



SAMSUNG

# F4

## BRITISH CHAMPIONSHIP

CERTIFIED BY FIA – POWERED BY FORD

### 2020

### TECHNICAL REGULATIONS



**Published Copy**



## 2020 F4 BRITISH CHAMPIONSHIP - CERTIFIED BY FIA, POWERED BY ECOBOOST

### *The first step on the ladder from karting to Formula 1*

The world of single-seater racing has undergone a radical shift in the last decade, as more formulae come and go, making the path to Formula 1 more confusing than ever. In an attempt to clearly set out the path, the FIA created Formula 4.

The F4 British Championship certified by FIA - powered by Ford has transformed the junior motorsport scene in Britain with the FIA and Motorsport UK (MUK) ensuring consistent organisation, technical fairness, sporting relevancy and stability for teams and drivers alike.

With its place alongside the BTCC, Britain's premier motorsport package, the F4 British Championship is the sole single seater support championship for the BTCC's programme, with three races at each of the ten TOCA-organised Meetings, plus the benefit of live TV coverage and great crowds watching the action.

The thirty-race format provides young drivers with the maximum track time balanced with value for budget. Combine this with the unrivalled profile and learning opportunities which the F4 British Championship provides and the result is a superb springboard to success on the motorsport ladder for new drivers.



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## 2020 F4 British Championship certified by FIA - powered by Ford

### INTRODUCTION

All FIA F4 cars within the 2020 F4 British Championship certified by FIA - powered by Ford must be Mygale chassis M14-F4 cars fitted with the Ford/Sodemo 1.6 EcoBoost engine and comply with the FIA Appendix J Article 274 Formula 4 Technical Regulations, the M14-F4 User Manual, M14-F4 Parts Catalogue, the 2020 F4 British Championship Sporting Regulations and these regulations in their entirety at all times during an event.

Specifications detailed in the User Manual and Parts Catalogue and takes precedence.

This is a one-make controlled formula and the cars must be operated in accordance with the User manual and the Parts Catalogue. Unless a component is specified as adjustable or a component is specified as an alternative or option part, then the car must remain as originally supplied.

Any dimensions, values, figures, materials and designs mentioned and detailed in these Technical Regulations, User Manual and Parts Catalogue are for the information of the user and nominal values are generally stated. This information may be subject to manufacturing tolerances and specifications.

In the event of eligibility confirmation being required, the original manufacturer of the part or component will be consulted for final verification of eligibility. Unless specifically permitted by the regulations it must be assumed that unless it says you can, you cannot.

Teams must also ensure that all installed safety equipment meets all Motorsport UK or FIA safety standards as required by the country of the competition.

### ARTICLE 1: DEFINITIONS

#### 1.1 Formula 4 Car (Powered by Ford EcoBoost)

Four wheel single-seater racing car fitted with a Ford 1600cc 16 Valve EcoBoost petrol engine, and designed solely for speed races on circuits or closed courses.

#### 1.2 Bodywork:

All entirely sprung parts of the car in contact with the external air stream, except the rollover structures and the parts definitely associated with the mechanical functioning of the engine, transmission and running gear. Airboxes, radiators, intercoolers and engine exhausts are considered to be part of the bodywork.

#### 1.3 Reference Plane

The reference plane is the plane passing through the three contact pads of the scrutineering platform when the car is sitting on these three contact pads through the three corresponding holes in its underneath skid block.

#### 1.4 Ground Clearance:

The clearance between the ground and the lowest part of the bodywork, and/or of the suspended part of the car, in normal trim with the driver aboard.

## 1.5 Minimum weight:

The minimum weight must be the weight of the car in the condition in which it crosses the finishing line and enters parc ferme, or at any time during the competition and/or practice. The minimum car plus driver weight will include the driver dressed for the competition with all required personal safety items.

## 1.6 Date of car build:

Cars built before 1st January xxxx (or 1.1.xx) is interpreted to indicate cars built for the season indicated as shown by the year code. Consequently cars built to the new or revised specification, but finished before that date will still be defined as new season cars.

## 1.7 Sprung suspension:

The means whereby all complete wheels are suspended from the body/chassis unit by a springing medium.

## 1.8 Wheel:

Wheel: Flange and rim.

Complete wheel: Flange, rim and tyre.

## 1.9 Induction system:

All the elements between the cylinder head and the external side of the air filter.

## 1.10 Ceramic materials:

Ceramic Materials (e.g. AL<sub>2</sub>O<sub>3</sub>, SiC, B<sub>4</sub>C, Ti<sub>5</sub>Si<sub>3</sub>, SiO<sub>2</sub>, Si<sub>3</sub>N<sub>4</sub>) – These are inorganic, non-metallic solids.

## 1.11 Composite:

Material formed from several distinct components, the association of which provides the whole with properties which none of the components taken separately possesses. High strength composites include components made with Carbon and or aramid fibres.

## 1.12 High volume components:

Are those from series production vehicles which have been produced in numbers greater than 25,000 in 12 consecutive months.

## 1.13 Mandatory components:

Are those components specified by Ford Motor Company, Mygale, Sodemo or Neil Brown Engineering (NBE) which must be used and remain unmodified.

## 1.14 User Manual:

Where User Manuals are referred to in these regulations they refer to the latest Mygale, Sodemo, Sadev, Neil Brown Engineering (NBE) User Manuals



## ARTICLE 2: REGULATIONS

It is reminded that FIA article 274 article 2.7 states:

### **2.7 Modifications to car design**

#### *2.7.1. General*

The complete car is divided into three types of part:

**Type 1:** These parts must be supplied by the manufacturer and used exactly as supplied. Repairs **must** be carried out only by the manufacturer.

**Type 2:** These parts are Type 1 parts with specific restrictions. Only the modifications indicated in the homologation or user manual may be carried out. Repairs are allowed only in the described range.

**Type 3:** These parts are unrestricted, provided they are used as designed by the manufacturer and do not fulfil any additional function.

#### *2.7.2. Standard mounting parts*

Standard mounting parts, such as screws, nuts, bolts, washers and lock washers, are considered as Type 3 parts unless specifically mentioned in the homologation, User Manual or Parts Catalogue. They may be replaced with equivalent or superior standard parts. The thread type, size, length and pitch must remain the same. The use of locking methods such as locking wire is permitted.

Note:

For the F4 British Championship certified by FIA - powered by Ford, Type 1, 2 and 3 parts may be amended by official notification.

### **2.1 The role of Ford Motor Company:**

The technical regulations for the Ford EcoBoost engine F4 cars are issued by Ford Motor Company.

### **2.2 Modifications to parts:**

Any Ford standard part or mandatory F4 part must be fitted and **must** not be modified/polished/machined or have any alteration what so ever unless expressly permitted by these regulations.

### **2.3 Permanent compliance with regulations:**

Automobiles must comply with these regulations in their entirety at all times during an event.

Changes made for safety or clarification reasons may come into force without notice. In this case the administrator may authorise and/or remove and/or modify specific technical regulations at anytime during the Championship.

### **2.4 Controlled Components:**

The Administrators reserve the right to replace any component with a controlled sealed alternative. The replacement must not be removed or replaced without authorisation from the Championship Administration representative. Any item that has a seal fitted must not be replaced without authorisation, and the seal must remain intact at all times.

**ARTICLE 3: BODYWORK AND DIMENSIONS****3.1 Dimensions:**

Cars must conform to the dimensions laid out in the User Manual at all times.

**3.2 Permitted changes to the original specification:**

3.2.1 Front and Rear wing adjustment can only be made within the parameters set out in the User Manual.

3.2.2 Front wing gurneys **must** not be removed or added.

3.2.3 Side pod air duct entries may be fitted with mesh to protect the radiator from stone or debris damage. This mesh must be fitted at least 100mm inboard of the front face of the air entry and provide no other function than protection. Local modifications, for the sole purpose of fitting the protection, is permitted in the bodywork. Side pod air ducts may be partially covered with adhesive clear tape only on the stone guards, if fitted, or on the forward face of the radiators for the sole purpose of optimising temperatures.

3.2.4 In addition to Article 3.2.3, tape or adhesive film may be applied to fasteners or any component surface. In all cases, it must be clear that the tape has no function other than securing the fixings, colouring or protecting the parts to which it is attached and the part numbers and holograms remain visible for the Championship Eligibility Scrutineer. Apart from securing fasteners or unless expressly authorised in these Technical Regulations, Technical bulletins or User Manuals, it is not permitted to apply tape to cover a junction or gap between components, holes or cavities.

3.2.5 Any component inside the bodywork can be covered with thermal insulation material and/or rubbing protection material and/or electromagnetic protection material providing this insulation and/or rubbing protection material and/or electromagnetic protection material has no other function than protecting components against heat and/or chafing and/or electromagnetic perturbations. A single heat shield can be placed in between the turbo charger and the charge air/water pipes. The heat shield must be removable for scrutineering and be a maximum length of 450mm and maximum height of 350mm.

3.2.6 Providing their sole purpose is the protection of the retaining wheel cables, it is permitted to add covers to the leading edge or trailing edges of the front and rear wishbones.

3.2.7 The gap between the exhaust and the sidepod surface surrounding it must not exceed 25mm at any point when measured perpendicular from the exhaust surface.

**ARTICLE 4: WEIGHT****4.1 Minimum Weight:**

4.1.1 The minimum weight of the car, at any time during competition shall be as per the Sporting Regulations.

4.1.2 The minimum weight of car plus driver wearing his/her complete racing apparel, at any time during competition shall be as per the Sporting Regulations.

**4.2 Ballast:**

4.2.1 Ballast must be attached using the specific fixing points provided by Mygale and detailed in the User Manual. It must also be possible to fix seals if deemed necessary by the Championship Eligibility Scrutineer.



**ARTICLE 5: ENGINE****5.1 Permitted Engine:**

5.1.1 The only permitted engine (which for the purposes of these regulations includes all engine ancillaries) is the Ford 1600cc, 16 Valve EcoBoost engine with nominal bore 79.0mm and stroke 81.4mm, homologated by the FIA and equalized and under engine management contract with Neil Brown Engineering Ltd, using the standard Ford and Formula 4 specific components.

**5.2 Engine modifications:**

5.2.1 Any revision, repair or change to the engine can only be carried out by Neil Brown Engineering Ltd.

5.2.2 Once supplied, the engine and ancillaries supplied with it may not be modified in any way. No rework may be carried out on any component unless specifically authorised by the regulations. The engine and associated parts must remain exactly as produced and supplied by Ford Motor Company and or Neil Brown Engineering Ltd unless expressly detailed in these regulations or with the written permission of the Championship Eligibility Scrutineer after consultation with the engine supplier.

**5.3 Engine Sealing:**

5.3.1 The engine must remain sealed as originally applied by the Championship Administrator. Other seals may be affixed by the Championship Eligibility Scrutineer.

5.3.2 Any engine repair, revision or preparation must be carried out only by the Championship Engine Supplier which will provide, together with the Championship Administrator for the engine to be re-sealed. The engine will be delivered with the original seals in place and these must remain intact from delivery until the engine is returned to Neil Brown Engineering Ltd for any revision or repair.

**5.4 Engine Compliance:**

5.4.1 In the event of an engine being required by the stewards in order to determine compliance with the regulations during the course of an Event, the relevant competitor must surrender the engine to the Championship Administrator as soon as such notification is given. Under these circumstances, Ford F4 British Championship may choose to deliver another engine to the competitor concerned until the original is returned. The use of this spare engine will be at no cost to the competitor provided it is returned with its official seals intact and its usage is bound by the same terms as the original lease agreement.

5.4.2 Any failure and/or disconnection, or malfunction of any car component which occurs prior or during testing, a practice session, qualification session or race which affects the engine performance will result in making the car not comply to the present Technical Regulations for the entire duration of the corresponding testing, practice session, qualifying session or race. This article will apply whatever the reason for the failure and/or disconnection, or malfunction is.

**5.5 Turbocharger System:**

5.5.1 Ford reserves the right to independently test and seal turbocharger assemblies. The turbocharger may be exchanged, at any time (including the time allocated for practice) upon the request of the Championship Eligibility Scrutineer.

**5.6 Clutch:**

5.6.1 Clutch cover: The mandatory Ford F4 British Championship clutch pressure plate must be used with spherical graphite cast iron cover.

5.6.2 The minimum weight of the clutch cover shall be 3750g (excluding clutch cover bolts and dowels).

5.6.3 Clutch plate: The mandatory Ford F4 British Championship clutch 4 cerametallic paddle type disc must be used.

#### **ARTICLE 6: FUEL TANKS PIPING & SYSTEM**

As per user and parts manuals

#### **ARTICLE 7: OIL SYSTEM**

As per user and parts manuals

#### **ARTICLE 8: ELECTRICAL SYSTEMS**

##### **8.1 Modifications;**

8.1.1 Modifications to the original electrical system are forbidden.

##### **8.2 Battery:**

8.2.1 Only a single **nominal 12v** battery **must** be used and will be of a dry cell construction. 'Wet' batteries and 'gel' batteries are prohibited.

8.2.2 The battery must be capable of demonstrating at least 3 engine starts without external recharge, or assistance, at any time during practice, the race, or in Parc-Ferme.

8.2.3 A supplementary external source of energy temporarily connected to the car may be used to start the engine whilst in the pit area or on the grid prior to the formation lap, but cannot be used whilst checking. See 8.2.2.

##### **8.3 Alternator:**

8.3.1 The alternator must be driven at all times whilst the engine is running. The alternator must be connected to the vehicle electrical system and battery. The installation shall ensure that this output is available at all times whilst the engine is running.

##### **8.4 Engine Control Unit (ECU):**

8.4.1 It is prohibited to modify the software contained in the ECU.

8.4.2 Unless officially requested by the Championship Eligibility Scrutineer the ECU must be set-up to record the standard logging parameters as supplied in the ECU.

8.4.3 The ECU diagnostic connector must be positioned in an accessible position on the outside of the vehicle **and mounted solidly without obstruction** allowing Championship Eligibility Scrutineer free access to it at all times. The free access must allow for the condition of the driver seated in the car and fully prepared to take part in the competition.

8.4.4 The ECU may be exchanged, or electronically interrogated **and downloaded** at any time (including the time allocated for practice) upon the request of the Championship Eligibility Scrutineer. **Penalties will be applied should this not be possible for any reason.**

## 8.5 Wiring harness:

8.5.1 No rework or modification to the loom is permitted, with the exception of replacing damaged connectors (like for like and with the permission of the Championship Eligibility Scrutineer, who may request to be present).

## 8.6 Ignition system:

8.6.1 The standard production spark plug must be used and place the electrode tip in the standard position in the combustion chamber.

8.6.2 The standard production coil-on-plug units must be used and **must** not be repositioned. It is prohibited to use any other method or component to trigger, distribute or time the ignition or injection.

## 8.7 Sensors:

8.7.1 All standard production engine sensors which have any influence whatsoever on the operation of the engine must be retained in the standard position and in working order. It is not permitted to reposition positional sensors. It is not permitted to change the strength or form of any of the sensor signals to, or the outputs from, the ECU. For the avoidance of doubt this means any / all additional sensors are prohibited as are any modifications to the standard production ones for this engine. The following standard sensors must be fitted, and connected to the ECU to ensure a signal is available at all times:

- Crankshaft Position Sensor (CPS)
- Inlet Camshaft Position Sensor
- Exhaust Camshaft Position Sensor
- Throttle Position Sensor (TPS) – part of the electronic throttle body (ETB)
- Knock Sensor (2 off)
- Engine Coolant Temperature (ECT) Sensor
- Air Charge Temperature Sensor (ACT)
- Manifold Pressure Sensor (MAP) Sensor
- Universal Exhaust Gas Oxygen (UEGO) Sensor
- Fuel pressure Sensor
- Oil pressure Sensor
- Fuel Rail Pressure Sensor
- Engine Oil temperature Sensor

8.7.2 The vehicle speed sensors must be fitted on the front wheels and connected to the ECU via the chassis wiring harness. The signal from both sensors must be 12 pulses per revolution.

8.7.3 The mandatory GPS/G-box box must be fitted level on the longitudinal centreline of the car (beneath the damper hatch) with the connector facing rearwards and connected to the ECU via the chassis wiring harness.

8.7.4 The mandatory gear position sensor must be fitted on the tail housing of the gearbox and be connected to the ECU via the chassis wiring harness.

8.7.5 The gear shift switches in the steering wheel paddles must be fitted and connected to the ECU via the chassis wiring harness.

8.7.6 The mandatory lap marker/timing beacon receiver must be fitted and connected to the ECU via the engine wiring harness. The receiver unit must be positioned such that it can receive the signal from the transmitter at all times and can be moved to either side of the car depending on the beacon placement at each circuit.

**8.7.7 Engine Electronic Identifier:**

The engine identifier must be securely and permanently fixed to the cam cover and connected to the ECU via the engine wiring harness. The fixing bolt shall be drilled with provision for a seal

**8.8 Electronic dashboards and data logging equipment:**

8.8.1 The specific dashboard/steering wheel must be fitted and connected to the ECU via the chassis wiring harness.

**8.9 Data Logger:**

8.9.1 The Championship Administrators reserve the right to require a competitor to carry a Championship supplied data logger on the car at any time during the event.

**8.10 Pit-Lane Seed limiter:**

8.10.1 The pit-lane speed limiter (ECU controlled) engaged by a steering wheel mounted button must be operable in all gears and must be used whenever the car is in a speed controlled area.

**ARTICLE 9: TRANSMISSION TO THE WHEELS**

**9.1 Gearbox:**

9.1.1 Gearbox ratios will be restricted and must comply from the range specified in the Sporting Regulations and User Manual.

9.1.2 All casings and gearbox components including shifter mechanisms must be of original manufacturer supply.

9.1.3 All cars must have a reverse gear operable any time during Event or test session by the driver when the engine is running.

**9.2 Traction control:**

9.2.1 The use or fitment of any type of traction control device or mechanism is forbidden.

**ARTICLE 10: SUSPENSION AND STEERING**

**10.1 Suspension:**

10.1.1 Suspension and geometry settings may be changed provided the adjustment provided by the standard components is maintained and/or the margins specified by the User Manual are respected.

10.1.2 Mounting points and mounting brackets **must** not be modified or moved from the original locations provided.

10.1.3 Only springs specified **in the user manual** and supplied by Mygale **must** be used. Once supplied no modification of any sort is permitted.

10.1.4 Adjustment of dampers is not permissible.

10.1.5 No modification of any sort to any damper sub-component is permitted.

10.1.6 No packers, washers and bump rubbers may be fitted to damper shafts. Belleville washers or coil springs are not permitted on the damper shaft.

10.1.7 Anti-roll bars may be changed, but only from the range specified in the User Manual

## ARTICLE 11: BRAKES

### 11.1 Brake Components:

11.1.1 All brake components including brake discs, callipers, pads, lines, hoses must remain original as supplied by Mygale or be the official options available within the user and parts manuals

11.1.2 Brake cooling or brake cooling ducts are not permitted.

## ARTICLE 12: WHEELS & TYRES

### 12.1 Wheels:

12.1.1 The mandatory front and rear wheels must be used.

12.1.2 The fixing will be via a single centre lock taper nut system.

12.1.3 A safety spring must be in place on the wheel nut throughout the event and must be replaced after each wheel change. These springs must be painted dayglow red or orange.

### 12.2 Tyres:

12.2.1 The number and type of tyres permitted are those listed in the Sporting regulations.

12.2.2 No pressure limiting device of any kind is allowed in the wheel/tyre assembly.

12.2.3 It is not permitted to chemically change the composition of the tyre material from the 'as sold' condition.

## ARTICLE 13: COCKPIT

### 13.1 Safety Belts:

13.1.1 Be fitted with a safety harness to be worn at all times by the driver during training practice and competition. All harnesses must be currently FIA homologated.

13.1.2 The safety belt fixing system to the monocoque **must** not be changed or modified.

## **13.2 Headrests and head protection:**

13.2.1 All cars must fit the mandatory head restraint system.

13.2.2 The use of a Frontal Head Restraint (FHR) device is mandatory. Any FHR device used must comply with the FIA code.

13.1.3 It is not permitted to mix parts of seat belts. Only complete sets as supplied by manufacturers are to be used.

## **13.3 Seat fixing and removal:**

13.3.1. In order that an injured driver may be removed from the car in their seat following an accident, all cars must be fitted with the supplied removable seat.

13.3.2 The seat must be removable without the need to cut or remove any of the seat belts.

13.3.3 The seat shell positioning system **must** only be modified in accordance with the Mygale user manual.

13.3.4 Padding and minor modifications of the seat shell are allowed for driver's comfort providing all the functionality of the seat and its safety equipment is preserved.

13.3.5 An extraction test may be requested at any time by the Championship Administrators.

13.3.6 When seated normally with their seat belts fastened, the driver's helmet must be at least 70mm below a line drawn between the highest points of the front and rear roll structures.

13.3.7 The driver, seated normally with his seat belts fastened and with the steering wheel removed must be able to raise both legs together so that his knees are past the plane of the steering wheel in the rearward direction. This action must not be prevented by any part of the car.

## **ARTICLE 14: SAFETY EQUIPMENT**

### **General safety recommendation:**

Cars must comply with all articles relating to Appendix J Article 274 and any requirements from within the country where the event is being held.

Owing to the widely varying nature of competitions and vehicles taking part in them, the Ford Motor Company Limited takes the view that it would not be in the best interests of the competitors to cover all aspects of safety precautions with mandatory regulations. Inevitably such regulations could not necessarily provide for the most appropriate safety precautions in all foreseeable circumstances. Ford Motor Company Limited therefore draws attention to the following points so that the competitors can consider them and take precautions as seem appropriate to their own particular requirements.



All personal safety equipment: overalls, underwear, helmet, boots etc. must comply with at least the minimum requirements of Appendix J of FIA Article 274 for the event being contested.

**14.1 Fire Extinguishers:**

14.1.1 All cars must be fitted with a fire extinguishing system which must discharge into the cockpit and into the engine compartment.

The driver must be able to trigger the extinguishing system manually when seated normally with his safety belts fastened and the steering wheel in place.

Furthermore, a means of triggering from the outside must be located in close proximity to a circuit breaker switch. It must be marked with a letter "E" in red inside a white circle of at least 100mm diameter with a red edge.

14.1.2 The system must work in any position, even when the car is inverted.

14.1.3 Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the driver's face.

**14.2 Rear View Mirrors:**

14.2.1 All cars must have at least two mirrors mounted so that the driver has visibility to the rear and both sides of the car.

**14.3 Accident Data Recorder:**

14.3.1 All participating vehicles are mandated to install the Accident Data Recorder (ADR) system kit as per listed in the parts catalogue. The kit consists of the ADR unit, mounting bracket and wiring loom.

**ARTICLE 15: SAFETY STRUCTURES****15.1 Major Repairs:**

15.1.1 Any repairs to the survival cell, driver safety systems, roll structure, nosebox, side intrusion panels or rear impact structure must be carried out in accordance with the manufacturer's specifications and in a repair facility approved by the manufacturer. Competitors will be obliged to show the original certificate of any repair; these must be registered in the car's passport during initial scrutineering at the event or test following the repair.

**15.2 Minor Repairs:**

15.2.1 Very minor repairs to non-structural Type 1 or 2 components such as side pods or main bodywork may be made by the competitor provided the damage does not affect an area greater than 10% of the total surface of the part or 150mm at its maximum dimension whichever is least. The original shape and dimensions must be maintained. In all other cases damaged components must be replaced by new ones or submitted to the original supplier for repair.

**ARTICLE 16: FUEL****16.1 Fuel:**

16.1.1 During the event use fuel as designated by the sporting regulations.

16.1.2 It is not permitted to inject or use any fuel or additive other than that specified in the sporting regulations.

16.1.3 For unofficial testing pump fuel with minimum 95RON and complying to; (see definition Nomenclature and Definitions in the Motorsport UK Competitors' and Officials' Year Book) may be used.

16.1.4 It is the entrant's responsibility to ensure that the entire fuel system has been purged of test fuel prior to the start of an official event.

## 16.2 Fuel testing:

16.2.1 Random fuel test samples by the Championship Eligibility Scrutineer are permissible.

16.2.2 For events that specify a single source fuel, an industry recognised fuel comparison testing machine is authorised. In this case, and on condition that the test is conducted by a qualified technician to the manufacturer's instructions, then this test procedure will become the definitive test of compliance for that event.

## ARTICLE 17: MISCELLANEOUS

### 17.1 Material Treatment:

17.1.1 The action of adding / applying a surface treatment (i.e. shot peening, anodization, any kind of plasma coating, superfinishing ...) other than painting or adhesive film to a genuine component is considered as a modification of the component itself.

### 17.2 Verification:

17.2.1 Championship Eligibility Scrutineer is empowered to undertake any form of verification procedure necessary and may order the removal of parts from the car, incurred costs to be borne by the competitor.

17.2.2 The right is reserved for a competitor's vehicle to be sealed for later inspection and to be removed to a Championship- nominated location for examination. The competitor, or their agent, will be invited to witness this inspection and will be required to provide all the labour required to perform the vehicle or component strip. The Championship Administrator's job is to observe and report; it is the entrant's responsibility to present any component requested by the Championship Eligibility Scrutineer for inspection.

17.2.2 Scrutineering may consist of comparing the part to be checked against an identical new genuine Ford F4 British Championship Component.

### 17.3 Cooling Devices:

During Free Practice, Official Qualifying and the Races it is permitted to cool the radiators and brakes of a car, when it is stationary, using a integral battery powered hand carried (by one person) portable fan(s) with ducting. These may be used in the podium Parc Ferme upon request of the Championship Eligibility Scrutineer. It is permitted to temporarily mount these on the car. It is not permitted to artificially cool the ambient air passing through this device by any means; in other words the fan is purely a device to direct ambient air onto the radiators. Neither is it permitted to use dry ice or any other substance to aid the cooling.





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