



BriSCA Formula 2 Stock Cars
***2024* Driver Information and**
Technical Car Specification Regulations

Part – 1

Non-Technical Regulations

Chapters – 1-11, 13-16, Appendices
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Chapter 1

INTRODUCTION AND GENERAL

INTRODUCTION

1. The Control of the Sport of Stock Car Racing:

BriSCA F2 Stock Car Racing is organised by BriSCA F2, an association of promoters, who operate under the auspices of the Oval Racing Council International (ORCi). The ORCi is responsible for all matters of track construction, Health and Safety issues for drivers, staff and public, and is the governing body of all Oval Racing in the UK and Europe.

GENERAL

2. Acquaintance with and Submission to these Regulations:

Every person being the holder of an appropriate licence from BriSCA F2 and every person or group of persons promoting, officiating at, or taking part in any meeting shall be deemed to have had notice of, and to have submitted to, these regulations.

3. Promotion of Meetings and Length of Season:

Meetings may only be promoted by a person or Company holding a Promoter's licence, and all such meetings shall be held between the 1st of March and second Sunday in November inclusive of any year. Special sanction must be obtained outside these dates.

4. Unauthorised Meetings:

The promotion of any Stock Car or any Race Meeting deemed classifiable by nature of content as a Stock Car event otherwise than in conformity with these Regulations, or BriSCA F1 Stock Cars, is forbidden. Every person connected therewith or taking part in such a Meeting or Race involving open-wheeled cars and where contact between cars is an essential ingredient of the race, whether a Promoter, Driver, Official or otherwise shall be liable to the consequences and penalties provided therein.

This rule was further modified for the 2011 season.

- Drivers may race in more than one open-wheeled Stock Car formula, providing the formula is recognised by the ORCi, and promoted by a member of the ORCi on one of its circuits.
- Drivers must hold the appropriate licence for each open-wheeled formula they wish to race.
- Drivers must use a different car for each open-wheeled formula they wish to race.

The effect of the modification of the rule is that a driver CAN race in BriSCA F2 Stock Cars AND Superstox but must do so in different cars. The onus is on the driver to ensure they do not race the same car in two different classes – the penalty for doing so will be a 12 month ORCi ban.

Once a car has been entered and raced as a BriSCA F2 in **2024** it may not subsequently be converted / raced as a Superstox in **2024** [and vice versa] without express permission from the appropriate governing body.

5. Racing Direction:

All events must be run in an anti-clockwise direction unless prior approval is obtained from BriSCA F2.

6. Make-up of Stock Car Meeting:

See Appendix A.

7. Definition and Aim of BriSCA F2 Stock Car Racing:

BriSCA F2 Stock Car racing is a form of contact motorsport, taking place on short-oval tracks, in which the aim for competitors is to cross the finish line first, at the end of the requisite number of laps, ahead of all other competitors. Competitors are permitted to nudge, hit, push, or spin other competitors out of their way in order to gain places in the race. Contact that is deemed to be dangerous and/or irresponsible may be penalised through the disciplinary process.

Chapter 2

ORGANISATION

11a. Consolidation of Heats:

Except in official competitions, the Clerk of the Course may, subject to the approval of the Steward, consolidate or otherwise modify the make-up of heats if the number of drivers present at the start, or other conditions, warrant his so doing.

11b. Consolidation of Finals:

Reserves must first be taken from drivers who finished in the Consolation Race outside the qualifying positions, in order of finishing. Reserves may only be added from other sources when this supply has been exhausted. Reserves participating in Finals will race only for prize money and not for points - see Appendix A.

13. Trophies and Awards:

At all meetings every race must carry an award or trophy for the winner. The main race (i.e. Points-scoring Final) must carry a substantial trophy for the winner. World Championship Finalists must receive a commemorative award prior to each race.

17. Priority of Fixtures:

Official Fixtures shall take priority as follows:

- The Stock Car Championship of the World
- World Championship Semi-Finals
- The British Championship
- The European Championship
- The BSCDA F2 Benevolent Fund Trophy
- The F2 Challenge Trophy
- Grand National Championship
- BriSCA F2 Nationals
- English Open Championship

All these meetings shall take place on solus dates or otherwise by agreement.

24. Challenge Trophies:

BriSCA F2 will keep a register of Challenge Trophies and no Challenge Trophy or other award which bears a name similar to that of a registered Challenge Trophy shall be offered at any meeting held under these Regulations.

27. Mixed Races:

Formula 1 and Formula 2 cars may not race against each other except in the case of a Match Race.

28. Race Points System:

Race Points, Composition of Qualifying Rounds, Semi-Finals and Final of the World Championship will be as detailed in Appendix A of these Regulations.

29. Perpetual Trophies:

In the event of any national Perpetual Trophy being won three times in succession by a driver, the Trophy shall not become the property of that driver but he shall instead be presented with a Special Award Trophy marking his outstanding achievement of triple success.

Chapter 3

INTERNATIONAL COMPETITIONS

30. Limitation of Titles:

No Promoter may hold or advertise any event or Meeting as an International Match, International Trial Match, 'Grand Prix', 'North v South', 'England v Ireland', 'England v The Rest', or as a Championship or with any other title which may be deemed by BriSCA F2 to be either National or International in character without express permission in writing from BriSCA F2.

Promoters running Formula 2 Stock Cars must state so in their advertising and in the programme meeting titles and may not use the title 'Stock Car Racing' on its own.

32. World Championship 'Seeding':

No foreign driver domiciled in this country for more than 3 months prior to the World Finals may be seeded into the semi-final or World Final events. Should he not have qualified through the Semi-Finals for a higher placing, the reigning World Champion is seeded in to the World Final to start at the back of the grid.

Chapter 4

TRACK REQUIREMENTS

53. Prohibition of Spectators Inside the Course:

No member of the public or other unauthorised person shall without special permission be allowed within the track. The Clerk of the Course will be responsible for authorising admission.

56. Results Board:

A Results Board, in full view of Drivers, on which Race Results shall be displayed, must be provided at every Pits Control Point.

57. Fire Fighting Equipment:

An adequate number of fire blankets and fire extinguishers, in working order, and of correct type to deal with petroleum and electrical fires, should be available in the circuit area at all times during a meeting. The equipment should be under the control of staff who know how, and under what circumstances, it is to be used. Minimum requirement is 6 extinguishers, with at least 3 on the infield, with a minimum of 6 refills available at the commencement of the meeting in accordance with ORCi, and, Health and Safety Executive guidelines.

58. Cutting Equipment:

Cutting equipment must be available in the immediate vicinity of the track. It is recommended that a power cutting wheel, a minimum of four hacksaws and blades and other tools for use in an emergency, such as freeing a driver from his car, are available throughout the meeting in the track area.

Chapter 5

ADMINISTRATION OF RULES

183. Interpretation of Regulations:

BriSCA F2 shall decide any question raised concerning the interpretation of these Regulations.

184. Alteration of Regulations:

BriSCA F2 may add to, delete from, or amend any of these Regulations.

Chapter 6

THE DRIVER

60. Driver and Car:

No driver shall be eligible to compete in a Licensed Meeting unless his car conforms to the current CAR SPECIFICATIONS issued by BriSCA F2 and he is in possession of a current Driving Licence which must be carried at all times. All cars must be inspected and passed by the official Scrutineer at the Meeting in question before being allowed to compete in any races. Cars will be scrutineered at every meeting, and the driver must present his Log Book to the Scrutineer for signature. Failure to produce the Log Book will mean an automatic fine of £5. The driver should inform the Scrutineer that he is ready to have the car inspected. A driver whose car fails to pass Scrutineering will not be paid expenses.

No driver may drive at a meeting unless he is entered for that meeting and has a car there. A driver may only drive one car per Formula at a meeting and the car may only be driven by that one driver per meeting.

61. Driving at Meetings Abroad:

No Driver shall take part in any Stock Car Racing outside the territory of the BriSCA F2 without written permission. Any conduct abroad deemed prejudicial to the national interests or to the sport shall be the subject of an enquiry and the parties adjudged guilty may be penalised.

Application to take part in any Stock car Meeting abroad must be made no later than 14 days prior to the Meeting.

62. Authority to Select Drivers for Matches Abroad:

No team of drivers shall take part in any match abroad unless authorised to do so by BriSCA F2.

66. Mechanics:

A driver shall be deemed responsible for the discipline of his mechanic(s) and personal accompanying supporters at all times. Mechanics are not allowed on the circuit at any time, except by invitation of the Promoter. Mechanics if desiring to enter the arena must wear light overalls clearly displaying Driver's number.

67. Passengers:

No passengers are allowed in or on the Stock Car at any time, either on the track or in the pits, except during a Lap of Honour.

68. Booking:

Drivers will be notified by post wherever possible of a booking for a Meeting and will be required to complete and return the Booking Acceptance Form, which will constitute a binding agreement to participate at that Meeting. (See Reg. 125)

69. Reporting:

Drivers are required to report with their vehicles and sign in at the pit control point A MINIMUM OF ONE HOUR before the advertised time of the start of the Meeting.

Any Driver failing to comply with this Regulation renders himself liable to exclusion from the Meeting, and to local penalty.

70. Punctuality in Starting:

Drivers shall always be prepared to start in accordance with the Programme and when called upon to do so by the officials of the Meeting.

71. Non-Appearance of a Driver:

Any Driver having accepted a Booking and subsequently refusing to compete in a Meeting, or not arriving at the track to fulfil his booking thereat without proper and adequate reason being furnished to the Promoter or Steward of the Meeting 24 hours beforehand, shall be guilty of a grave offence and shall be dealt with accordingly.

Any Driver booking for two meetings scheduled for the same time on the same day shall be liable to Disciplinary Action.

72. Driving Licence Inspection:

Any Driver failing to produce his current Driving Licence Logbook at a meeting at which he is participating, shall be fined £5, sum deductible by the Promoter from monies due to the Driver for the meeting and payable to the Benevolent Fund (see Reg. 150).

73. The Carrying of Fuel:

All petroleum spirit carried, other than in the tank of the Stock Car, must be carried in a metal container bearing the words: PETROLEUM SPIRIT - HIGHLY INFLAMMABLE indelibly marked.

74. Special Medical Report:

In order to satisfy themselves as to the fitness of a Driver to partake in Stock Car Racing, BriSCA F2 may require the Driver to be examined by such medical authority as they may nominate. If such medical report is deemed to be unsatisfactory, BriSCA F2 may suspend the Driver from participation in Stock Car Events.

75. In-Car Video

Intellectual property rights to racing remain with the staging promoter.

Therefore, the use of in-car cameras is not permitted, unless by prior consent with the promotion.

Chapter 7

RULES OF RACING

General ORCi Rules of Racing

The current ORCi Rules of Racing are located in the Technical section of the ORCi website (address below), and apply to all drivers.

Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:

ORCi Website Technical Section:	http://www.orci.co.uk/Content/Technical
ORCi Website Home-page:	http://www.orci.co.uk/Home
Follow the ORCi on Social Media:	Facebook – @OvalRacingCouncilInternational Twitter – @orc_int

Specific BriSCA F2 Rules of Racing

80. Starting Positions / Grid Formation – General

Unless an explicit grid formation method is specified, e.g. for a championship race, then all races will be gridded in graded order as follows:

Front	C Grade	White Roof
	B Grade	Yellow Roof
	A Grade	Blue Roof
	Star Grade	Red Roof
	Superstar Grade	Red Roof/Amber Flashing Lights
	NPSC Champion	Silver Roof (Rear of Superstar grade)
	World Champion	Gold Roof (Rear of Superstar grade)
Rear	Novices	White Roof, Black Cross

In a drawn grid for a World Championship Qualifying Round meeting Final the NPSC and World Champions must start in their drawn position within the Superstar grade, and not necessarily at the rear.

An appropriate gap must be left between grades, including between Star and Superstar which are two separate grades, to the satisfaction of the Steward of the Meeting. Any driver failing to maintain the gap between the front of their grade and the rear of the grade in front may be made to start the race at the rear of their grade (if the race is not officially started), or penalised by a number of docked places at the end of the race for a jumped start.

The Promoter, Steward of the Meeting, or Clerk of the Course, may use any suitable method to arrange/rearrange cars within grades on track to combat “pit-lane racing”, or drivers failing to line up “in-out, row-by-row” (e.g. if the first 4 drivers on track in a grade line up on the inside line).

81. Starting Positions / Grid Formation – Novices

Novice drivers, competing in their first three meetings only, may elect to start races at the rear of the grid in order to gain experience before starting in their appropriate graded position in subsequent meetings.

82. Starting Positions / Grid Formation – Race Winners

Race winners must start subsequent races at a meeting from the rear of their respective grade, except in the following circumstances:

- The meeting Final winner competing in the Grand National event (see Appendix A)
- Heat/Consolation winners in the meeting Final at World Championship qualifying rounds (see Appendix C)
- Championship events/races (see Appendix F)

It is the driver's responsibility to ensure that they take up their correct position on the grid. Failure to start a race from the correct position will result in a penalty of two docked places in the race result for each non race-winner who starts behind them in their grade.

83. Starting Positions / Grid Formation – Re-Run Races

Where a race comprised of a standard graded order starting grid is completely restarted, drivers will restart within their respective grades, and no gaps will be left for any driver failing to restart.

In a WCQR meeting Final, or any race with a specific grid order within grades, e.g. NPSC competitors at an NPSC round, any re-run should be re-gridded in its original drawn order. Missing drivers will be replaced with the next in the drawn order, and therefore some shuffling of drivers from inside to outside or visa-versa may occur.

In any championship race with a closed grid based on a qualified order, if the grid is re-formed for a complete re-run after the initial green flag has been shown, and there are drivers missing for any reason, all remaining drivers will simply move forward in their respective line to take up any gaps in the line-up. Drivers will NOT switch from inside to outside or visa-versa, and empty spaces will not be left.

In any championship race with a closed grid based on a qualified order, if the grid is reformed without a green flag having been shown, e.g. a false start, and any cars are missing for whatever reason, then the grid is reformed according to the regulations for particular championship in question. In such cases, overseas drivers starting on specifically defined rows of the grid, e.g. World Final, LCQ, World of Shale Final, will remain on the prescribed rows with UK drivers moving up as appropriate to fill in any required gaps.

Chapter 8

DRIVERS' AGREEMENTS

121. Official Agreements Only Recognised:

No agreement between a Promoter and/or Driver shall be recognised other than an agreement made on the entry form or signing-in book and in the manner prescribed by BriSCA F2.

124. Minor Agreements:

Any driver under the age of 18 but over 16 years of age must have the consent in writing of the parent or guardian.

125. Meeting Bookings:

Promoters may book drivers from Meeting to Meeting, and such bookings shall be binding to both parties. A national fixtures list must be clearly displayed at the booking-in point. Any driver who is unable to fulfil his engagement with just cause shall notify the Promoter within 24 hours prior to the Meeting.

126. Drivers Racing in Europe:

As there is no personal accident insurance in Europe, all BriSCA F2 drivers racing in Europe are required to take out insurance with Romero, who are BriSCA F2's insurance brokers. Simply contact the BriSCA F2 office, either through a message to briscaf2.com, or by calling 01963 220028 and we will ask you to complete a simple form and pay a £10 insurance premium.

You can book in directly to the track you are visiting by using the contact details on the BriSCA F2 National Fixtures List.

Chapter 9

CHARGES AND PENALTIES

147. Offences:

Any Promoter, Official, Driver, or any agent or employee of a promoter or driver and any other person who commits or who appears to have committed a breach of these regulations, or who fails to comply with an instruction lawfully given, may be charged therewith and if found guilty thereof by the Steward of the Meeting or by the Disciplinary Panel, or the ORCi may, after due investigation and representation, be penalised.

Minor disciplinary matters may be dealt with within 48 hours if the alleged offender agrees, by a Management committee of three people: Steward, Clerk of the Course and Promoter or any other authorised person. The committee may inflict a maximum of one month ban or £100 fine.

All other disciplinary matters are dealt with by ~~the~~ a Disciplinary Panel, regardless of where the offence took place. ~~These Boards~~ *Disciplinary Panel* must be constituted of three promoters and a nominated driver.

148. Penalties and Powers:

Penalties may be inflicted as follows:

- Reprimand
- Exclusion and exclusion pending judgement
- Suspension
- Disqualification

149. Reprimands:

Reprimands may be pronounced by the ORCi, a Management Committee or by a Steward of the Meeting and in the latter case must be reported to BriSCA F2.

150. Fines:

The infliction of a fine may be ordered by the ORCi, a Management Committee, or by a Steward of the Meeting, limited in the latter case to a maximum of £50. The Driver or Official has the right to appeal against the Steward's decision.

Fines shall be paid within 7 days of their being ordered. If not so paid the person fined shall be automatically suspended during the period the fine remains unpaid.

Promoters are empowered to deduct any fines that may be levied by the Steward or Management Committee.

151. Suspension:

A sentence of suspension either National or International may be pronounced by the Disciplinary Panel.

The person sentenced must surrender his licence and it will be retained until the term of suspension has expired. Any reasonable delay in surrendering the licence to the issuing authority will be added to the term of suspension.

Any driver found using an illegal engine shall be liable to suspension (maximum of life). Any driver found racing an underweight or overweight car shall be liable to suspension (maximum of twelve months).

A promoter or Steward may suspend a driver pending further action if the offence warrants.

152. Disqualifications:

A sentence of disqualification may be pronounced by the Disciplinary Panel and is necessarily International in effect.

- A driver found guilty of a Category A offence will be issued with a 1 month ban.
- A driver found guilty of a Category B offence will be issued with a 3 month ban.
- A driver found guilty of a Category C offence will be issued with a 6 month ban.

153. Serious Offences:

If the Steward has decided that an offence has been committed and that he has not the power to punish adequately the offender, he shall refer the case to BriSCA F2 for the necessary disciplinary action to be taken, or he may exclude the offender and warn him that he is reporting the case for further action.

154. Proceeds from Fines:

The proceeds from all fines shall be paid to the BriSCA F2, and allocated to the Benevolent Fund F2.

155. Notification of Suspension and Disqualification:

Suspension, if International, and disqualifications, will be notified by BriSCA F2.

156. Appeal and Effect of Sentence:

Any penalty inflicted in accordance with these Regulations shall have effect forthwith. BriSCA F2, in exceptional circumstances, as to which it shall be the sole judge, may temporarily suspend the effect of any sentence.

157. Remission of Sentence:

BriSCA F2 shall have the right to remit the unexpired term of a sentence or suspension.

Chapter 10

PROTESTS

163. Right to Protest:

The right to protest against any decision, act or omission that may have been made or committed in connection with Stock Car Racing lies only with a Driver or Official licensed under these Regulations. In the event of a driver believing a mistake to have occurred in the declared race placings, he shall have the right of protest which shall oblige the Steward to inspect the lap-charts and any other relevant evidence and adjudicate thereon. All protests regarding the results of races will be settled by the Steward of the Meeting within 30 minutes of the end of the meeting. After this period all results must stand. The Steward's decision is final and there will be no appeal.

No protest shall lie against a decision made by a Steward of the meeting or by a Scrutineer on a question of fact. Nothing in this Regulation shall affect or prejudice the right of any Official acting in his official capacity to take such action as he may deem proper in the circumstances.

164. Lodging of Protest:

A protest may be made during the Meeting to the Steward, who shall, if he is satisfied that the protest has merit, may inform the spectators via the commentator that the protest has been made. The protest must be made in writing and the protest fee of £50 must be paid before the protest is adjudicated on.

165. Time Limits for Protests:

Any protest made on the ground that a mistake, irregularity, or fraudulent action has occurred which may affect the results of a race, shall be made immediately the grounds of such protest become known to the protestant and if possible before the start of the race in question; any protest alleging that a mistake or irregularity has occurred during a race, either for the first time or which has not previously been noticed shall be made within 30 minutes of completion of the meeting, except in unusual circumstances.

Provided that if any person entitled to protest and desirous of doing so can satisfy BriSCA F2 (a) that the grounds of his protest could not reasonably have been known to him before the expiry of a time limit stated in the preceding paragraph, and/or (b) that on such grounds becoming known to him he had within 21 days of the alleged incident, lodged his protest in the prescribed manner, the protest shall be heard. In any event a protest alleging that a mistake or irregularity has occurred during a race, will not be considered after the expiration of seven days following the alleged incident.

166. Adjudication of Protests

Every protest made as prescribed in Reg. 163 to the Steward of a Meeting shall be dealt with as the Steward may determine.

Every protest made as prescribed in this chapter will be adjudicated upon with the least possible delay. All interested parties shall be summoned to attend the hearing, and may bring witnesses, limited to three each. The protester shall, if possible, present his case in person, or if a corporate body, by a duly authorised official thereof. Subject to the consent of the BriSCA F2 he may submit his protest and any evidence in support thereof in writing. In the absence of the protester or of any written statement judgement may go by default. All parties concerned shall be bound by the judgement given.

167. Judgement on Protest:

All parties concerned shall be bound by the decisions given by BriSCA F2 and the ORCi.

168. Protest Fee:

The fee for a protest is £50 in all cases.

168a. Engine Protests:

In the event of a driver challenging the legality of another driver's engine, he shall lodge a reinstatement fee of £300 cash with the Steward. If the engine is proved legal, the fee passes to the challenged driver to reinstate his engine. If illegal, the fee returns to the protestor, and the driver reported or suspended immediately.

Chapter 11

APPEALS

171. Effect of Adjudication:

Every decision given by the ORCi is final.

172. Right of Appeal:

Every person or body affected by a sentence or decision given under these Regulations shall have the right of Appeal as follows:-

- From a decision of a Scrutineer to the Steward of the Meeting (for immediate adjudication)
- From a sentence or decision of a Steward of the Meeting to the Management Committee.
- From a sentence or decision of a Disciplinary Hearing to the ORCi.

(Except in the case of decisions given on race results)

173. Notice of Appeal:

Every notice of appeal (except that against a decision of the Scrutineer) shall be in writing, signed by the appellant or his authorised agent, and shall be addressed to the Secretary of the body to whom the appeal lies. The Notice shall state in detail the ground of the appeal.

174. Appeal Fees:

The fee to make an Appeal shall be £100 in all cases.

175. Time Limit for Appeals:

Every notice of an Appeal (except that against a decision of the Scrutineer) shall be lodged within 15 days after notification of the decision appealed from.

176. Notice of Hearing of Appeal:

All parties concerned shall be given adequate notice of the hearing of any appeal.

177. Judgement on Appeal:

The ORCi or a Management Committee may reverse, revise or otherwise vary the decision appealed from.

178. Order as to Appeal Fee and Costs:

When giving judgement on appeal, the ORCi or a Management Committee may take such order as to the return or forfeiture of the appeal fee and as to costs as it may think fit.

179. Publication of Judgement:

The ORCi or a Management Committee shall have the right to publish or cause to be published a judgement on appeal, and to state the names of all parties interested.

Chapter 12

2024 TECHNICAL CAR SPECIFICATION REGULATIONS

The “Technical Car Specification Regulations” are located in a separate document in the “Technical” section of the BriSCA F2 website (address below).

Drivers should regularly consult the BriSCA F2 website for the latest applicable regulations and updates:

BriSCA F2 Website Technical Section: <http://briscaf2.com/information/technical/current-technical-information.ashx>

Chapter 13

TECHNICAL INFRINGEMENT PENALTIES

301 Left-Side Weight Distribution

301.01 Pre-meeting or pre-race failures are not liable to penalties.

301.02 Over 52.5%, and up to 53.0%

301.02.01 First Offence (at a meeting) - Loss of all points and prize money due on the day up to the point at which the infringement was detected. A final warning will be issued along with an entry made in the driver's log-book. The infraction **MUST** be corrected before the driver's next race. Subsequent points and prize money earned following correction of the infringement will not be affected.

301.02.02 Second Offence (at a meeting) - Loss of all points and prize money due on the day. Immediate 1-month suspension from racing, including the remainder of the meeting.

301.03 Over 53%

301.03.01 First Offence (at a meeting) - Loss of all points and prize money due on the day. Immediate 1-month suspension from racing, including the remainder of the meeting.

301.03.02 Second Offence (during a season) - Loss of all points and prize money due on the day. Immediate 2-month suspension from racing. Referral to the disciplinary committee for possible additional sanctions.

302 Track Width

302.01 Any failure **MUST** be corrected before the driver is allowed to race.

302.02 Pre-meeting or pre-race failures are not liable to penalties, subject to subsequent correction prior to racing.

302.03 Post-race failure will result in disqualification and the loss of points / prize money from that race only.

303 Tyres

~~**303.01 Yokohama Softener/Modification**~~

~~"185/70R13 A021R" (A021R, Pre 2015 labelling)~~

~~"170/500R13 A021R" (A021R, 2015 on labelling)~~

~~"175R13C 8PR 07/05P Delivery Star RY818"~~

~~• The detected use of any tyre softener, chemical treatment, contaminant, and/or unauthorised modification, of any Yokohama tyre, will result in an automatic 12-month ban from racing with immediate effect.~~

303.02 HiFly HF201

303.02.01 Softener/Modification – The detected use of any tyre softener, chemical treatment, contaminant, and/or unauthorised modification, on any HiFly tyre, will result in an automatic 12-month ban from racing with immediate effect.

303.02.02 Labelling/Identification – The use of (1) any HiFly tyre from a source other than the official BriSCA F2 supplier network of dealers/sub-dealers, and/or (2) any HiFly tyre without the official BriSCA F2 / Entyre Supplies brandings/markings will result in an automatic suspension from racing as follows:

- 1st Offence 1-month ban + £100 fine
- 2nd Offence 3-month ban + £200 fine
- 3rd Offence Referral to the disciplinary committee

304 Pinto Engine

304.01 Rev. Limiter – Any driver refusing a mandated swap of a rev. limiter, with either another driver or with one from stock, as directed by a BriSCA F2 official, will receive an immediate racing ban of 12 months.

304.02 Rev. Limiter – Any driver refusing to surrender their rev. limiter for a mandated test/check, as directed by a BriSCA F2 official, will receive an immediate racing ban of 12 months.

304.03 Rev. Limiter – Any driver found to have tampered with a rev. limiter, or be using a rev. limiter that has been tampered with, will receive an immediate racing ban of 12 months.

304.04 Rev. Limiter – Any driver found to have disconnected the rev. limiter, or be racing without one, will receive an immediate racing ban of 12 months.

305 Duratec Engine

- 305.01 ECU** – Any driver refusing a mandated swap of an ECU, with either another driver or with one from stock, as directed by a BriSCA F2 official, will receive an immediate racing ban of 12 months.
- 305.02 ECU** – Any driver refusing to surrender their ECU, for a mandated test/check, as directed by a BriSCA F2 official, will receive an immediate racing ban of 12 months.
- 305.03 ECU** – Any driver found to have tampered with an ECU, or be using an ECU that has been tampered with, will receive an immediate racing ban of 12 months.

306 Zetec Engine

- 306.01 ECU** – Any driver refusing a mandated swap of an ECU, with either another driver or with one from stock, as directed by a BriSCA F2 official, will receive an immediate racing ban of 12 months.
- 306.02 ECU** – Any driver refusing to surrender their ECU, for a mandated test/check, as directed by a BriSCA F2 official, will receive an immediate racing ban of 12 months.
- 306.03 ECU** – Any driver found to have tampered with an ECU, or be using an ECU that has been tampered with, will receive an immediate racing ban of 12 months.

307 Grading Colours / Roof Painting / Lights

- 307.01** Any driver appearing with the wrong roof colour, or without the required flashing superstar lights, will be made to start at the rear of the grid in all races until the issue is rectified to the satisfaction of the Steward / Scrutineer / Clerk of the Course.
- 307.02** Any driver persistently appearing with the wrong roof colour, or without the required flashing Superstar lights, will forfeit any points otherwise due.

308 Inspection Refusal

- 308.01** Any driver refusing technical inspection of their car or engine, or refusing to surrender one or more parts upon a reasonable request for inspection by the scrutineer or BriSCA F2 appointed official, will receive the standard ORCi 12-month ban from racing with immediate effect.

309 In-Race Technical Disqualification

- 309.01** If a car becomes unsafe, or a danger to other competitors, officials, spectators, or the environment (e.g. noise or track damage) during the course of a race, then the driver will be shown the technical disqualification flag (white flag with a diagonal red cross) and will be disqualified from the race.
- 309.02** If shown the technical disqualification flag, the driver **MUST** retire to the infield at the earliest safe opportunity.
- 309.03** Examples of issues that will result in a technical disqualification include, but are not limited to:
- A broken or loose wheel-guard
 - Bodywork hanging off
 - A loose aerofoil/wing
 - A broken/dislodged exhaust pipe or silencer
 - Fire
- 309.04** Any driver ignoring the technical disqualification flag will be shown the black flag and will be subject to further disciplinary action from the Steward of the meeting.
- 309.05** Where the technical disqualification flag is not shown to a driver prior to the completion of a race (red flag), in-race damage will not result in a post-race disqualification, either from a race safety or a post-race scrutineering perspective, provided the component(s) in question would comply with the documented regulations in their undamaged state. (Drivers should additionally refer to the “Actions Affecting Car Legality” regulations.)

310 Other Infringements

- 310.01** Penalties for other technical infringements will be decided, if appropriate, by the Steward of the meeting, or otherwise referred to BriSCA F2 for further consideration.

Chapter 14

TEMPORARY LICENCES REGULATIONS

401 Temporary Licences

- 401.01** A restricted Temporary Licence is available for a driver to compete in a limited number of meetings.
- 401.02** A Temporary Licence is valid for a MAXIMUM of three meetings *in any one season*. After this time the holder MUST upgrade to a Full Licence if they wish to continue racing *in that season*.
- 401.03** A Temporary Licence costs **£50**.
- 401.04** A Temporary Licence is NOT a cheap alternative to a Full BriSCA F2 Licence.
- 401.05** The following racing conditions apply to the holder of a Temporary Licence:
- 401.05.01** The holder is NOT eligible to compete at a meeting that includes a championship event, unless such an event is held outside of the dates defined in Regulation 3 (Promotion of Meetings and Length of Season), and is therefore deemed “out of season”, *e.g. the “Gala” meeting when held in late November. Meetings designated solely as one or more of the following do NOT count as Championship events for the purpose of this regulation:*
- *World Championship Qualifying Rounds*
 - *World of Shale Qualifying Rounds*
 - *National Points Series Championship Rounds (except the Finale)*
 - *Whites & Yellows Championship Final (Temporary Licence holder is NOT eligible to take part)*
- 401.05.02** The holder MUST start all their races from the back of the grid.
- 401.05.03** The holder is NOT eligible to score any points.
- 401.05.04** The holder is NOT eligible to receive any prize-money.
- 401.05.05** The holder is NOT eligible to receive any trophies.
- 401.05.06** The holder will be EXCLUDED from all published results.
- 401.05.07** The holder is NOT entitled to hold any specific grade.
- 401.05.08** The holder is NOT permitted to race in a meeting Final where drivers must qualify for such a race (e.g. meetings following the traditional heats/consolation format).
- 401.05.09** The holder is NOT permitted to compete in a race where a specific limit has been placed on the number of cars taking part if, by doing so, the holder of a Full Licence would be excluded from the race.
- 401.06** The following non-racing conditions apply to the holder of a Temporary Licence:
- 401.06.01** The holder is NOT entitled to vote in any driver referendums/voting processes.
- 401.06.02** The holder IS entitled to submit a claim to the BriSCA F2 Drivers Benevolent Fund subject to the normal rules of the scheme.
- 401.07** The holder of a Temporary Licence remains eligible to compete in a subsequent “Novice of the Year” (NOY) competition provided that ALL the following conditions are met:
- He/she races under a Full Licence in the year of the NOY competition.
 - He/she has NOT held more than one Temporary Licence prior to registering for a Full Licence.
 - He/she meets all other specified criteria of the NOY competition.
- 401.08** NOY competition points may only be accrued from the point at which a Full Licence is taken out (if a holder upgrades to a Full Licence during a season).
- 401.09** Previous results, while racing under a Temporary Licence, will NOT be converted in to NOY competition points (if a holder upgrades to a Full Licence during a season).

Chapter 15

2024 “STOCKCAR F2 JUNIOREN” REGULATIONS (NETHERLANDS ONLY)

DISCLAIMER: BriSCA F2 (the association of BriSCA F2 Stock Car promoters), and BriSCA F2 Ltd, hold NO responsibility for the management and running of the “Stockcar F2 Junioren” formula in the Netherlands, and are not responsible for the content, management, or implementation of the “Stockcar F2 Junioren” regulations.

General Notes

- The “Stockcar F2 Junioren” formula runs in the Netherlands ONLY, and is managed by a local organising committee.
- These specific “Stockcar F2 Junioren” regulations are included here at the request of the Netherlands’ “Stockcar F2 Junioren” organising committee, as a central point of reference since the BriSCA F2 regulations are used in the running of the formula.
- Drivers/Teams must submit any proposed changes to these “Stockcar F2 Junioren” regulations to the organising committee in the Netherlands.

500. General Regulations

- 500.01** The construction and racing of “Stockcar F2 Junioren” cars will be bound by the BriSCA F2 regulations contained within the “Car Construction Regulations and Drivers’ Information” book, with any noted exceptions and additions, specific to the “Stockcar F2 Junioren” formula, detailed below.

501. Age Limits

- 501.01** A driver may commence racing in “Stockcar F2 Junioren” from the date of their 12th birthday.
- 501.02** A driver MUST retire from the “Stockcar F2 Junioren” formula immediately prior to reaching the date of their 16th birthday.
- 501.03** An inexperienced lower-grade driver, with no race-wins, may request an extension to their retirement from the formula, but this will only be granted at the discretion of the “Stockcar F2 Junioren” organising committee following review.
- 501.03.01** If an age extension is granted, the driver MUST retire from the “Stockcar F2 Junioren” formula immediately prior to reaching the date of their 18th birthday, or at an earlier date as advised by the organising committee based on performance.
- 501.04** Any driver who has raced in a senior formula is NOT permitted to subsequently race in “Stockcar F2 Junioren”.

502. Driver Safety Equipment

- 502.01** A Frontal Head Restraint (FHR) device must be used by the driver.
- 502.01.01** The FHR device MUST be certified to a motorsport industry recognised FIA or SFI standard.
- 502.01.02** The FHR device MUST be used with a compatible helmet that is compliant with the general ORCi DSES regulations (refer to section 900).
- 502.01.03** It is the driver’s/parent’s responsibility to ensure that the FHR device is the correct size and fitting for the driver.
- 502.01.04** The driver MUST be able to quickly exit the car, from both sides, while wearing the FHR device and helmet, without the intervention of a third party.

503. Racing

- 503.01 Contact**
- 503.01.01** The “Stockcar F2 Junioren” formula is strictly **non-contact**.
- 503.01.02** Use of the bumper on other cars is NOT permitted, and will be liable to penalty from the race Steward, and/or formula organisers.

504. Roof Colours

504.01 Grading roof/roll-cage colours apply as per the BriSCA F2 regulations.

504.02 The following official championship winning roof/roll-cage colours apply:

- World Cup Champion Gold
- Dutch Open Champion Netherlands Flag

Chapter 16

DRIVER SAFETY EQUIPMENT SPECIFICATION REGULATIONS

The “Driver Safety Equipment Specification Regulations” are a common set of regulations, produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas.

These regulations are located in the “Technical” section of the ORCi website where they can be accessed by anyone, and managed in a controlled fashion to ensure integrity and consistency across formulas.

Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:

ORCi Website Technical Section: <http://www.orci.co.uk/Content/Technical>

ORCi Website Home-page: <http://www.orci.co.uk/Home>

Follow the ORCi on Social Media: Facebook – @OvalRacingCouncilInternational
Twitter – @orc_int

APPENDIX A - POINTS

Eligible Meetings

UK grading points are scored only at meetings appearing on the official BriSCA F2 Fixture List, which includes any specifically named championships/meetings taking place at BriSCA F2 registered tracks in Northern Ireland and/or Mainland Europe (e.g. World Cup, Irish Open).

Separate points-tables and grading lists are maintained by tracks operating in Northern Ireland and Mainland Europe.

Points are scored only at official meetings open to drivers of all grades, irrespective of whether all grades are actually represented at the meeting. Grading and track-championship points will NOT be scored at meetings where bookings are restricted to only a limited number of grades, e.g. a White & Yellow grade only meeting, however, promotions/tracks may choose to include such meetings in any local championship series, e.g. their W/Y Series Championship points table.

RACE POINTS WILL BE AWARDED AS FOLLOWS:

Meeting 1 – (Full Format) 2 or 3 Heats, Cons, Final, GN

Heats: 10, 9, 8, 7, 6, 5, 4, 3 (2, 1 if 10 progress to Final)

Cons: 6, 5, 4, 3, 2, 1, 1, 1, 1, 1 (Qualifying positions only)

Final: 20, 18, 16, 14, 12, 10, 8, 6, 4, 2

GN: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

50 points maximum.

(Final winner receives double points in GN from 1 lap handicap)

Meeting 2 – (4 Straight Races) 2 Heats, Final, GN

Heats: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

Final: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

GN: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

50 points maximum.

(Final winner receives double points in GN from 1 lap handicap)

Meeting 3 – (4 or 5 races) 3 Heats, Final, (GN)

Drivers race in 2 out of 3 heats as directed.

Heats: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

Final: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

(GN): 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

50 points maximum.

(Final winner receives double points in GN from 1 lap handicap)

In all cases, the Final winner must take a full lap handicap if he wishes to compete in the Grand National event, and if he does, he will receive double prize money also.

In a meeting consisting of three heats and a consolation, the number of drivers going forward to the Final may be six, seven or eight, at the discretion of the promoter, but in a meeting constituted by only two heats and a consolation, the number of drivers going forward to the Final must be eight minimum.

In Heats and Consolation races, drivers may gain points only if they qualify directly for the Final (e.g. if only six drivers are entitled to go forward from each Heat to the Final, then points will not be gained for 7th and 8th places). In all other races, points are always awarded down to 10th place.

No points will be awarded for non-qualifiers events.

Any driver gaining a reserve place in the Final will not be awarded any points, nor for any place gained in the Final itself. Prize monies are not affected by these rulings. In the event of a dead heat, the points for the two places are equally divided. In the event of two Consolation races being run, where less than the usual number of cars are to qualify, only those drivers qualifying for the Final will be awarded points.

Where a driver qualifies more than once for a Final, then only the points scored at his first attempt will count. At special race meetings, where there are two or more stages of qualifying for the meeting Final, a special points system will be applied by the Official Grader on receipt of meeting schedules, subject to ~~Board~~ **BriSCA F2** approval.

All championship events carry double points, except World, Semi-Finals and Last Chance Qualifier ~~Consolation Semi-Final~~.

APPENDIX B - GRADING

Method of Grading

All drivers, except first year drivers and those returning to racing after a period of retirement, will commence a new season with a grade determined by their performance in the previous season. Drivers who do not race during a grading period (as defined below) will be considered as retired and when they recommence racing, they will do so at the grade shown on the last Grading List on which they appeared unless the following sentence applies. A driver who has previously raced in an F2 but has since attained a higher grade in another oval racing formula, will, upon recommencing racing, do so at a grade that reflects his experience in that other formula.

Any driver licensing with BriSCA F2 for the first time who has had experience in other short circuit formulae, must declare his highest grade held on his Licence Form. He will commence racing at B grade (yellow) unless ~~the Board~~ **BriSCA F2** shall deem another grade appropriate.

Points scored in meetings held outside the dates defined in Regulation 3, with the exception of the Gala Meeting which is considered a points-scoring meeting irrespective of its staging date, are considered 'out of season' meetings and do not count for National Points.

The top 108 drivers are graded as follows, in order of points scored:

Superstars	6
Stars	16
A grade (Blues)	32
B grade (Yellows)	54

In addition, the World Champion and the National Points Series Champion shall be considered Superstars for as long as they hold either title. Previous World and National Points Series champions may not be downgraded below Star grade for four years. A World Champion who fails to retain his title must continue to race as a Superstar until the next grading period commences.

If an A, B or C grade driver wins a Final, that driver will be upgraded by one grade with effect from the fifth day after the Final win. For the remainder of the grading period in which the Final was won, plus the whole of the following grading period, the driver shall race at the higher of:

- the grade attained by way of the Official Grading List
- the grade attained by way of the Final win upgrade

If an A, B or C grade driver wins a second Final while still at the lower grade (i.e. before the five day upgrading from winning the first Final has taken place), he is still only upgraded by one grade, with effect from the fifth day after winning the first Final.

If an A, B or C grade driver is due to be downgraded from the 1st of the following month but he wins a Final between the end of the grading period and the 1st of the following month (i.e. before the downgrading takes effect), his downgrading is nullified and, instead, he will be upgraded by one grade from the grade at which he won the Final, with effect from the fifth day after the Final win. For the remainder of the grading period in which the Final was won, plus the whole of the following grading period, the driver shall race at the higher of:

- the grade attained by way of the Official Grading List
- the grade attained by way of the Final win upgrade

Star grade drivers who win a Final may not be downgraded at the next grading period. In addition, Star grade drivers who are due to be downgraded to blue from the 1st of the following month but who win a Final between the end of the grading period and the 1st of the following month, will retain their Star grading for the remainder of the grading period in which the Final was won, plus the whole of the calendar month following the end of the grading period in which the Final win occurred.

Superstar grade drivers who win a Final may, provided all other criteria are satisfied, drop to star grade in the following grading period.

A driver racing as a reserve in the Final (i.e. a non-qualifier who will not be awarded points for any place gained in the Final) will not be subject to the upgrading rule as outlined above should he win the Final.

Grading and Grading Periods

The first grading period of a season runs from the start of the season to 15th April (inclusive), and all points scored during that period count towards the new Grading List effective from 1st May. Subsequent grading periods run as follows (all dates are inclusive):

- 16th April to 20th May
- 21st May to 20th June
- 21st June to 20th July
- 21st July to 20th August
- 21st August to 20th September
- 21st September to the second Sunday in November

Each grading period's total, within a season, is cumulative. Each successive Grading List produced becomes effective on the first day of the following month except that where the first day of the month falls in the middle of a racing weekend, the Official Grader may alter the effective date accordingly. The end of the final grading period of the year will be the second Sunday in November and no points will be awarded for meetings held after this date and before 1st March in the following year unless special sanction has been obtained from the ~~Board~~ **BriSCA F2**.

Drivers who attain Superstar grade, on merit, for any three grading periods at any time cannot be downgraded below Star grade for four years.

Drivers who attain Star grade, on merit, for any four grading periods at any time cannot be downgraded below A grade (Blue) for four years.

Drivers who attain A grade (Blue), on merit, at any time cannot be downgraded below B grade (Yellow) for four years.

A driver's grade is held 'on merit' if:

- a) he has scored sufficient points to appear within that grade group on a Grading List, or
- b) he is the current World or National Points Series champion (in which case he holds the grade of Superstar 'on merit' while he holds either title), or
- c) he has won a Final, thus (in the case of A, B and C grade drivers) promoting him to that grade on the fifth day after the Final win, or (in the case of Star grade drivers) maintaining his Star grade.

In order for a Superstar, Star, A grade (Blue) or B grade (Yellow) driver to be eligible for downgrading in the next grading period, he must race in at least 3 meetings during the current grading period AND (except for the opening grading period in any season, or if a driver is a first year driver in his first month of racing) have raced in at least one meeting in the immediate preceding grading period.

A driver's grade that is retained only because he has raced in insufficient meetings to be downgraded is not considered to be held 'on merit'.

A driver who is suspended from racing during a grading period, *and remains suspended at the end of the grading period*, may not be downgraded, even if he has raced in at least 3 meetings during the grading period. When he returns to racing after his suspension, he will do so at the grade previously held, unless the following paragraph applies.

If a driver who is under suspension at the end of a grading period would have been upgraded had he not been suspended, either:

- a) because (as an A, B or C grade driver) he won a Final but was suspended before the five-day upgrading could take effect, or
- b) because his points total was enough to have placed him in a higher grade group on the Grading List, ..he will return to racing after his suspension at the higher grade.

Provided all the above criteria have been satisfied, a driver who gains insufficient points to maintain grade will be downgraded by one grade per grading period.

APPENDIX C - COMPOSITION OF WORLD FINAL EVENTS

Qualifying Rounds

A driver is entitled to enter World Championship Qualifying Rounds at each stadium should a vacancy be available. Preference in bookings will be given to top grade drivers. A driver may only qualify for the World Final through the system that operates in his country of domicile. An overseas driver may compete at a UK World Championship qualifying round as part of the meeting provided he pays the appropriate supplementary contribution fee. If an overseas driver finishes a race in a points scoring place any points gained will not count towards a place in one of the World Semi-Finals.

Every effort should be made by the promoter to see that Qualifying rounds consist of a minimum of two Heats, a Consolation and a Final. Grid positions for the Final must be pre-drawn by the promoter at random, in grades. For qualifying round Finals there is no requirement for Heat and Consolation winners to start at the rear of their grades.

Qualifying Round points are awarded in accordance with Appendix A.

Non-qualifying reserves will not be included in Finals at Qualifying Rounds.

Drivers may attend as many qualifying rounds as they wish (subject to being able to obtain bookings) but only their best five points scores will count towards their qualifying total. In addition, each driver will receive 5 attendance points for each round at which they race. Note that the accumulation of attendance points is NOT limited to drivers' best five rounds but covers ALL rounds they race at. In order to receive attendance points a driver must be on track and have taken the green flag in at least one of the qualifying races.

When all the rounds are complete, a table of points will be compiled using the above criteria and the top 56 cars will take part in the Semi-Finals.

Semi-Finals

Both Semi-Finals will take place on the same track on the same day, with drivers allocated in points order between the two alternately based on the final qualifying points table. A driver's Semi-Final allocation (although NOT the inside or outside line) is fixed at the time of publication of the final points table, and the withdrawal of any driver from a Semi-Final will not result in drivers further down the grid swapping between Semi-Finals. Reserves, if required, will firstly be allocated to Semi-Final #1, in order from the final points table, and subsequently Semi-Final #2. Starting grid positions in each semi-final will be allocated on the day, in points order, highest scorer in Pole-Position, from those drivers attending, as any driver, even if they have previously indicated withdrawal, has the right to attend and race in their allocated Semi-Final race on the day.

10 cars will qualify for the World Final from each Semi-Final, leaving a balance of 36 cars eligible for the **Last Chance Qualifier (LCQ) race** ~~Consolation Semi-Final~~. Official Reserves who attend the Semi-Final meeting and do not get on the grid may **be eligible to race in the LCQ race, dependent on car numbers available** ~~race in the Consolation Semi-Final from the back of the grid. The Consolation Semi-Final will be formed based on the drivers' World Championship Qualifying Round scores – highest at the front – followed by the non-racing Semi-Final reserves as above. 6 cars will qualify for the World Final from the Consolation Semi-Final, with 7th to 10th places becoming World Final Reserves.~~

Last Chance Qualifier (LCQ)

The LCQ starting grid will be formed based on the drivers' World Championship Qualifying Round scores – highest at the front.

The grid will be made up as follows, with a minimum of 36 positions available:

- **Top 30 available non-qualifiers from the UK Semi-Finals (WCQR points order, not finishing position).**
- **Top 4 available non-seeded qualifiers from Mainland Europe.**
- **Top 2 available non-seeded qualifiers from Northern Ireland.**
- **If required... additional non-qualifiers from the UK Semi-Finals, followed by any non-racing Semi-Final official reserves.**

Overseas drivers will be seeded on rows 3, 6 & 9, with the top eligible Mainland Europe/Northern-Irish drivers on row three (inside/outside positions to be decided by a draw/coin toss), the second eligible Mainland Europe/Northern-Irish

drivers on row six (inside/outside positions decided by a draw/coin toss), and the remaining Mainland Europe Drivers on row 9 in eligibility order.

Additional non-qualifiers from the UK, and non-racing Semi-Final reserves, will be used to make the grid up to the required number of cars, only as necessary.

Six cars will qualify for the World Final from the LCQ, with 7th to 10th places becoming World Final Reserves.

World Final

Pole position for the World Final will be determined by the result of the meeting Final on Semi-Final day. Of the twenty successful Semi-Finalists, the driver achieving the best result in the meeting Final will secure pole position for the World Final for the winner of his/her Semi-Final. The ten drivers who progressed from that Semi-Final to the World Final will therefore grid on the inside line.

The grid will consist of the 20 Semi-Final qualifiers, then 6 ~~LCQ Consolation Semi-Final~~ qualifiers, then reserves if required, and the World Champion if he has failed to qualify. Overseas drivers will be included on rows 3, 6, 9, 12 (and 15 and 18 if required), in an order determined by time-trials at the event. Any programmed driver that has failed to grid will be replaced by a reserve (subject to the ordering process below), but once the green flag has been shown to start the race, no other driver or car will be allowed to take part under any circumstances.

- When reserves are used, spaces are not left on the grid.
- Where a driver who has qualified through the UK Semi-Finals fails to take their position on the grid, the remaining UK Semi-Final qualified drivers in that line (inside or outside) will simply move forward in that line in the formation of the grid (rows 1, 2, 4, 5, 7, 8, etc.)
 - Overseas drivers will remain gridded in their appropriate rows as above.
 - There will be no swapping of lines inside <-> outside.
 - The winner of the ~~LCQ Consolation Semi-Final~~ will take the vacated 10th UK Semi-Finalist spot (row 14) in the appropriate line, with the 2nd place finisher gridding on the inside of the first row allocated to qualifiers from the ~~LCQ Consolation Semi-Final~~.
 - Reserves will be taken from the ~~LCQ Consolation Semi-Final~~ finishers in positions 7 to 10, and will join in order at the rear of the grid, but in front of the defending World Champion (if they have failed to qualify further up the grid).
 - Where there is more than one absent UK Semi-Final qualified driver, their positions will be filled by the process above before drivers are allocated from the ~~LCQ Consolation Semi-Final~~.
- Where an overseas driver who has gained their grid position through time-trials at the event fails to take their position on the grid, those overseas drivers behind them in BOTH lines will move up by one "Overseas" position, swapping lines/rows appropriately.
 - E.g. If the driver qualifying 4th fastest (outside row six) fails to subsequently grid, the 5th fastest driver from the time-trials will move from inside row nine to outside row six, the 6th fastest from outside to inside row nine, the 7th fastest from inside row twelve to outside row nine, etc.
 - Any missing overseas driver will not be replaced by a reserve. The now empty "Overseas" grid position(s) will be filled as per the process for UK Semi-Final qualified drivers above.
- Once the initial green-flag has been shown to start the race, the grid positions of any missing drivers from any subsequent complete re-run will be filled simply by moving remaining drivers in the appropriate line forwards, irrespective of the method of qualifying. No distinction is made in this case between UK qualified and Overseas drivers.
 - E.g. if the Pole Position driver fails to make the grid for a complete re-run, then the driver from inside row two will move forward to pole position, while the fastest time-trialling Overseas driver from inside row three will move forward to inside row two.

Points awarded are as follows:	Winner:	50pts
	Second:	48pts
	Third:	46pts

The winner shall receive £1,500 minimum prize money made up as the promoter shall think fit. The World Champion may use the number '1' for the term of his reign, but must revert to his previous number immediately after the World Final that he loses that title.

~~At World or Semi-Finals, when the grid is re-formed for a complete re-run, and there are drivers missing for any reason, the rows will simply move forward to take up the gaps in the line-up.~~

APPENDIX D – GRAND NATIONAL POINTS CHAMPIONSHIP

CHAMPIONSHIP MAKE-UP

The Grand National Championship is a season-long points-based competition, based on a Grand National qualifying race held at each meeting, with a championship Final to determine the winner. Qualifying points are scored in qualifying races up to and including the Sunday prior to the staging of the Championship event.

QUALIFYING ROUNDS

Qualifying Rounds shall be open to all drivers wishing to compete, subject to local track restrictions limiting the number of cars in any race. The winner of the Final shall be handicapped one full lap, i.e. will start at the front of any 'C' Grade drivers competing.

Qualifying Round points will be awarded 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 to the first ten drivers who finish. The handicapped winner of the meeting Final will, however, be awarded DOUBLE POINTS (20, 18, 16, 14, 12, 10, 8, 6, 4, 2) for any place gained in the top ten finishers.

GRAND FINAL

This will be run as per World Final format, where all top qualifiers will take part, highest scorers at the front, with the Championship being one race, within a full meeting.

APPENDIX E – RACE STOPPAGE SUMMARY

Regulations for race stoppages are covered in the ORCi Rules of Racing (Refer to CHAPTER 7 of the BriSCA Formula Two Driver Information and Technical Car Specification Regulations)

APPENDIX F – CHAMPIONSHIP EVENT FORMATS

British Championship

The British Championship shall be run over a number of Heats, in which drivers have a minimum of three chances of scoring qualifying points according to the number of drivers booked, with each driver taking part in a proportion of the Heats. After the Heats, the points scored will be compiled, and the Championship Final will take place with highest scoring drivers at the front of the grid.

European Championship

A minimum of the first sixteen drivers from the current Grading List at the time of the event will automatically be seeded through to the Championship race. They will be joined on the grid by a minimum of the top six highest points scoring, non-qualifying drivers from the Saturday night meeting, up to and including the meeting Final, plus overseas drivers. All drivers will have their grid positions decided by random public draw.

Benevolent Fund Trophy

The staging promotion shall publish in advance how many cars will take part in the race and set out to invite the highest graded drivers. The race will grid from the current Grading List in reverse order.

English Open Championship

Traditional qualifying procedure for the meeting Final, which is gridded in the reverse averages order, in groups of six.

Formula Two Nationals

The staging promotion shall publish in advance how many cars will take part in the race. Highest graded drivers available from the current Grading List at the time of the event shall take part, and the grid will be by random draw.

Novice of the Year (NOY)

Eligibility – To be eligible to compete for the title of NOY, a driver MUST...

- Be racing on a FULL BriSCA F2 licence for the first time in their career
- Be racing in their first full season of BriSCA F2
- NOT have competed in more than 3 BriSCA F2 meetings in combined total over any previous season(s) in which they have competed (either on a Temporary or Late-Season licence)
- Be starting their BriSCA F2 career as a white top, unless the following exception applies.
Exception: If a driver starts their career as a white top with a late-season licence, and subsequently wins a Final within their first three meetings (resulting in an automatic upgrading), then they remain eligible for a subsequent NOY competition provided all other criteria are met.

Competition – Of the drivers who meet the criteria, the NOY Champion will be the driver who scores the most National Points in the season.

World of Shale Championship

This contest is open to any driver and Qualifying Rounds will be held at all shale tracks. Priority of bookings in later rounds will be given to drivers who have already accumulated points. A driver may only qualify for the World of Shale Final through the system that operates in his country of domicile. An overseas driver may compete at a UK World of Shale qualifying round as part of the meeting but if he finishes a race in a points scoring place, any points gained will not count towards a place in the World of Shale Final.

When all the qualifying rounds are completed, a table of points will be compiled and the top 20 drivers from that table will be seeded directly to the World of Shale Final. Drivers will grid in the World of Shale Final in points order, with the highest points-scorer at the front of the grid. The next available 28 drivers from positions 21 to 60 in the points table will take part in a Last Chance qualifiers race from which the top 6 finishers will be transferred to the World of Shale Final. Qualifiers from the Last Chance race will grid in the World of Shale final behind the seeded drivers, in order of their finishing positions in the Last Chance race.

In no circumstances will any driver who finishes below position number 60 in the points table be permitted to take part in the Last Chance qualifiers race.

If any of the top 20 drivers from the final points table fail to take their place in the World of Shale Final, additional finishers will be taken from the Last Chance qualifiers race, from seventh place onwards, to bring the total of UK mainland registered drivers in the race up to 26. In no circumstances will any driver below position number 20 in the points table be seeded directly to the World of Shale Final.

Overseas drivers shall be included on the World of Shale Final grid on Rows 3, 6, and 9 (and if 8 or 10 overseas drivers are included – on Rows 12 and 15 as well). Overseas drivers are not permitted to take part in the Last Chance qualifiers race.

The World of Shale Final will be held with a parade of qualifiers and there shall be commemorative awards for each qualifier. In addition there will be suitable trophies for the top three drivers in the final points table and four grade awards, one for each of the highest placed white, yellow, blue and red/superstar graded drivers in the final points table. It is a driver's start-of-season grade that determines which grade award he is eligible for. The drivers who finish in the top three places in the final points table are not eligible for any of the grade awards.

Gala Championship

The Gala Championship will be the meeting Final at the Gala Meeting. Drivers will qualify for the meeting Final in the normal manner (dependent on race format), however the grid will be formed in reverse National Points order with the lowest scorer at the front. The National Points order will be taken on an appropriate cut-off date, either the last day of the preceding month, or the 20th of the current month in which the event is staged, whichever is most recent. Any driver qualifying for the Gala Championship race who has not raced in the season prior to the points cut-off date (irrespective of whether they have subsequently made their season debut between the cut-off date and the date of the Gala Meeting) will start at the rear of the grid.