

2022 OFFICIAL SPORT REGULATION (translation for information)

ARTICLE 1. ORGANIZATION

**1.1.** The French F4 Championship certified by the FIA - 2022 (hereinafter the "Championship"), a national series of the French Motor Sports Federation (hereinafter "FFSA"), is organized by FFSA ACADEMY (training centre for the motor sport jobs), under the supervision of the FFSA, with the support of:

☛ Technical partners:

- Pirelli
- GT2i
- HRX
- Quincaillerie Aixoise

☛ Institutional partners:

- Ministry of National Education, Youth and Sports via the intermediary of the "Rectorat de l'Académie de Nantes" and the "Lycée Le Mans Sud",
- Pays de la Loire Region, Sarthe General Council. Le Mans Métropole, through the "Syndicat Mixte" of the Le Mans 24 Hour circuit.

These regulations have been registered by the French Motor Sports Federation (FFSA) under organization license n°C061-2022 on February 15<sup>th</sup>, 2022

The official language of the 2022 French F4 Championship certified by the FIA is French. Only the regulations in French shall be deemed authentic.

**1.2.** The 2022 French F4 Championship certified by the FIA will be held on the dates shown in the calendar below:

DATES	CIRCUITS	MEETINGS DE SUPPORT
From April 16 <sup>th</sup> to 18 <sup>th</sup> , 2022	NOGARO (32)	Championnat de France FFSA des Circuits
From May 6 <sup>th</sup> to 8 <sup>th</sup> , 2022	PAU-VILLE (64)	Grand-Prix de Pau Ville
From May 13 <sup>th</sup> to 15 <sup>th</sup> , 2022	MAGNY-COURS (58)	Championnat de France FFSA des Circuits
From July 28 <sup>th</sup> to 30 <sup>th</sup> , 2022	SPA-FRANCORCHAMPS (BE)	TOTAL 24H of Spa - Francorchamps
From September 9 <sup>th</sup> to 11 <sup>th</sup> , 2022	LEDENON (30)	Championnat de France FFSA des Circuits
From September 16 <sup>th</sup> to 18 <sup>th</sup> , 2022	VALENCIA (ES)	GT World Challenge Sprint
From October 14 <sup>th</sup> to 16 <sup>th</sup> , 2022	PAUL-RICARD (83)	Championnat de France FFSA des Circuits

The FFSA reserves itself the right to modify this calendar.

### **1.3 General undertakings**

**1.3.1** The competitions of the calendar of the French F4 Championship certified by the FIA - 2022 (see article 1. 2) are organised in accordance with the prescriptions of the FIA International Sporting Code (hereinafter the "ISC"), the FIA General Prescriptions (hereinafter the "FIA GP"), the FFSA General Prescriptions 2022 (hereinafter the "FFSA GP"), the 2022 General Agreement Protocol (hereinafter the "Protocol"), the 2022 Standard Regulations for "asphalt" circuits (hereinafter the "Standard Regulations"), the Technical Regulations and the present Sporting Regulations (hereinafter the "Regulations").

By entering a competition on the calendar of the 2022 French F4 Championship certified by the FIA, all officials, competitors and drivers agree to abide by them.

In case of difference between the provisions of the ISC and the FIA GP, the latter will prevail in the context of the competitions of the 2022 French F4 Championship certified by the FIA.

In case of difference between the provisions of the ISC and/or the FIA PG and the FFSA PG, the latter will prevail in the context of the competitions of the 2022 French F4 Championship certified by the FIA.

In case of difference between the provisions of the PG FFSA and the Standard Regulations, the latter will prevail in the context of the competitions of the 2022 French F4 Championship certified by the FIA.

In case of difference between the provisions of the Standard Regulations and the Regulations, the latter shall prevail in the context of the competitions of the 2022 French F4 Championship certified by the FIA.

**1.3.2** A competition shall be deemed to have started at the scheduled start time of the administrative and/or technical scrutineering. A competition shall be deemed to have ended at the expiration of one of the following deadlines, whichever is later:

- Time limit for claim or appeal or end of hearing,
- End of the technical verifications after the competition/events.

### **1.4 Terms and conditions**

**1.4.1** It is the competitor's obligation to ensure that all persons concerned by his entry observe all the provisions of the texts provided for in article 1.3.1 of these regulations and of the Organization Agreement.

**1.4.2** 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.

**1.4.3** During the qualifying practices and races of any event, competitors (and/or anybody associated with the entry of a car), are not permitted to produce or order to produce any moving pictures of competition cars on the track. Any exception to this must be approved in writing by the FFSA ACADEMY.

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 driver from the Event.

## **ARTICLE 2. INSURANCE**

Refer to the general protocol agreement regarding driver's insurance

The organiser of an Event must ensure that all competitors, their personnel and their drivers are covered by third party insurance.

Thirty days before the Event the organiser must send the ASN details of the risks covered by the insurance which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors.

Third party insurance arranged by the organiser 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.

### **ARTICLE 3. COMPETITORS AND DRIVERS**

#### **3.1. Licences**

**3.1.1.** The 2022 French F4 Championship certified by the FIA is open on invitation to drivers being 15 years old minimum (anniversary date as proof) and holding one of the following driver's licence delivered by the FFSA :

- International driver's licence Grade C or D
- National Junior Circuit licence (NJC)
- National Junior Circuit licence F4 (NJCF4)
- National Concurrent Conductor licence (NCC)

Foreign drivers holding a national or international (maximum grade C) circuit licence in their country will be able to participate in the 2022 French F4 Championship certified by the FIA in accordance with the conditions defined in Article 2.3 of the ISC

The drivers participating in the 2022 French F4 Championship certified by the FIA will need to be in possession of a current medical certificate, either included in the competition licence or on an attached document.

#### **3.2. Entry and commitments**

##### **3.2.1 Entry for the French F4 Championship certified by the FIA**

**3.2.1.1.** Any Driver wishing to take part in the 2022 French F4 Championship certified by the FIA should send to :

FFSA ACADEMY  
Technoparc des 24 Heures - Chemin aux bœufs - 72100 LE MANS - FRANCE

An application before 31<sup>st</sup> March 2022. All applications will be reviewed by the FFSA ACADEMY and accepted or rejected at its sole discretion.

The FFSA ACADEMY reserves itself the right to carry out a selection among the applications received before this date, within the limit of the places available.

Priority is given to selecting candidates who undertake to race in all the events of 2022 French F4 Championship certified by the FIA.

No winner of the French F4 Championship certified by the FIA may compete in a further Championship.

**3.2.1.2.** The drivers entered for the 2022 French F4 Championship certified by the FIA must comply in every respect with the driver's agreement they are obliged to sign with the FFSA ACADEMY, under pain of immediate exclusion from the French F4 Championship certified by the FIA. This agreement details the terms of their participation in the 2022 French F4 Championship certified by the FIA, on the basis of a financial contribution defined in the 2022 F4 protocol of agreement.

**3.2.1.3.** The FFSA ACADEMY reserves itself the right to examine any application of a particular nature, with the aim of preserving the spirit of the 2022 French F4 Championship certified by the FIA.

### **3.2.2. Event entry fee**

In exceptional circumstances, entry to one or more events during the season may be accepted by the FFSA ACADEMY.

The conditions of their participation will be fixed by contract, on the basis of a financial contribution of €17,000 ex VAT per race meeting. This participation can only be accepted after the driver has been monitored during a test day organized by the FFSA ACADEMY

The Driver participating in one or more events of the 2022 French F4 Championship certified by the FIA will not score any points, and as a consequence will not appear in the classification of the 2022 French F4 Championship certified by the FIA. However the driver will be able to participate in the podium ceremonies at the end of the races if finishing in the three first.

## **ARTICLE 4. VEHICLES AND EQUIPMENT**

### **4.1. Authorized vehicles**

**4.1.1.** The 2022 French F4 Championship certified by the FIA will be run using Mygale F4 FIA Gen 2 single-seaters equipped with the Renault engine 1.3L turbo TCE (1300cc) within the conditions foreseen in the present regulations.

The homologation number of the gearbox is SL7514LW026301001.

The noise generated by the car must not exceed 100dB. The will be assessed in conformity with the standard regulations for tarmac circuits.

30 cars maximum will be allowed to start each event.

**4.1.2.** On-board cameras will be installed on the side of the main roll structure and managed by FFSA ACADEMY. The driver will be able to get his videos from each session in order to work on his driving, only after the parc fermé procedure. Under no circumstances any driver or his entourage will be able to retrieve his SD card on his own. The images are the property of FFSA ACADEMY and cannot be broadcasted in any type of media without the prior agreement of FFSA ACADEMY.

The crash data recorder must be placed on the car and be in a continuous working condition during the event.

**4.1.2.** Each driver entered in the 2022 French F4 Championship will be allocated a chassis drawn by lot at the beginning of the season for the whole championship.

In case of an accident during an event, the chassis can be changed for the following one.

On these chassis will be fixed the bodywork elements identified in the name of his partners.

For all the technical articles not mentioned in the present regulations please refer to the FFSA and/or FIA regulations.

**4.1.3.** Each driver may use only one vehicle for the practices and the races at the same event.

The carbon fibre body may be changed only after a manipulating incident done by the staff of the FFSA ACADEMY.

In the case of force majeure, within the limit of available parts, on decision of the Sports Manager of the FFSA ACADEMY and after assessment by the F4 Technical Manager, the engine or the gearbox may be changed.

**4.1.4.** After 3 victories in the FFSA ACADEMY general classification with the same engine, the driver will exchange his engine and gearbox with the ones of another driver of the championship after drawing lots. This change will take place for the event following the third win.  
If more than one driver were to be in this situation, these drivers will be put out of the drawing lots.

**4.1.5.** The technical maintenance of the vehicle is ensured by FFSA ACADEMY during the whole competition. With regard to technical modifications that can be carried out directly by a driver or his assistants, it is specified that :

For the free practice session, the settings will be defined solely by FFSA ACADEMY, except in the case where :

- one or more private practice sessions will take place in the week preceding this session,
- this session takes place on a circuit that has already hosted a competition in the current Championship.

Before the qualifying sessions and the races, the driver will be able to choose, subject to validation by his operations manager, several settings in the following panel :

- front and rear anti-roll
- aerodynamics: front wing and rear upper wing

It is specified that these adjustments will have to be defined before the practice sessions and races according to the planning of the competition. They cannot be readjusted outside of the defined time slots (except in case of climatic changes and upon validation of the sport manager).

No other technical modification can be made directly by a driver or his accompanying persons under penalty of immediate disqualification from the competition.

**4.1.6.** At the finish of a practice session or race, the weight of the vehicle with its fully-equipped driver must be 560 kg minimum. At the end of each qualifying session and race, 5 cars minimum will be chosen by the Event officials and will be weighed-in to prove the existent equity.

**4.1.7.** The engines will be officially sealed after they have been checked on the engine dynamometer and validated by ORECA.

## **4.2. Fuel and lubricants- Tyres - Equipment**

### **4.2.1. Fuel and lubricants**

Only the fuel supplied by the FFSA ACADEMY may be used during events (free practice, qualifying practice and races).

#### 4.2.2. Tyres

##### Tyres allocation

Slick tyres will be allocated in sets of 6 (3 rear tyres and 3 front tyres) to each driver in each competition for the qualifying session. Except in the event of damage, tyres may not be changed during the session. Right/left tyre changes are allowed for each session (qualifying practice, race 1, race 2 and race 3) on the driver's decision. This decision must be taken within the time limits defined by the FFSA ACADEMY technical and sports managers. The inversion of tyres on the rims is forbidden.

The use of "rain" tyres will be decided by the FFSA ACADEMY technical and sports managers depending on the weather conditions. All the management of the "rain" tyres will be ensured by the FFSA ACADEMY technical and sports managers.

The 4 slick tyres used in free practices will be those used in the last practice session (qualifying, race 1, race 2, race 3) which took place in dry conditions during the previous competition, except for the first competition of the Championship according to the table below.

In the event that the allocation of slick tyres for a competition does not take place (e.g. rain over the whole weekend), the choice of slick tyres to be used during free practice for the following competition will be decided by the FFSA ACADEMY technical and sports managers.

MEETING 1					MEETING 2	
Free/private practice	Qualifying practice	Race 1	Race 2	Race 3	Free/private practice	Qualifying practice
Official test tyres	Set of 6 new tyres* n°1				Set of 6 new tyres* n°2	

\*except for rain tyres where the choice of putting on new tyres will be made by decision of the sports and technical managers of the FFSA ACADEMY.

All cases not mentioned in the present regulations concerning the allocation of tyres will fall within the competence of the FFSA ACADEMY technical and sports managers.

##### Spare wheel:

In the event that a driver does not have any more tyres from his initial allocation of 6 tyres, a spare tyre may be used in the case of a duly noted puncture or for any other safety reason, on the decision of the manufacturer Pirelli or, in the absence of the latter, of the FFSA ACADEMY technical and sports managers. This spare wheel will be taken from the stock of tyres from free/private practice (check with durometer and tyre gauge).

In the event of a tyre defect or mounting fault, a spare tyre of equivalent wear will be allocated to the driver.

#### 4.2.3 Equipments

Refer to appendix A

#### 4.3. Race numbers

The FFSA ACADEMY will allocate each driver a race number, valid for the entire 2022 French F4 Championship events.

Each car must carry its driver's race number as published by the FFSA ACADEMY at the beginning of the season. The number panel, as supplied, may not be altered without the approval of the FFSA ACADEMY and must be placed on the nose of the car and on the side fins of the rear wing, which must not bear any other identification (unless otherwise specified by the FFSA ACADEMY).

## **ARTICLE 5. ADVERTISING**

Refer to the driver's contract.

## **ARTICLE 6. EVENT PROCEDURE**

### **6.1. Number of events and races**

The 2022 French F4 Championship certified by the FIA will include 7 events of 3 races each (Race 1, race 2 and race 3).

Under exceptional circumstances, FFSA ACADEMY may have to modify the number of races during a competition due to particular constraints imposed by the organiser, weather conditions, etc.

Each Event will be run on circuits holding a valid FIA licence grade 4 minimum

An Event can be cancelled if less than 12 drivers are on the starting list.

### **6.2. Officials**

The following officials will be nominated by the FFSA:

- a) A race director: Joël DO VALE.
- b) A chairman of the stewards: Nathalie BERNARD
- c) A Technical delegate: Fabrice CATHERINE

Other officials nominated by the Organizer:

- a) Two stewards of the meeting
- b) A clerk of the course.
- c) A secretary of the meeting.
- d) A chief medical officer.

The race director shall have overriding authority in the following matters:

- 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 the Code and the Sporting Regulations.
- b) The stopping of any car in accordance with the Code and the Sporting Regulations.
- c) The interruption of practice.
- d) The starting procedure.
- e) The use of the safety car.
- f) The suspending and resuming of the race.

For the complete list of his powers, refer to the Standard Regulations for Tarmac Circuits.

### **6.3. Sporting checks and scrutineering**

The sporting checks will take place not earlier than the day prior to the free practice session at 4.00pm. The drivers will need to bring their Competitor's and driver's licences and any related documents, their parent ASN authorisation for foreign licence holders, a medical certificate of aptitude if not included in the licence.



If a driver has any medical problem (allergies, diabetes, chronic illness, ...), he must inform the competition/event chief medical officer before taking part in the first private/free practice session. This document must contain the name of the driver and the number of the race car. Participants suffering from injuries or temporary disabilities are obliged to contact the Chief Medical Officer immediately. The Chief Medical Officer will decide whether the driver in question will be admitted to the event.

Passes will be given to the drivers by the organizer of the event during these sporting checks.

The technical scrutineering will take place not earlier than the day prior to the free practice session at 4.00pm. All the safety equipment will be particularly checked.

The drivers must attend the briefing of the clerk of the course that will take place before the free practice session.

#### **6.4 Instructions and communication to competitors**

The stewards or race director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.

Any decision or communication concerning a particular competitor should be given to him within twenty five minutes of such decision, and receipt must be acknowledged.

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

#### **6.5 Pit area**

Refer to article 6.3 of the 2022 Standard Regulations for Tarmac Circuits

#### **6.6 General safety**

Official instructions will be given to the drivers by means of the signals provided by the ISC. Competitors must not use flags or lights similar to these in any way.

**6.6.1** 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, and in accordance with the instructions of the track marshals. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

**6.6.2** 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.

**6.6.3** During free practice, qualifying practice and races, drivers shall only use the track and shall at all times comply with the provisions of the ISC relating to track driving.

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

**6.6.4** A driver who abandons his car must leave it in neutral position or with the clutch disengaged and with the steering wheel in place.

Repairs to a car may be carried out only in the paddock, pits and on the grid.



Refuelling is not permitted during qualifying or the race.

Except as expressly permitted by the ISC or these Sporting Regulations, no person, other than the driver, may touch a stopped car unless it is in the paddock, in the team garage, in the pit lane or on the grid.

**6.6.5** At no time may a car be reversed in the pit lane under its own power.

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

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

- a) Marshals or other authorised personnel in the execution of their duty.
- b) Drivers when driving or on foot, having first received permission to do so from a marshal.
- c) FFSA ACADEMY 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) FFSA ACADEMY personnel when assisting marshals to remove a car from the grid after the start of the race.
- e) FFSA ACADEMY personnel working on a car on the grid during a race suspension.

During a race, the engine may only be started with the starter except :

- a) In the pit lane or the teams designated garage area where the use of an external starting device is allowed, or
- b) under conditions stipulated in the starting procedure

**6.6.6** Drivers taking part in practice sessions and the races must always wear the clothes, helmet and FHR system specified in the Code (Appendix L).

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

**6.6.8** The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres. 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. Should a car be stopped in this way it may re-join when the fault has been repaired.

**6.6.9** Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track and in any spectator area.

**6.6.10** 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.

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

## **6.7 DRIVING**

**6.7.1** The driver must drive the car alone and unaided.

#### **6.7.2** Respect of the track limit:

Refer to article 6.2.2 of the Standard Regulations for Tarmac Circuits

#### **6.7.3** More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

#### **6.7.4** Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason. For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.

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

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

### **6.8. Practices**

#### **6.8.1. Private practices**

It is formally forbidden to take part in any driving (practice, training, competition, sporting event, etc.), as driver/pilot or passenger, on all or part of the circuits hosting the 2022 French F4 Championship certified by the FIA (driving sessions organised by FFSA ACADEMY are not affected by this ban) after March 18th, 2022 and up to the day of the competition and on any type of car.

In the event that a driver runs a double championship and participates in a test, as mentioned above, on all or part of a circuit of the 2022 French F4 Championship certified by the FIA in contravention of the rule set out above, he may, on condition that he has informed FFSA ACADEMY before the infringement and obtained its agreement, be authorised to take part in the race of the 2022 French F4 Championship certified by the FIA on this circuit but will be transparent in the classification. He will not be allowed to take any points. He will be allowed to participate in the podium ceremonies of the races in case he would be in the first three.

As a general rule, all the drivers allowed to start the race must take part in the free practice sessions held at the earliest the day before the qualifying practices, and at the latest 5 hours before the first timed practice sessions. This session will last 30 minutes.

#### **6.8.2. Qualifying practices**

All drivers allowed to start the race must take part in the qualifying session lasting 25 minutes.

Refer to article 7.1 of the Standard Regulations for Tarmac Circuits

#### **6.8.3 Composition of the starting grid**

*In the event of a competition with 3 races:*

The starting grid for race 1 will be established according to the fastest time of each driver in the qualifying session.

The starting grid for race 2 will be established according to the fastest time of each driver in the qualifying session, with an inversion for the top 10.

The starting grid for race 3 will be established according to the 2nd fastest time of each driver in the qualifying session.

*In the event of a competition with 2 races:*

The starting grid for race 1 will be established according to the fastest time of each driver in the qualifying session.

The starting grid for race 2 will be established according to the 2nd fastest time of each driver in the qualifying session.

In any case, if a driver cannot obtain official times (breakdown or run off the track at the beginning of the session), a request will be made to the stewards' panel so that he can start on the last row for races 1, 2 and 3 (and for races 1 and 2 in the case of a competition comprising 2 races).

## **6.9. Race**

### **6.9.1 Number and duration of races**

The 2022 French F4 Championship meetings will generally consist of 3 races. Each race will last 20 minutes + 1 lap (if there are only two races during one meeting, each one of them will last 25 minutes + 1 lap minimum).

The start of the race 1 will take place at least 5 hours\* after the end of the qualifying session.

The start of the race 2 will take place at least 5 hours\* after the end of the first race.

The start of the race 3 will take place at least 5 hours\* after the end of the second race.

\*5 hours may be reduced to a minimum of 4 hours 30 minutes, subject to the agreement of FFSA ACADEMY.

### **6.9.2 Starting grid**

The 1-1 grid will be applied. However the stewards of the meeting may decide to apply any other grid system in particular due to the circuit layout.

### **6.9.3 Starting procedure**

Refer to article 7.3.1.4.1 of the Standard Regulations for the Tarmac Circuits.

### **6.9.4 Safety car**

Refer to article 7.3.3 of the Standard Regulations for the Tarmac Circuits.

### **6.9.5 Suspending and resuming a race**

Refer to appendix 1 of the Standard Regulations for the Tarmac Circuits.

- In case it is necessary to suspend the race because of the congestion of the circuit, following an accident, or because the weather conditions or for any other reasons which would make the continuation of the race dangerous, the race director will order the red flags to be shown at all the marshal posts and that the lights are on at the start line.
- When the suspension signal is given, overtaking is forbidden, the pit exit will be closed and all the cars must proceed slowly to the fast track of the pit lane where cars should stop in a single file.
- If the leading car on the track is not first in line, all cars between that car and the red flag line will receive a signal to go for another lap after "the three minutes" signal before the resuming of the race.

- Any cars unable to return to the pit lane as a result of the track being blocked, will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. These cars will be allowed to resume the race.
- The safety car will then be driven to the front of the pit lane exit. Whilst the race is suspended :
  - a) The race will be suspended. The timekeeping system will stop. The race will start behind a safety car for the remaining time.  
If necessary and with the approval of the promoter, the stewards will be able to reduce the race time to respect the schedules.
  - b) Cars will be closed park.
  - c) It will be possible to intervene on cars only after the race director's notification and after they have stopped behind the red flag line, or after they have reached the pits but this work must not hinder the resumption of the race.
  - d) Refueling is prohibited, even if a car was already at the pit entry or in the pit lane when the suspension signal was given.
  - e) Instructions concerning any change of driver will be given by the race director and or by the stewards by means of the timing screens or by radio.
- All the pilots are required to obey the instructions of the marshals.

#### **6.9.5.1 Resuming of the race**

- The delay will be as short as possible. As soon as the resumption time of the race is known, the teams will be informed via timing screens. In any case, they will be notified at least five minutes before the signal is given. Signals will materialize the five minutes, the three minutes, the minute and the fifteen seconds before the resuming of the race. Each of the signals will be accompanied by an audible signal.
- After the "three minutes" signal, which will depend on the expected lap time, all cars, between the red flag line and the lead driver, will be instructed to complete another lap without overtaking and to join the line car behind the Safety Car.
- When the "one minute" signal is given, the engines must be started with the means available on board and without outside help.  
All the team staff will have to leave with all the equipment before the "15 seconds" signal is given.
- In case the pilot needs help, after the "15 seconds" signal, he must indicate it to the marshals and as soon as the rest of the cars able to leave the grid have done so, the marshals will be ordered to push the car onto the pit lane.  
In this case, the marshals with yellow flags will stand next to the car(s) concerned in order to warn drivers arriving behind.
- The race will resume after behind the safety car when the green lights are on.  
The safety car will enter the pits after one lap, unless:
  - A. all the cars are not yet parked behind the safety car,
  - B. the staff crew has not yet cleared the pit lane
  - C. another incident occurs that requires further intervention
- When the green lights are turned on, the safety car will leave the pit lane, followed by all the cars in the order in which they have stopped behind the red flag line and within five car lengths.

- Passovers during this lap are only allowed if a car is delayed by leaving the red flag line and if the cars behind it can not avoid overtaking, without delaying the rest of the cars. In this case, the drivers will not be able to overtake only to restore the order before the suspension of the race.
- Any driver who has been delayed when leaving the pits may not overtake another moving car if he has remained motionless after all the other cars have crossed the pit exit line.  
The driver must then stand at the back of the line of the cars behind the safety car.  
If several drivers are involved, they must be at the back of the pack and in the order in which they left the pits.
- A penalty will be imposed on any driver who, in the opinion of the stewards, has overtook uselessly another car during the lap.
- If the race can not resume, the results will be those obtained after the penultimate lap preceding the lap in which the suspension signal of the race was given.

#### **6.9.6 Finish**

The end-of-race signal will be given at the line as soon as the leading car has covered the full race time.

Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

After receiving the end-of-race signal all the 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.

The SD cards of the on board cameras will be collected at the end of the race and will be made available to the stewards until the end of the protest period.

At the finish of each race, the first three drivers must appear on the podium.

#### **6.10 Notice Board**

All classifications and results of practice and races, as well as all decisions of the officials, shall be posted on the official notice board, which may be virtual. In the event of a split between the official scoreboard and the virtual scoreboard, the time of publication on the official scoreboard shall prevail.

### **ARTICLE 7. INCIDENT DURING THE RACE**

Refer to Article 8 of the Standard Regulations for the Tarmac Circuits.

### **ARTICLE 8. PIT ENTRY, PIT LANE AND PIT EXIT**

The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".

The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".

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

Any driver crossing the white line at the pit exit during practice will be given a three grid place penalty or, during the race, a drive-through penalty will apply

The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the "fast lane" and the lane closest to the garages will be designated the "inner lane".

Other than when cars are at the end of the pit lane, under Articles concerning the starting procedure and suspension of the race, the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the drivers designated garage area to the end of the pit lane.

Any car driven to the end of the pit lane prior to the start or re-start of a practice session, or any car 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.

Any driver that is required to start the race from the pit lane may not drive his car from his designated garage area until the five minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to :

- a) Starting the engine and any directly related preparation.
- b) The fitting or removal of permitted cooling and heating devices.
- c) Changes made for driver comfort.
- d) Changing of wheels if there is a change of climatic conditions.

Other than drying, sweeping or any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the race director.

Competitors must not paint lines on any part of the pit lane, or otherwise mark their positions with tape or similar means.

Other than what is stipulated above, no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position even when the car is being pushed.

All pressurised air bottles and associated hoses in the pits must be stowed safely and may only be brought into the pit lane immediately before they are required for work on a car and must be removed as soon as the work is complete.

- a) It is the responsibility of the FFSA ACADEMY to release a car from his garage or a pit stop position only when it is safe to do so. The FFSA ACADEMY must also provide a means of clearly establishing, when being viewed from the front of the car, when that car was released.



- b) If a car is deemed to have been released in an unsafe condition during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate.
- c) If a car is deemed to have been released in an unsafe condition during a race, a penalty 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.

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

Starting an engine with an external device will be considered working on the car, consequently this will not be permitted in the fast lane of the pits.

Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of each practice. Furthermore, no car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

All pit road garage doors must remain open during all practice.

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.

Refer to Article 6.3 of the Standard Regulations for Tarmac Circuits for the Pit Area.

## **ARTICLE 9. PENALTIES**

Any infringement of the regulations during an competition of any type whatsoever, or any attitude not in keeping with the proper conduct of the 2022 French F4 championship certified by the FIA, will be examined by the stewards who can impose a penalty, which may go as far as a disqualification from the competition. In the case of disqualification, the stewards will, if they see fit, send the driver's ASN (National Sporting Authority) a request for suspension or for an exclusion.

Refer to Article 8 of the Standard Regulations for the Tarmac Circuits.

## **ARTICLE 10. PROTEST AND APPEALS**

Refer to Articles VII and VIII of the FFSA GP

Protests will be limited to the sporting incidents as well as the engine and also the electronic management.

## **ARTICLE 11. ALLOCATION OF POINTS - CLASSIFICATIONS**

### **11.1. Classification procedure**

Refer to Article 9.2 and 9.3 of the Standard Regulations for Tarmac Circuits.



## **11.2. Awarding of points**

**11.2.1** *The races of the French 2022 F4 Championship certified by the FIA will award the attribution of the following points:*

*In a competition with 3 races:*

*For races 1 and 3:*

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

*For race 2:*

15 points to the 1 <sup>st</sup>	6 points to the 5 <sup>th</sup>
12 points to the 2 <sup>nd</sup>	4 points to the 6 <sup>th</sup>
10 points to the 3 <sup>rd</sup>	2 points to the 7 <sup>th</sup>
8 points to the 4 <sup>th</sup>	1 point to the 8 <sup>th</sup>

*In the event that the starting signal for one of the three (3) races is not given by the Race Director, in particular for the circumstances mentioned in article 6.1 of these regulations, the awarding of points shall also be made in accordance with the above tables.*

*In a competition with 2 races:*

*For races 1 and 2:*

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

If a race is suspended under Appendix 1 of the Standard Regulations for the Tarmac Circuits, 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 and 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 Safety Car.

**11.2.2** *In a competition with 3 races :*

The driver who sets the fastest lap in qualifying (pole position) for race 1 will be awarded 1 additional point.

The driver who sets the 2nd fastest lap in qualifying and who will start in first position (pole position) on the starting grid for race 3 will be awarded 1 additional point.

*In a competition with 2 races :*

The driver who sets fastest lap in qualifying (pole position) for race 1 will be awarded 1 additional point.

The driver who sets the 2nd fastest lap in qualifying and who will start in first position (pole position) on the starting grid for race 2 will be awarded 1 additional point.

In the event that two (2) drivers set the same time in qualifying practice, the driver who set the fastest time first will be awarded the better place and the extra point if applicable.

**11.2.3** In each race, the driver with the fastest lap will be awarded 1 additional point.

In the event that two (2) drivers achieve the same time, the driver who sets the fastest lap first will score the point.

**11.2.4** The driver entered in one competition (see article 3.2.2 of these regulations) will not score any points in the competition.

In the event that the driver entered in one competition achieves the best qualifying time and/or the best 2nd qualifying time allowing him to start from pole position (article 11.2.2 of these regulations) and/or the best lap in a race (article 11.2.3 of these regulations), no points will be awarded to any driver.

### **11.3 Final classification**

The final classification of the 2022 French F4 Championship certified by the FIA will be established by retaining for each driver all the points scored during the competitions listed in the calendar (article 1.2 of these regulations) which were organised.

If two drivers end the season with the same number of points, the title of French F4 champion will be awarded:

- To the driver having the highest number of 1<sup>st</sup> places,
- If the number of 1<sup>st</sup> place is identical, the title of French Champion will be awarded to the driver having the highest number of 2<sup>nd</sup> places,
- If the number of 2<sup>nd</sup> place is identical, the title of French Champion will be awarded to the driver having the highest number of 3<sup>rd</sup> places,
- If the number of 3<sup>rd</sup> place is identical, the title of French Champion will be awarded to the driver having the highest number of 4<sup>th</sup> places.
- And so on until a winner emerges.

The drivers classified in the first three of the 2022 French F4 Championship certified by the FIA must take part in any award ceremonies or sporting festivities to which they may be invited.

## **ARTICLE 12. PRIZE MONEY**

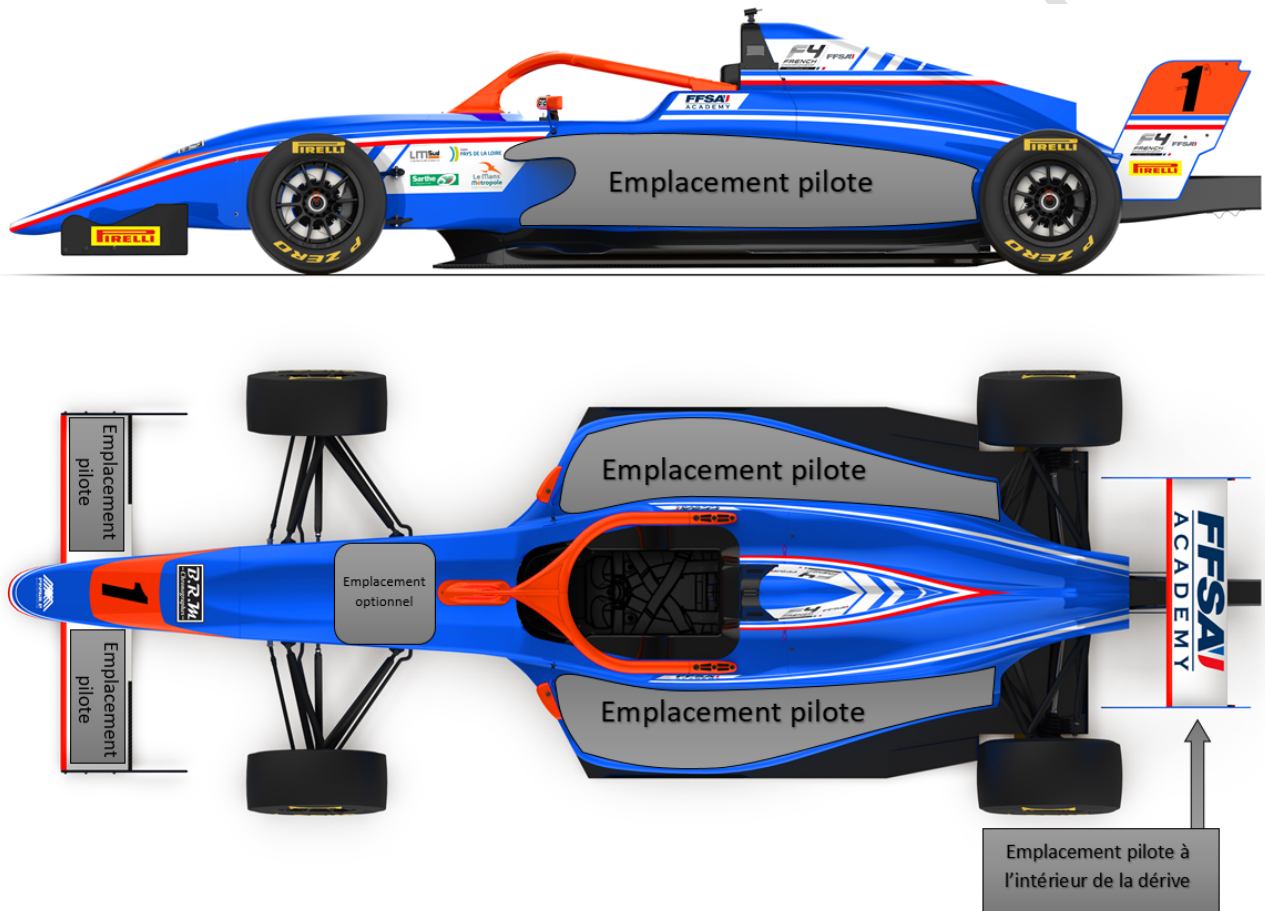
The FFSA ACADEMY will award a maximum of €100,000 excl. VAT according to the criteria defined in the protocol of agreement linking the driver to the FFSA ACADEMY.

The entry conditions (choice of team, partners, etc.) will be defined in a contract drawn up by the FFSA ACADEMY and submitted to the driver for signature.

## APPENDIX A: DRIVER EQUIPMENT

<b>Sports Regulation</b>		
<i>Equipment</i>	<i>FIA Norm</i>	<i>FIA Regulation</i>
<i>Helmet</i>	<i>FIA 8859-2015 Norm</i> <i>FIA 8860-2004 Norm</i> <i>FIA 8860-2010 Norm</i> <i>FIA 8860-2018 Norm</i> <i>FIA 8860-2018-ABP Norm</i>	<i>Article 1 "Helmet"</i> <i>Chapter III "Driver equipment"</i> <i>L – CSI Appendix</i>
<i>Fire-resistant clothes</i>	<i>FIA 8856-2000 Norm</i> <i>FIA 8856-2018 Norm</i>	<i>Article 2 " Fire-resistant clothes"</i> <i>Chapter III "Driver equipment"</i> <i>Appendix L - CSI</i>
<i>Front restraint system for head</i>	<i>FIA 8858-2002 Norm</i> <i>FIA 8858-2010 Norm</i>	<i>Article 3 " Front restraint system for head "</i> <i>Chapter III " Driver equipment"</i> <i>L – CSI Appendix</i>
<i>Safety harness</i>	<i>FIA standard 8853/98 Norm</i> <i>FIA 8853-2016 Norm</i>	<i>Article 4 " Safety harness"</i> <i>Chapter III " Driver equipment"</i> <i>L – CSI Appendix</i> <i>Article 14.4 of 274 appendix J</i>

## APPENDIX B: ADVERTISING SPACES (vehicle)



- It is strictly forbidden to put any personal stickers outside of the assigned places.
- FFSA ACADEMY reserves the right to remove any marking that is not properly installed, damaged, or whose condition is detrimental to the aesthetic of the single-seater.

### Driver suit



Space deserved to the driver

### Helmet

