.2.7: Video provided as part of a protest must be in an unedited, readily viewable format.

1.11.3: PROTESTS AGAINST AUTOMOBILES

1.11.3.1: The decisions of the SCCA Pro Racing TECHNICAL MANAGER are non-protestable and non-appealable. The TECHNICAL MANAGER may, in specific instances with the agreement of the RACE DIRECTOR, permit protests against automobiles. If allowed, the following procedures in Article 1.11.3.2 to Article 1.11.3.7 shall apply.

1.11.3.2: Entrants taking part in a competition may request that an automobile in their class be disassembled, inspected, or any other test be made, provided that they post a cash bond with the CHIEF STEWARD as determined by the RACE DIRECTOR in his sole discretion to be sufficient to cover the total expenses of disassembly, inspection, and reassembly. Tear downs must be completed as specified unless fully, or partially, withdrawn by the protester.

1.11.3.3: Bonds required for tear down will be sent to SCCA Pro Racing to be held in escrow until the time limit for the appeal has passed, or until an appeal has been granted. If appealed, bond(s) will be held until the Board of Appeals declines to accept the appeal, or has its decision published. The same procedure will apply to any recorded evidence in the case (e.g. technical data).

1.11.3.4: The inspection, and/or disassembly shall be conducted under the supervision and control of the TECHNICAL MANAGER.

1.11.3.5: If the automobile shall be found upon inspection to conform to the PRR, the protester shall forfeit the bond which shall be used to cover costs incurred.

1.11.3.6: If the automobile is found upon inspection to not conform to the PRR, the protester's bond shall be returned, and the entrant, and/or driver, of the protested automobile shall stand all expenses, and shall be subject to disciplinary action as the RACE DIRECTOR shall deem appropriate.

1.11.3.7: Failure of an entrant, or driver, of a protested automobile to allow inspection under the foregoing terms shall result in immediate penalties deemed appropriate by the RACE DIRECTOR.

1.11.4: HEARING PROTESTS

1.11.4.1: The RACE DIRECTOR, or his designee(s), shall act as a first board and render a decision. The RACE DIRECTOR shall endeavor to hear the protest as soon as practical after the protest is lodged. The RACE DIRECTOR shall attempt to give all interested parties notice of the hearing. He shall hear, or accept, such evidence as deemed necessary in his discretion to render a fair decision. The absence of a party at a hearing shall not limit the ability of the RACE DIRECTOR to proceed with said hearing. If a decision cannot be given immediately after the hearing, all parties shall be informed of the time, and method, by which the decision will be conveyed.

1.11.4.2: It is expected that protests will be reasonable, logical, and based on sound evidence, thus well-founded. If it is proved to the satisfaction of the RACE DIRECTOR that the author of a protest has acted in bad faith, or in a vexatious manner, he may be penalized by the RACE DIRECTOR.

1.11.4.3: All parties concerned shall be bound by the decision given, subject only to the rights of appeal as provided appendix 5 of the Sporting Regulations.

1.11.5: DISTRIBUTION OF AWARDS

Distribution of awards shall be provisional with final distribution held until all protest, appeals, etc. are passed or settled.

ARTICLE 1.12: APPEALS 1.12.1: RIGHT TO APPEAL

The appeal process exists to decide only those matters for which a reasonable decision could not be achieved through available procedures. Provided all such procedures have been exhausted, any entrant or other participant shall have the right to request an appeal regarding: 1. Any, decision or penalty rendered by the RACE DIRECTOR in which they were named as a party. 2. Any decision concerning a protest filed by such entrants or participants, except as decided by the Technical Manager (see Article 1.11.3.1).

The SCCA Pro Racing President shall, at his sole discretion, determine whether an appeal shall be heard by the Board of Appeals, and whether the appeal fee should be returned, or forfeited. The President may require a bond for any additional expenses that may be incurred during the appeal process. The decision whether or not to hear an appeal, and any decisions by the Board of Appeals shall be final, binding and not subject to further appeal or legal process.

Due to time constraints, logistics and year-end award banquets, appeals will not be heard concerning decisions at the final events of the year.

1.12.2: INTERNATIONAL EVENTS

ACCUS has delegated to SCCA Pro Racing the authority to establish Boards of Appeals to settle disputes arising from International events sanctioned by SCCA Pro Racing.

1.12.3: PROCEDURE AND FEES

Written notice of intent to appeal the decision of the RACE DIRECTOR to the Board of Appeals must be given to the RACE DIRECTOR within one (1) hour of announcement of the decision. The RACE DIRECTOR may, at his sole discretion, extend the appeal time limit in exceptional cases where the appellant can demonstrate pertinent evidence was not available within the time limit or was unable to meet the deadline due to circumstances beyond control. A written notice of appeal, signed by the appellant, specifying the grounds for appeal, and including an appeal fee of \$1,000.00 (a minimum of \$500.00 of which will be retained by SCCA Pro Racing) shall be received by the SCCA Pro Racing office within three (3) days after the announcement of the decision or such other period as may be designated by the President of SCCA Pro Racing. An appeal may be withdrawn without penalty only with the approval of the SCCA Pro Racing President.

1.12.4: STAY OF DECISION (SUSPENSION OR EXPULSION)

An appeal filed on a penalty rendered by the RACE DIRECTOR involving either suspension of competition privileges, or expulsion from SCCA Pro Racing will permit the appellant to enter and compete in races until the appellant's Board of Appeals ruling is rendered. The results and awards of these races shall be considered provisional until the Board of Appeals ruling is rendered. If the Board of Appeals ruling overturns the suspension, or expulsion, the Provisional Results and awards will be considered final, and official. If the Board of Appeals ruling upholds the suspension, or expulsion, the awards won and results of races while awaiting the Board of Appeal ruling will be considered forfeited, and null and void.

1.12.5: CONVENING THE BOARD OF APPEAL

1.12.5.1: The SCCA Pro Racing President, or his designee, shall appoint the Board of Appeals which shall consist of a chairman plus at least two additional members. No member of this board shall have taken part as a competitor, or official, in the event which the board will render a decision on, or shall have been directly interested, or involved, in the matters under consideration.

1.12.5.2: The appointment of the board, and written notice to the appellant, or appellants, shall occur within three (3) days (or such other time as designated by the President of SCCA Pro Racing) of the decision to hear the appeal. The chairman of the board will notify all parties, including the RACE DIRECTOR, both parties to a protest, or a penalized competitor, of the time and place for the appeal hearing, and provide telephone numbers, and times, where the board may be reached while in session on the matter.

1.12.6: HEARING THE APPEAL

All boards shall use their best efforts to convene, and hear the appeal no earlier than three (3) days from notice to the parties, and no later than two (2) weeks from said notice. SCCA Pro Racing may specify a shorter time (including a time of one or more hours) for hearing the appeal where necessary for the prompt adjudication of the matter and a final conclusion of controversies. The board will determine what witnesses and evidence it will hear at its discretion. The parties may present their information to the committee themselves, via their team representative, or in written documents. The Board of Appeals may hear such evidence in such manner as it deems appropriate, relevant, and necessary under the circumstances. Cross-examination shall not be permitted. The RACE DIRECTOR shall be heard by the Appeals Board under all circumstances.

1.12.7: JUDGEMENT OF THE BOARD OF APPEAL

After considering all material they deem relevant, the Board of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty, or other decision, of the board appealed from should be nullified, mitigated, affirmed, increased, or that a different penalty should be imposed, but shall not order a competition to be rerun. The board shall order the return, or forfeiture, of appeal fees. The board shall direct the disposition of protest fees and tear down bonds, if any, in those cases where the original board's decision is nullified.

1.12.8: PUBLICATION AND EFFECT OF DECISION

SCCA Pro Racing reserves the right to publish all final Board of Appeal decisions, including the names of all parties concerned. Persons, entrants, or organizations referred to in each said decision shall have no right, or action, against SCCA Pro Racing, or any person publishing such notice, and shall agree that said decision shall be final and binding. A copy of the final decision of the Board of Appeal shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the Board of Appeal shall be effective immediately as stated in its decision. Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the event involved.

1.12.9: BAD FAITH APPEALS

If the board determines that the appellant has acted in bad faith, or in a vexatious manner, it may deem such conduct a breach of the PRR, and impose an additional penalty for said breach.

51. APPENDIX 6 – COMMUNICATION FLAGS

Flags are an official method for communicating with F4 US competitors. Flags may be replaced or supplemented by lights and/or reflective panels, which shall have the same meaning as the flags. As we are an FIA Certified series, we use a North American version of the FIA flagging rules.

FLAG	COMMUNICATION
	GREEN: When displayed by the starter, signals the beginning or resumption of a session. Also shown following a yellow caution area to indicate passing may resume when beyond the green flag.
	BLACK/WHITE DIAGONAL: Competitor warning displayed with number board. Flag is shown at Start/Finish area and is used for improper driving conduct.
	BLACK: Summons competitor to pit lane for consultation and/or penalty. Shown with number board from start/finish and designated station(s) on the circuit. The summoned driver may cross the S/F line no more than twice before entering pit lane.
	BLACK/ORANGE CIRCLE: Informs competitor of a mechanical problem that may endanger the driver or other competitors. Shown with number board. Competitors must stop at their pit on the next approach to pit entry.
	SINGLE YELLOW: Stationary – Use caution, reduce speed, no passing – incident or hazard vehicle ahead. Waved – Increased caution, be prepared to stop if necessary. No passing from either until after a green flag.
	DOUBLE YELLOW: Full course caution, slow down, use caution, no passing anywhere on the circuit. Flags are displayed at all stations. Double yellow may be used with or without a Safety Car. Drivers must gather single file behind the leader or Safety Car. The course shall remain under the full-course yellow until a green flag is displayed at start/finish and at the other flag stations around the course. Used on U.S. turns in lieu of SC boards.
	RED: The session has been stopped. Use caution and proceed immediately to pit lane. Overtaking is not permitted. During a race, no work may be performed on vehicles unless authorized by the Race Director or Technical Director.
	SOLID BLUE OR BLUE/YELLOW DIAGONAL: Warns that faster cars are approaching or a following car may be in a competitor's blind spot. Use caution and sportsmanship – allow racing room.
	YELLOW/RED STRIPES: Caution – the racing surface may be affected by fluids or debris.
	STATIONARY WHITE AROUND CIRCUIT: Caution, slow moving vehicle ahead. WAVED WHITE AT START/FINISH: Indicates the last lap of a competition.
	WHITE/RED DIAGONAL AT START/FINISH: Emergency vehicles are on course.
	BLACK/WHITE CHECKERED: Shown at the completion of practice, qualifying, or race. All cars shall exit the course once they have received the checkered flag and passed start/finish.
	SC BOARD: Shown at start/finish. Indicates the Safety Car is on the circuit.

