



BriSCA Formula 2 Stock Cars *2026* Driver Information and Technical Car Specification Regulations

Part – 1 Non-Technical Regulations

**Chapters – 1-11, 13-16, Appendices
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CONTENTS

Ch.1 – INTRODUCTION AND GENERAL	6
1. The Control of the Sport of Stock Car Racing:	6
2. Acquaintance with and Submission to these Regulations:	6
3. Promotion of Meetings and Length of Season:	6
4. Unauthorised Meetings:	6
5. Racing Direction:	6
6. Make-up of Stock Car Meeting:	6
7. Definition and Aim of BriSCA F2 Stock Car Racing:	6
Ch.2 – ORGANISATION	7
11a. Consolidation of Heats:	7
11b. Consolidation of Finals:	7
13. Trophies and Awards:	7
14. Grade Awards:	7
15. Track Championships:	7
16. Official Championships:	7
17. Priority of Fixtures:	8
24. Challenge Trophies:	8
27. Mixed Races:	8
28. Race Points System:	8
29. Perpetual Trophies:	8
Ch.3 – INTERNATIONAL COMPETITIONS	9
30. Limitation of Titles:	9
32. World Championship 'Seeding':	9
Ch.4 – TRACK REQUIREMENTS	10
53. Prohibition of Spectators Inside the Course:	10
56. Results Board:	10
57. Fire Fighting Equipment:	10
58. Cutting Equipment:	10
Ch.5 – ADMINISTRATION OF RULES	11
183. Interpretation of Regulations:	11
184. Alteration of Regulations:	11
Ch.6 – THE DRIVER	12
60. Driver and Car:	12
61. Driving at Meetings Abroad <i>Driver Conduct</i> :	12
62. Authority to Select Drivers for Matches Abroad:	12
63. Pay to Race:	12
66. Mechanics:	12
67. Passengers:	12
68. Booking:	12
69. Reporting:	13
70. Punctuality in Starting:	13
71. Non-Appearance of a Driver:	13
72. Driving Licence Inspection:	13
73. The Carrying of Fuel:	13
74. Special Medical Report:	13
75. In-Car Video	13
Ch.7 – RULES OF RACING	14
General ORCi Rules of Racing	14
Specific BriSCA F2 Rules of Racing	14
80. Starting Positions / Grid Formation – General	14

81. Starting Positions / Grid Formation – Novices.....	14
82. Starting Positions / Grid Formation – Race Winners.....	14
83. Starting Positions / Grid Formation – Re-Run Races.....	15
Ch.8 – DRIVERS’ AGREEMENTS	16
121. Official Agreements Only Recognised:.....	16
124. Minor Agreements:	16
125. Meeting Bookings:	16
126. Drivers Racing in Europe:.....	16
Ch.9 – CHARGES AND PENALTIES	17
147. Offences:	17
148. Penalties and Powers:.....	17
149. Reprimands:	17
150. Fines:	17
151. Suspension:	17
152. Disqualifications:.....	17
153. Serious Offences:	17
154. Proceeds from Fines:	18
155. Notification of Suspension and Disqualification:.....	18
156. Appeal and Effect of Sentence:	18
157. Remission of Sentence:.....	18
Ch.10 – PROTESTS	19
163. Right to Protest:	19
164. Lodging of Protest:	19
165. Time Limits for Protests:.....	19
166. Adjudication of Protests.....	19
167. Judgement on Protest:	19
168. Protest Fee:	19
168a. Engine Protests:	19
Ch.11 – APPEALS	20
171. Effect of Adjudication:	20
172. Right of Appeal:	20
173. Notice of Appeal:	20
174. Appeal Fees:.....	20
175. Time Limit for Appeals:	20
176. Notice of Hearing of Appeal:.....	20
177. Judgement on Appeal:.....	20
178. Order as to Appeal Fee and Costs:	20
179. Publication of Judgement:	20
Ch.12 – 2026 TECHNICAL CAR SPECIFICATION REGULATIONS	21
Ch.13 – TECHNICAL INFRINGEMENT PENALTIES.....	22
Ch.14 – TEMPORARY LICENCES REGULATIONS.....	24
Ch.15 – “STOCKCAR F2 JUNIOREN” REGULATIONS (NETHERLANDS ONLY)	25
Ch.16 – DRIVER SAFETY EQUIPMENT SPECIFICATION REGULATIONS.....	27
APPENDICES	28
Apx. A – MEETING FORMATS AND POINTS	28
Meeting Formats.....	28
Points.....	28

Apx. B – GRADING	31
Method of Grading	31
Grading and Grading Periods	32
Apx. C – COMPOSITION OF WORLD FINAL EVENTS	34
Qualifying Rounds	34
Semi-Finals	34
Last Chance Qualifier (LCQ)	35
World Final	35
Apx. D – GRAND NATIONAL POINTS CHAMPIONSHIP	37
Championship Make-Up	37
Qualifying Rounds	37
Grand Final	37
Apx. E – RACE STOPPAGE SUMMARY	38
Apx. F – CHAMPIONSHIP EVENT FORMATS	39
British Championship	39
European Championship	39
Benevolent Fund Trophy	40
English Open Championship	40
Formula Two Nationals	40
Novice of the Year (NOY)	40
World of Shale Championship	40
Gala Championship	41

Chapter 1

Ch.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 the second Sunday in November inclusive of any year. Special sanction must be obtained from BriSCA F2 for any meetings outside of 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 Stock Car in **2026** it may not subsequently be converted / raced as a Superstox in **2026** [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

Ch.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 their 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.

14. Grade Awards:

Grade awards may be presented by a promotion as an optional incentive, especially to lower graders. Individual promotions are free to specify which races will accumulate points at a meeting to determine the grade award winners.

15. Track Championships:

A tally of points scored by all drivers at each track will be kept by the Official Grader, and the driver with the highest total at each track at the end of the year will be declared the Track Champion, subject to the following...

- Only mainland UK meetings appearing on the official BriSCA F2 UK fixture list will count towards a track championship. The inclusion of any out-of-season meeting is at the individual promotion's discretion; however, this must be published at the start of the season.*
- Only meetings open to drivers of all grades will count, irrespective of whether drivers of all grades actually take part in the meeting. Meetings with bookings restricted to drivers of certain grades only, e.g. B & C grade only meetings, will not count towards the track championship.*
- Points will be scored according to the regulations for grading points. Any out-of-season meeting declared as part of the track championship will be scored according to the meeting format as if it were an in-season meeting.*
- Track Championships for Northern Ireland will follow the above regulations, counting all in-season meetings, and out-of-season if applicable, irrespective of whether those meetings appear on the official BriSCA F2 UK fixture list or not.*

Each Track Champion will receive a trophy to keep, along with any perpetual trophy (if applicable) to be retained for a year. Additional awards may be presented at the discretion of the promotion and/or BriSCA F2.

16. Official Championships:

The following meetings are classified as official BriSCA F2 Championship meetings:

- BriSCA F2 Stock Car Championship of the World*
- BriSCA F2 Stock Car World Championship Semi-Finals*
- British Championship*
- European Championship*
- BriSCA F2 Benevolent Fund Trophy*
- BriSCA F2 Challenge Trophy*
- Grand National Championship*
- BriSCA F2 Nationals*
- English Open Championship*
- World of Shale Championship*
- Scottish Championship*
- Irish Open Championship*
- BriSCA Supreme Championship*

- *Gala Championship*
- *UK Championship*
- *Irish Closed Championship*

17. Priority of Fixtures:

Official Fixtures shall take priority as follows:

1. ~~The~~ BriSCA F2 Stock Car Championship of the World
2. *BriSCA F2* World Championship Semi-Finals
3. ~~The~~ British Championship
4. ~~The~~ European Championship
5. ~~The BSCDA~~ *BriSCA* F2 Benevolent Fund Trophy
6. ~~The~~ *BriSCA* F2 Challenge Trophy
7. Grand National Championship
8. BriSCA F2 Nationals
9. English Open Championship

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

The remaining championship meetings shall be prioritised equally.

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 Stock 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 Appendices A and C 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 they shall instead be presented with a Special Award Trophy marking their outstanding achievement of triple success.

Chapter 3

Ch.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 BriSCA 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 United Kingdom for more than 3 months prior to the World Final may be seeded into the Semi-Final or World Final events.

Should they 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

Ch.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 their car, are available throughout the meeting in the track area.

Chapter 5

Ch.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

Ch.6 – THE DRIVER

60. Driver and Car:

No driver shall be eligible to compete in a Licensed Meeting unless their car conforms to the current Technical Car Specification Regulations issued by BriSCA F2 and they are 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 their 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 they are 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 they are 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 **Driver Conduct:**

~~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.~~

63. Pay to Race:

A £25 pay-to-race fee will be payable by the Driver at all meetings held on shale tracks. The £25 fee will cover the following:

- Entry to the meeting for the Driver plus ONE other person*
- The standard £2 ORCi H&S levy*
- The £5 fee payable at World Championship Qualifying Rounds (WCQRs)*

A MAXIMUM of ONE Mechanic's licence may additionally be used for complimentary entry where a driver has purchased such, irrespective of whether one or two Mechanic's licences were purchased.

A promotion may opt to "sponsor" the fee for Drivers racing at their track, in which case the standard arrangements for complimentary entry and payment of ORCi/WCQR fees will apply.

There is no pay-to-race fee for meetings held on tarmac tracks.

66. Mechanics:

A driver shall be deemed responsible for the discipline of their 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 must book in to race directly with individual promotions/tracks, unless otherwise notified by BriSCA F2. Bookings must be made according to individual promotions'/tracks' procedures as detailed in the official BriSCA F2 Fixtures list, the BriSCA F2 website, the BriSCA F2 Drivers Newsletter, and/or individual promotions'/tracks' websites. An application for a booking, and subsequent acceptance, constitutes a binding agreement to participate at the said meeting (see Regulation 125).

An application for a booking does not guarantee automatic acceptance for such. Individual promotions reserve the right to apply their own selection criteria, subject to any other regulations stipulated herein, when granting bookings, especially in any case where a cap on bookings is applied, e.g. due to limited pit space.

Late Booking Penalty – Any driver failing to book in by the promotion's own published booking deadline, but still wishing to race and being accepted to do so, will lose one entry from their complimentary entitlement.

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 themselves 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 their 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 their current Driving Licence Logbook at a meeting at which they are participating, shall be fined £5. Any fine will be deductible by the Promoter from monies due to the Driver for the meeting, or charged directly to the driver at the time of signing-in, 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

Ch.7 – RULES OF RACING

General ORCi Rules of Racing

BriSCA F2 Stock Car races are run in accordance with the general “Rules of Racing” agreed and published by the ORCi.

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 X (Formerly 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
	NPS Champion	Silver Roof (Rear of Superstar grade)
Rear	World Champion	Gold Roof (Rear of Superstar grade)
	Novices	White Roof, Black Cross

In a drawn grid for a World Championship Qualifying Round meeting Final the NPS and World Champions **are excluded from the grid draw and** must start in their **normal positions at the rear of the Superstar grade** ~~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 (or All-Comers / Helter-Skelter) 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, 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 the 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 resultant gaps.

Chapter 8

Ch.8 – DRIVERS' AGREEMENTS

121. Official Agreements Only Recognised:

No agreement between a Promoter and/or Driver shall be recognised other than an agreement made through the official booking-in procedure or signing-in log and in the manner prescribed by BriSCA F2.

124. Minor Agreements:

Any driver under the age of 18 but 16 years of age and over 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 their engagement with just cause shall notify the Promoter within 24 hours prior to the Meeting.

126. Drivers Racing in Europe:

~~Insurance – As there is no personal accident insurance in Mainland Europe, all BriSCA F2 drivers racing in Mainland Europe are required to extend the personal accident insurance, applicable in the UK, with BriSCA F2's insurance brokers.~~

~~To extend personal accident insurance to cover racing in Mainland Europe, the driver MUST send the following information, in writing, to the BriSCA F2 Secretary via Email, WhatsApp, or Text Message (email address and messaging contact number can be found on the "Useful Information" page at the start of these regulations), PRIOR to racing:~~

- ~~• Name~~
- ~~• Racing Number~~
- ~~• Date of Meeting(s)~~
- ~~• Track(s) to be raced at~~

~~There is currently NO fee for extending cover; however, drivers MUST advise the BriSCA F2 Secretary a MINIMUM of 5 days PRIOR to the first meeting being raced at to ensure cover is put in place.~~

Insurance – BriSCA F2 and the ORCi provide NO insurance cover for drivers racing in Mainland Europe. Any driver racing BriSCA F2 specification Stock Cars in Mainland Europe must ensure their own personal cover is in place prior to racing.

Bookings – Driver bookings for tracks in Mainland Europe MUST be made directly with the track(s) being raced at; BriSCA F2 has no involvement in this process. Drivers should contact local promotions for bookings and to check any local technical car construction requirements. ~~Contact details for BriSCA F2 licensed tracks can be found in the Track Guide on the official BriSCA F2 Fixtures List.~~

Points Scoring – UK grading points will not be scored at any meetings in Mainland Europe ~~only be credited for overseas meetings listed on the official BriSCA F2 Fixtures List – see Appendix A.~~

Chapter 9

Ch.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 a Disciplinary Panel, regardless of where the offence took place. The 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
- Disqualification
- Suspension

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 their 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 they have not the power to punish adequately the offender, they shall refer the case to BriSCA F2 for the necessary disciplinary action to be taken, or they may exclude the offender and warn them that they are reporting the case for further action.

154. Proceeds from Fines:

The proceeds from all fines shall be paid to 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

Ch.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, they 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 their official capacity to take such action as they may deem proper in the circumstances.

164. Lodging of Protest:

A protest may be made during the Meeting to the Steward, who shall, if they are 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 their protest could not reasonably have been known to them before the expiry of a time limit stated in the preceding paragraph, and/or (b) that on such grounds becoming known to them they had within 21 days of the alleged incident, lodged their 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 their case in person, or if a corporate body, by a duly authorised official thereof. Subject to the consent of the BriSCA F2 they may submit their 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, they 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 their engine. If illegal, the fee returns to the protestor, and the challenged driver reported or suspended immediately.

Chapter 11

Ch.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 their 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

Ch.12 – **2026** 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

Ch.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 HiFly HF201

303.01.01 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.

303.01.02 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 Zetec 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 Grading Colours / Roof Painting / Lights

- 306.01** 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.
- 306.02** Any driver persistently appearing with the wrong roof colour, or without the required flashing Superstar lights, will forfeit any points otherwise due.

307 Inspection Refusal

- 307.01** 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.

308 In-Race Technical Disqualification

- 308.01** 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.
- 308.02** If shown the technical disqualification flag, the driver MUST retire to the infield at the earliest safe opportunity.
- 308.03** 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
- 308.04** 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.
- 308.05** 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.)

309 Other Infringements

- 309.01** 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

Ch.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 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:
- They race under a Full Licence in the year of the NOY competition.
 - They have NOT held more than one Temporary Licence prior to registering for a Full Licence.
 - They meet 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

Ch.15 – “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 **at the end of the calendar year in which their 16th birthday falls. A driver may finish the season if their 16th birthday falls within the racing season, and they may start the season if their birthday falls before the racing season commences that year.**
- 501.03** An inexperienced lower-grade driver 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

Ch.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: <https://www.orci.co.uk/Content/Technical>

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

Follow the ORCi on Social Media: [Facebook - @OvalRacingCouncilInternational](#)
[X \(Formerly Twitter\) - @orc_int](#)

APPENDICES

Appendix A

Apx. A – MEETING FORMATS AND POINTS

Meeting Formats

All drivers racing at a meeting will be afforded a MINIMUM of 3 opportunities to race and score points. Under normal circumstances the following meeting formats may be used, dependent on the numbers of cars/drivers in attendance:

Meeting A1 – (Full Format) – 2 or 3 Heats, Cons, Final, Grand National (GN)

- Drivers each race in one of the heats with a pre-determined number qualifying directly for the meeting Final.
- All non-qualified drivers may race in the consolation race where a further pre-determined number of drivers will also qualify for the meeting Final.
- Only qualified drivers, plus reserves if applicable, may race in the meeting Final.
- The GN is open to all drivers, subject to track car limits.
- If car numbers warrant it, multiple Consolation and GN races may be run, with the number of qualifiers for the meeting Final adjusted accordingly.

Meeting A2 – (4 Straight Races) – 2 Heats, Final, GN

- All drivers race in all races.

Meeting A3 – (4 or 5 races) – 3 Heats, Final, (GN)

- Drivers are split into groups (e.g. A, B, C) and race in 2 of the 3 heats (e.g. groups A&B, B&C, A&C).
- All drivers race in the meeting Final.
- The GN is open to all drivers, subject to track car limits.

In all cases, the Final winner must take a full lap handicap, starting from the front of the grid, if they wish to compete in the GN event.

Alternative race formats may be used for Championship events, see Appendix F.

Any other race format must be sanctioned by BriSCA F2.

For operational reasons, for example a time curfew or shortage of cars, it may be necessary to cancel races, e.g. a GN race at a late running meeting, or one of the heats at an A2 format meeting with a shortage of cars.

Note: Following a season's staging of the Grand National Championship Final, subsequent GN races will be referred to as "All-Comers" or "Helter Skelter" events, however they will still run to the same format as a GN.

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.

Points Awarded

Race points will be awarded as follows:

Meeting A1 – (Full Format) – 2 or More Heats, Cons, Final, GN

Heats: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 (Qualifying positions only)

Cons: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, 1, 1, 1, 1 (Qualifying positions only)

Final: 30, 28, 26, 24, 22, 20, 18, 16, 14, 12, 10, 8, 6, 4, 2

GN: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

75 points maximum.

Note: In Heat and Consolation races, points will be awarded for qualifying positions only, e.g. if only 8 drivers qualify for the Final then points will only be awarded down to 8th place. Should additional drivers from position 16 downwards qualify for the Final, each additional qualifier will be awarded 1 point.

Meeting A2 – (4 Straight Races) – 2 Heats, Final, GN**20 or More Cars Competing**

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

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

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

60 points maximum.

19 or Fewer Cars Competing

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.

Meeting A3 – (4 or 5 races) – 3 Heats, Final, (GN)**20 or More Cars Competing**

Drivers race in 2 out of 3 heats as directed.

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

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

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

60 points maximum.

19 or Fewer Cars Competing

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 Competing in the Grand National Race – In all cases, the meeting Final winner competing in the Grand National race will start from the front of the grid with a one-lap handicap, but will be rewarded with double-points if they finish in one of the points-scoring positions of the format employed at the meeting. If finishing in a prize-money paying position, they will additionally receive double prize-money.

~~**Meeting A1 – (Full Format) – 2 or More Heats, Cons, Final, GN**~~

~~Heats: 10, 9, 8, 7, 6, 5, 4, 3 (2, 1 if 10 progress to Final) (Additional qualifiers will be awarded 1 point each)~~

~~Cons: 6, 5, 4, 3, 2, 1, 1, 1, 1, 1 (Qualifying positions only) (Additional qualifiers will be awarded 1 point each)~~

~~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 A2 – (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~~

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

~~50 points maximum.~~

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

~~Meeting A3 (4 or 5 races) 3 Heats, Final, (CN)~~

~~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~~

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

~~50 points maximum.~~

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

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

Meeting Final Qualification

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. In certain circumstances with a large track, and/or high car numbers, a promoter may extend this at their discretion. In a meeting constituted by only two heats and a consolation, the number of drivers going forward to the Final must be eight minimum.

Points-Scoring Places

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 places 7th and downwards). 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 their 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 BriSCA F2 approval.

Championship Events

All championship events carry double points *for the purpose of Grading, Track Championships, and the National Points Series*, except the World *Championship Final*, Semi-Finals and Last Chance Qualifier *races*. *Where a championship event doubles up as a World Qualifying Round, it will only carry standard single points for the purpose of World Championship qualification.*

Appendix B

Apx. 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 their 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 their highest grade held on their Licence Form. They will commence racing at B grade (yellow) unless 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 their 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), they are 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 they win a Final between the end of the grading period and the 1st of the following month (i.e. before the downgrading takes effect), their downgrading is nullified and, instead, they will be upgraded by one grade from the grade at which they 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 they win the Final.

For the purpose of these regulations

- a Final win at an “out-of-season” meeting (see regulation 3), is treated the same as an “in-season” Final win, and the driver will therefore be subject to the upgrading procedures detailed above.
- *a Final win will only be subject to the upgrading procedures detailed above IF the meeting appears on the main official BriSCA F2 UK fixture list (not any Northern Ireland or Mainland Europe fixtures shown for information only), AND the meeting was open to drivers of all grades (irrespective of whether drivers of all grades actually raced at it). Final wins at meetings with restricted bookings, e.g. open to B & C grade drivers only, will NOT be subject to the upgrading procedures detailed above.*

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 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) they have scored sufficient points to appear within that grade group on a Grading List, or
- b) they are the current World or National Points Series champion (in which case they hold the grade of Superstar 'on merit' while they hold either title), or
- c) they have won a Final, thus (in the case of A, B and C grade drivers) promoting them to that grade on the fifth day after the Final win, or (in the case of Star grade drivers) maintaining their 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, they 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 their 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 they have 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 they have raced in at least 3 meetings during the grading period. When they return to racing after their suspension, they 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 they not been suspended, either:

- a) because (as an A, B or C grade driver) they won a Final but was suspended before the five-day upgrading could take effect, or
- b) because their points total was enough to have placed them in a higher grade group on the Grading List,

... they will return to racing after their 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

Apx. C – COMPOSITION OF WORLD FINAL EVENTS

Qualifying Rounds

Eligibility

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 their country of domicile. An overseas driver may compete at a UK World Championship qualifying round as part of the meeting provided they pay 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.

Meeting Format

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, *however, the current NPS (Silver) and World (Gold) champions must start behind the other Superstars in normal graded order.*

Non-qualifying reserves will not be included in Finals at Qualifying Rounds, *except where a Qualifying Round meeting Final also doubles up as an official championship event. In such cases the reserve will be permitted to race for the championship, but may not score any Grading or WCQR points.*

Points Scoring

Qualifying Round points are awarded in accordance with Appendix A.

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

Drivers in positions 3 to 56 in the final qualifying points table will be allocated alternately in points order between the two Semi-Finals, starting with Semi-Final #1, i.e. those drivers in odd-number positions (3rd, 5th, 7th, etc.) will be allocated to Semi-Final #1, and those in even-number positions (4th, 6th, 8th, etc.) to Semi-Final #2. Once the Semi-Final allocations for positions 3 to 56 from the final qualifying points table have been completed, the top qualifying points-scorer will have the right to choose which Semi-Final pole position they wish to take. The driver in 2nd position in the final qualifying points table will subsequently be allocated pole position for the remaining Semi-Final. The top qualifying points-scorer must make their choice and notify BriSCA F2 via the Secretary within 5 days of the publication of the grid line-ups; otherwise, they will be automatically allocated to Semi-Final #1.

Both Semi-Finals will take place on the same track on the same day, *and must be run as consecutive races in the meeting programme.*

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. 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.

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

Grid Composition

The World Final grid will consist of the 20 Semi-Final qualifiers, then 6 LCQ qualifiers, then reserves if required, and the defending World Champion if they have 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.

Pole Position and Line-up

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 their Semi-Final. The ten drivers who progressed from that Semi-Final to the World Final will therefore grid on the inside line.

Reserves

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 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.
 - Reserves will be taken from the LCQ 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.
- 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.

Complete Re-Run Line-Up

- 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.

Post-Race Procedures

Technical post-race scrutineering checks will be undertaken on the top three finishers. Other cars may additionally be selected for a lower level of checks, e.g. weighing. The winner of the World Final must retire from the meeting so that full technical post-race checks can commence after the post-race presentations at a reasonable hour. The winner will therefore be awarded 90 points as they will take no further part in the meeting.

BriSCA F2 and the staging promotion reserve the right, at the conclusion of the World Final race, to retire the drivers in 2nd and 3rd places from the meeting for technical post-race checks, if such checks are expected to commence prior to the conclusion of the meeting. The 2nd and 3rd place drivers also have the right, at the conclusion of the World Final race, to voluntarily retire their own cars while awaiting technical checks, however, this does not imply that the required checks will be completed any sooner. Where the 2nd and/or 3rd place drivers do retire from the meeting directly after the World Final, they will be awarded ~~65~~ 90 points and ~~50~~ 75 points respectively. Should the 2nd and/or 3rd place drivers wish to continue racing in the meeting, and are permitted to do so, then they will be awarded ~~45~~ 60 points and ~~30~~ 45 points respectively, bearing in mind that they then have the opportunity to score up to an additional ~~40~~ 60 more points via the meeting Final and Grand National races (giving theoretical maximum scores of ~~85~~ 120 and ~~70~~ 105 points).

Points

Points for the top ten finishers will be awarded as follows:

Winner:	90 pts	125pts
2 nd	65 pts	90 pts (if retiring from the meeting) ...or... 45 pts 60 pts (if continuing to race)
3 rd	50 pts	75 pts (if retiring from the meeting) ...or... 30 pts 45 pts (if continuing to race)
4 th	21 pts	36 pts
5 th	18 pts	33 pts
6 th	15 pts	30 pts
7 th	12 pts	27 pts
8 th	9 pts	24 pts
9 th	6 pts	21 pts
10 th	3 pts	18 pts
11 th		15 pts
12 th		12 pts
13 th		9 pts
14 th		6 pts
15 th		3 pts

If more than 2nd to ~~10th~~ 15th places qualify for the meeting Final, each additional qualifying driver will be awarded 3pts from the World Final race.

Prize Money

The winner shall receive £1,500 minimum prize money made up as the promoter shall think fit.

Race Number

The World Champion may use the number ‘1’, should they so wish, for the term of their reign, but must revert to their previous number immediately after the World Final that they lose that title.

Appendix D

Apx. 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.~~ **as follows:**

<i>Meeting Format A1</i>	<i>GN: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1</i>
<i>Meeting Format A2</i>	<i>GN: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1</i>
<i>Meeting Format A3</i>	<i>GN: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1</i>

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 **points-paying** 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

Apx. 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

Apx. 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 (2-day Meeting)

Qualification

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 **Sunday** 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.~~

Grid Formation

The European Championship grid will be formed by a combination score for each qualified driver, combining points from Saturday's meeting with a random draw element.

- **Element-1** *This will be a driver's points total from the Saturday meeting, up to and including the meeting Final, using the standard points for the meeting format employed.*
- **Element-2** *This will be a random bonus-points number, starting at 1, up to the number of cars qualified to participate in the race, e.g. 1 to 36 for a 36-car grid.
A driver **MUST** be present at the public draw to draw their bonus points number.
Any driver not present at the public draw to draw their bonus points number will forfeit any bonus points and will grid solely on their Saturday night points total. The nomination of a representative to draw on behalf of a driver is **NOT** permitted.
The draw will be performed in an order determined by Element 1, with the highest scoring driver from Saturday night drawing first.*
- **Combined Score** *A driver's combined score will be the sum of the two elements above. E.g. if a driver scores 17 points on Saturday night, and draws no. 22, then they will end up with a combined score of 17 + 22 = 39.*

The grid will be formed in Combined Score order, the highest Combined Score taking the pole position, and the lowest being at the rear of the field.

Reserves

*Any reserve(s) required **PRIOR** to the public draw for Element-2 will take part in the draw, and grid according to their Combined Score.*

*Any additional last-minute reserve(s) required **AFTER** the public draw for Element-2 has taken place, e.g. as a result of a qualifier driver having engine issues when lining up for the race, will line up at the rear of the field, and any empty spots on the grid will be filled simply by moving up the respective line (inside or outside), **NOT** swapping drivers over inside to outside etc.*

Tie Breakers

- Draw Order** *Any tie-break on draw order from Element-1, Saturday night's points scored, will see priority given to the driver highest in the current respective grading list in force at the time of the event.*
- Combined Score** *Any tie-break on combined score will see priority given to the driver with the highest Element-1, i.e. the higher Saturday meeting points total.*
- Last Minute Reserves** *Any tie break on last-minute reserves will see priority on the grid given to the lower grader first, and further, if required, the lower points scorer in the respective grading list in force at the time of the event... UK, then NL, and finally NI.*

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

Eligibility

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 their country of domicile. An overseas driver may compete at a UK World of Shale qualifying round as part of the meeting but if they finish a race in a points scoring place, any points gained will not count towards a place in the World of Shale Final.

Points Scoring

Qualifying Round points are awarded in accordance with Appendix A. In addition, each driver will receive 5 attendance points for each round at which they race. 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.

Seeding

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.

Reserves

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 Entrants

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.

Awards

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 they are 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.