

W SERIES

2021 W Series Sporting & Technical Regulations



ASN: Motorsport UK
Visa No. RCINT2021/003



SPORTING REGULATIONS

1. Introduction

The W Series is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on Circuits (if applicable), the General Prescriptions applicable to International Series and the National Sporting Regulations of the Motorsport UK. It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J for eligible cars (Article 275).

2. Organisation

2.1 **Promoter:** W Series Limited
46-48 Grosvenor Gardens, London SW1W 0EB

++ 44 (0) 20 3457 2880
++ 44 (0) 77 8633 0788
c.bondmuir@wseries.com

www.wseries.com

Organiser: British Racing and Sports Car Club (BRSCC)
Suite 1, 60 Churchill Square Business Centre, Kings Hill, Kent ME19 4YU
++ 44 (0) 1732 780100
++ 44 (0) 7770 396679
enquiries@brsc.co.uk
www.brsc.co.uk

2.2 **ASN:** *Motorsport UK*
Motorsport UK, 141 The Command Work, Bicester Heritage OX27 8FY

+44 (0)1753 765000
+44 (0)1753 682938
race@motorsportuk.org
www.motorsportuk.org

2.3 Organising Committee

Dave Ryan (W Series Racing Director) W Series Limited (Committee Chairman)
Per assigned Event - Andy Holley, Peter Daly, Janette Tan (Reserve) - (Race Directors)
David Lowe (W Series Racing Co-ordinator) W Series Limited
Stephen Rose (W Series Technical Delegate)

2.4 Championship Stewards

Francois Dumont - per assigned event
Dennis Carter - per assigned event

2.5 Series Delegates

Stephen Rose – Technical Delegate

2.6 Other Officials

Racing Co-ordinator - David Lowe
Race Directors – Andy Holley, Peter Daly, Janette Tan (Reserve)

3. Regulations

3.1 The regulations are published in English only. No other language versions are available. Pre-event information and bulletins that modify and/or supplement the Sporting Regulations and/or the Technical Regulations may be issued by the W Series Organising Committee and any such pre-event information and bulletins shall be binding on all Competitors.

The Supplementary Regulations of the individual events issued in the form set out in Appendix 1 in relation to the series will be part of the rules.

All competitors, drivers and personnel participating in the series shall undertake to observe all the provisions as supplemented or amended of the rules, the general prescriptions on circuit, the technical regulations, bulletins & clarifications issued during the season.

3.2 All such pre-event information and bulletins shall be countersigned (i) for the technical bulletins by the Technical Delegate and the Chairman of the Stewards; (ii) for the sporting bulletins by the Race Director and the Chairman of the Stewards.

3.3 The following Officials will be nominated for each Event by the Organising Committee:

- a Steward to act as the Chairman of the Panel of the Stewards.
- a Race Director who shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with express agreement of the Race Director:
 - the control of Practice, Qualifying and the Race, adherence to the timetable and, if the Race Director deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Rules.
 - the stopping of any car in accordance with the Rules.
 - the stopping of Practice, Qualifying or suspension of the Race in accordance with the Sporting Regulations if the Race Director deems it unsafe to continue.
 - the starting procedure.
 - the use of the safety car.

A Technical Delegate who will be responsible for scrutineering and will have full authority over the national scrutineers.

4. Registration

4.1 Registration is by invitation from W Series Limited. All invited drivers must register by returning the Registration Form fully completed to the Co-ordinator 14 days prior to the first round being entered.

4.2 Registration numbers will be the permanent Competition numbers for the W Series.

4.3 Registration will be accepted until the closing date for entries to the last round.

4.4 Invitations to register are issued entirely at the discretion of W Series Limited.

5. Entries

5.1 Competitors are responsible for sending in correct and complete entries prior to the entry closing date, which shall be 14 days before every round.

5.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the W Series Limited receives the missing or corrected information.

5.3 Any withdrawal of Entry or Driver changes made after the acceptance of any entry must be notified to the Meeting Organiser in writing.

6. Competitor and Drivers Eligibility

6.1 For the purposes of these Regulations "Competitor" is as described in Article 20 of the International Sporting Code of the FIA: Therefore, for the avoidance of doubt, a Driver and Entrant of a driver should be the competitor for the purposes of the material parts of these regulations, as may be required.

6.2 Competitors must be Racing Members of the BRSCC, registered for the Series with W Series Limited and must hold a valid FIA Race International C Racing Licence as a minimum, and where applicable, valid licences and/or authorisations issued by their ASN in accordance with Art 2.2 of the ISC.

6.3 Should the winner of The W Series championship compete in the following years W Series championship the driver will be ineligible for any FIA Super Licence points in that following year. Furthermore, any FIA Super Licence points allocated to her finishing position in that year will remain unallocated.

6.4 All necessary documentation must be presented for checking at all rounds when signing-on.

7. Insurance

7.1 The Organisers of each event will hold insurance that complies with the national laws of the host ASN. Details will be available in each Event's Supplementary Regulations.

8. Events & Eligible Cars

8.1 The 2021 W Series will be contested over 8 rounds as set out below. Should any W Series round or race be cancelled by the organisers for whatever reason the W Series championship will remain valid providing a minimum of 6 races have been completed.

W Series retains the right to organise up to 3 non-championship rounds at selected venues.

Rounds	Date	Country	Venue
1	25-27 June	AUT	Spielberg
2	2-4 July	AUT	Spielberg
3	16-18 July	GBR	Silverstone
4	30, 31 July & 1 Aug	HUN	Hungaroring
5	27-29 August	BEL	Spa-Francorchamps
6	3-5 September	NLD	Zandvoort
7	22-24 October	USA	Austin
8	29-31 October	MEX	Mexico City

8.2 The W Series is solely for the Tatuus F3 T-318 which should comply at all times with FIA's Appendix J (Article 275).

8.3 The maximum number of cars admitted for Practice and Qualifying will be in accordance with individual circuit track licence.

8.4 The maximum number of cars admitted for the Race will be in accordance with individual circuit track licence.

A car set up sheet will be issued before the first free practice session at each round. This will be authorised by the Technical Delegate and will detail mandatory vehicle settings and the permitted range of adjustments for the specified event. All competing cars must be compliant with the set-up sheet during all track activity.

8.5 The Race Distance of all races, from the start signal to the end of race signal shall be 30 minutes plus 1 lap.

8.6 The leader will be shown the chequered flag when they cross the control line at the end of the lap during which the time plus one lap is exceeded. The line is a single line which crosses both the track and the pit lane. Any cars that enter the pit lane during the last lap will be deemed to have stopped. The chequered flag will then be presented to the next placed car running on track.

8.7 The display of the series livery, branding and official sponsors will be mandatory on all cars.

9. Classification

9.1 Points will be awarded to competitors listed as classified finishers in the Final Results of each race.

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

9.2 The title of 2021 W Series Champion will be awarded to the competitor with the highest number of Series Points from all qualifying rounds run.

- 9.3 If two or more drivers finish the season with the same number of points, the higher place in the Series shall be awarded to the driver with the most race wins. If the number of races wins is the same, it will then go on the number of second places finishes, then third place finishes and so on until a winner emerges. If at this stage, there remains a tie the driver with the best result in the final round will be declared the winner.
- 9.4 If a race is suspended and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension. Half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance.
- 9.5 No points will be awarded if all laps have been completed under Safety Car.

10. Testing

- 10.1 For a period beginning 4 weeks before the first race of the Series continuing through to the last race of the Series no driving of any kind will be permitted by any driver in any type of car on any track (or part of any track) that is scheduled to host a round of the Series until after that round of the Series has taken place. The only exception to this is a promotion or demonstration initiated and approved by the W Series Organising Committee for the purposes of promoting the said event.

Should a competitor have been given permission by W Series to race in another Championship which has a race at the same venues as W Series and which falls within this restricted period then that competitor may participate in the race at that venue providing, they are competing in the full Championship and not on a one-off basis which would be seen as an attempt to circumvent these regulations.

- 10.2 All registered drivers and teams are permitted to attend all Official Tests.

11. Administrative Checks

- 11.1 The location and time for administrative checks will be published in the Pre-Event Information.
- 11.2 Failure to comply with the timetable for administrative checks will be reported to the Stewards for application of sanctions.
- 11.3 Competitors must produce a valid licence plus any relevant medical certificates or authorisations issued by their ASN.
- 11.4 No competitor or driver shall take part in the event without having met all the requirements of the signing-on process.

12. Scrutineering

- 12.1 The location and time for scrutineering checks will be published in the Pre-Event Information.
- 12.2 Failure to comply with the timetable for scrutineering checks will be reported to the Stewards for application of sanctions.
- The scrutineers may request any samples or parts that they deem necessary. No car may take part in the practice or qualifying or the Race until it has been passed by the scrutineers. A car may be refused on safety grounds.
- 12.3 The Scrutineers may check the eligibility of a car or of a competitor at any time during an Event and may require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- 12.4 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 12.5 The only tyres that may be used are those permitted by the technical regulations.
- 12.6 The Race Director and/or Stewards and/or the Technical Delegate may require that any car involved in an accident to be stopped and checked.

13. Fuel

- 13.1 The fuel must comply with ISC Appendix J Article 252.9.1.
- 13.2 Only fuel supplied by the nominated supplier can be used.
- 13.3 The Technical Delegate may require fuel samples from cars for analysis.
- 13.4 Each car will begin every practice, qualifying and race with the same volume of fuel as determined by the W Series Organising Committee.
- 13.5 Refuelling may only be carried out in accordance with the Circuit Management Regulations and Supplementary Regulations issued for each event. No refuelling is allowed during practice sessions, a race or qualifying.

14. General Safety and Driving Instructions

- 14.1 Throughout the Event, Drivers must always observe the provisions of the Code of Driving Conduct on Circuits as published as Chapter IV of Appendix L of the Code.
- 14.2 Drivers must make every reasonable effort to always use only the track and may not deliberately leave the track without justifiable reason. A driver will be judged to have left the track if no part of the car remains in contact with it (for the avoidance of doubt, the white lines defining the track edges are part of the track, but the kerbs are not). Should a car leave the track for any reason, the Driver may re-join. However, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the Race Director, a Driver may be given the instruction to give back the advantage she gained by leaving the track.
- 14.3 If during Qualifying or the Race a Driver improves her lap time or overtakes another Driver due to non respecting the track limits, the Stewards may impose a penalty upon request of the Race Director.
- 14.4 Drivers taking part in Practice, Qualifying or and the Race must always wear Drivers' full equipment as published as Chapter III of Appendix L of the Code.
- 14.5 The Stewards, the Race Director or the Medical Delegate can require a Driver to undergo a medical examination at any time during the Event.
- 14.6 Drivers involved in an incident may not leave the circuit without the Stewards' consent.
- 14.7 If a Driver has serious mechanical difficulties during Practice, Qualifying or the Race, she must leave the track as soon as it is safe to do so.
- 14.8 If a car stops on the track during Practice, Qualifying or the Race, it must be removed as quickly as possible.
- 14.9 When a Driver uses an escape lane, she must respect the marshals' instructions and slow down sufficiently before re-joining the track.
- 14.10 Under no circumstance may a Driver stop her car on the track without justifiable reason.
- 14.11 Manœuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are prohibited.
- 14.12 Any Driver moving back towards the racing line, having earlier defended her position off-line, should leave at least one car width between her own car and the edge of the track on the approach to the corner. Any Driver defending her position on a straight, and before a breaking area, may use the full width of the track. During her first change of direction, provided no significant portion of the car attempting to pass is alongside her. Whilst defending in this way the Driver may not leave the track without justified reason. For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front, this will be deemed to be a significant portion.
- 14.13 A car alone on the track may use the full width of the track. However, as soon as it is caught by a car which is about to lap it the Driver must allow the faster Driver to overtake at the first possible opportunity.

- 14.14 When a car is on track, the Driver must drive the car alone and unaided.
- 14.15 Drivers are strictly prohibited to drive their car in the opposite direction to the race unless this is absolutely necessary to remove the car from a dangerous place. A car may only be pushed to be removed from a dangerous place with respect for the marshals' instructions.
- 14.16 Repairs or interventions may only be undertaken on a car in the Paddock, in the working lane of the Pit Lane, in the pit garages and on the starting grid.
- 14.17 Drivers must always observe the speed limit imposed in the Pit Lane during the whole Event.
- 14.18 The rear light of all cars must be always switched on when the Session is running in wet-weather or upon the Race Director's instruction.
- 14.19 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit lane, and the pit exit.
- 14.20 In the opinion of the Officials, any breach having had the consequence of entailing a major risk for the safety of people at any time during an Event may be sanctioned by the Stewards.

15. Briefing

- 15.1 Competitors and Drivers will be notified of the times and locations for all briefings in the Pre-Event Information for all events Attendance is mandatory.
- 15.2 Competitors and Drivers must attend all briefings. Competitors under the age of 18 must be accompanied by their Entrant.
- 15.3 Competitors and Drivers failing to attend or arriving late at a briefing will be reported to the Stewards for application of sanctions.

16. Practice & Qualifying

- 16.1 Wherever possible, each round will include 1 x Free Practice session of a maximum of 30 minutes and a qualifying session of a maximum of 30 minutes. The timetable will be published in the Pre-Event information.
- 16.2 Should any practice or qualifying session be disrupted the Race Director shall not be obliged to resume or re-run the session; the decision of the Race Director shall be final. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start. If qualifying cannot take place, the grid will be arranged in the order the drivers were classified in Free Practice.
- 16.3 Each competitor should complete a minimum of 1 timed lap in a qualifying session in order to qualify for the race. However, in exceptional circumstances which may include setting a suitable time in a previous practice session at the same event the Stewards may permit a competitor to start the race. Any driver accepted in this manner will be placed at the back of the grid after any other penalties have been applied and should there be more than one driver accepted in this manner, they will be arranged on the grid based on the order they were classified in the first instance on their qualifying classification and then their practice times.

17. Grid

- 17.1 The grid for the race will be formed in accordance with and up to the maximum number of starters permitted by the ASN Circuit Licence for the hosting venue.
- 17.2 Should two or more drivers have set identical times, priority will be given to the driver who set it at the earliest point in the official qualifying session.
- 17.3 Any driver whose best qualifying lap exceeds 110% of the pole position time may not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous practice session, the Stewards may permit the car to start the race. Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied. Should there be more than one driver accepted in this manner they will be arranged on the grid in the order in which they were classified in the Qualifying session.

- 17.4 Any competitor who withdraws from a race must inform the Race Director/Series Co-ordinator at the earliest opportunity and, in any event, no later than 45 minutes before the start of the race. If one or more cars are withdrawn, the starting grid will be closed-up accordingly and the final starting grid confirmed 30 minutes before the start of the formation lap.
- 17.5 The grid will be formed in a 1 x 1 staggered formation unless the ASN Circuit Track Licence specifies an alternative format.
- 17.6 The grid will be published after the end of qualifying and will be posted on the official notice board.
- 18. Starting Procedure**
- 18.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet which will be published no less than 60 minutes before the start of the formation lap.
- 18.2 15 minutes before the time of the start of the race, the cars will leave the support paddock to stop on the grid in starting order with their engine switched off. Any cars unable to leave the support paddock under its own power will not be permitted to start the race from the grid.
- 18.3 Cars coming into pit lane at this time will not be allowed to go out on track again. The car(s) will take the start from the pit lane only after the start has been given and the complete field have passed the Line or Pit Exit whichever is later.
- 18.4 The pit lane is divided into two lanes. The lane closest to the pit wall is designated as the “fast lane” and the lane closest to the garages is designated the “working lane” and this is the only area where works can be carried out on a car.
- 18.5 Any cars driven unnecessarily slowly, erratically or in a manner deemed dangerous to other drivers in the pit lane or on the track at any time will be referred to the Stewards.
- 18.6 The approach to the start of the formation lap will be announced by signals shown at 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds.
- 18.7 When the 5 minutes signal is shown, cars on the grid must have their wheels fitted. Non-essential team personnel and equipment trolleys must leave the grid.
- 18.8 When the 3 minutes signal is shown, remaining essential team personnel for each competitor should start to leave the grid.
- 18.9 When the 1-minute signal is shown, engine should be started and the last remaining essential team personnel must leave the grid by the time the 30 seconds signal is given, taking all equipment with them.
- 18.10 If any team personnel or team equipment remains on the grid after the 30 seconds signal, a penalty will be imposed on the driver(s).
- 18.11 When the green flag/lights are shown, the cars will begin the Formation Lap with the pole position driver leading the field. All drivers must proceed on the Formation Lap at a greatly reduced speed. Practice starts are forbidden during the formation lap and the formation must be kept as tight as possible.
- 18.12 Any car removed from the grid after the 1-minute stage or driven into the pits at the start of the Formation Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 18.13 Any driver unable to start the Formation Lap or start is required to indicate their situation by raising an arm vertically. In addition, any drivers unable to maintain grid positions on the Formation Lap to the extent that all other cars are ahead of them may complete the Formation Lap however they MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 18.14 Marshals will be instructed to push any car(s) remaining on the grid into the pit lane once all cars able to leave the grid have done so. Driver(s) being pushed from the grid may not attempt to start the car and must follow the instruction of the marshals. Should more than one car be involved, their starting order from the pit lane will be determined by the order in which they arrived at pit exit under their own power.

- 18.15 Overtaking during the formation lap is only permitted if a driver is delayed and the cars behind cannot avoid passing it without unduly delaying the remainder of the field. Any drivers delayed in this way, and who is able to re-establish the original starting order before reaching the first safety car line must take the start at the back of the grid.
- 18.16 When the cars come back to the grid at the end of the formation lap, they must stop within their respective starting grid positions, keeping their engine running. There will be a standing start, the signal being given by means of lights or green flag.
- 18.17 Once all the cars have come to a halt, the five red lights will light up in sequence and the race will be started by the extinguishing of all the red lights.
- 18.18 During the start of the race, the pit wall must be kept free of all personnel except for officials and fire marshals.
- 18.19 If, after returning to the starting grid at the end of the formation a problem arises that could endanger the start, the driver must immediately raise their hand and indicate this to the marshal and the marshal responsible for that row must immediately wave a yellow flag.
- 18.20 In the event of a delayed start, the following procedures shall apply:
- The abort lights will be switched on and a board saying “Extra Formation Lap” will be displayed. Once the green lights are illuminated, all cars that are able to do so must complete a further Formation Lap whilst the car(s) that caused the start to be delayed is pushed into the pit lane.
 - The procedures at the end of the extra Formation Lap will be the same as that of the end of a Formation Lap.
 - For the avoidance of doubt, once the green light is illuminated, the race time would have started.
- 18.21 Any of the penalties under Article 24.4(a) will be imposed on any of the driver judged to have moved before the start signal is given, failure to stop within the grid box at the start of the race or stopping in the wrong grid box at the start of the race.
- 18.22 In the event that the starting lights fail the Starter will revert to using the National Flag.
- 18.23 In exceptional circumstances, a race may be started behind a Safety Car. In such circumstances, when the green lights are illuminated at the Start Line, the Safety Car will leave the grid with all cars following in grid order with no more than 10 car lengths apart. There will be no formation lap and the race will be deemed as started when the green lights at the start line are illuminated.
- 18.24 When the Race Director decides it is safe to call in the Safety Car, the orange light on the Safety Car will be extinguished and this will be the signal for the drivers that the Safety Car will be entering the pit lane at the end of that lap. At this point, the leader will dictate the pace and proceed to the Line. The Starter will wave a green flag with green lights displayed on the line.
- 18.25 No drivers may overtake another car on the track until they have passed the Line for the first time after the Safety Car has returned to the pits. The race will be deemed to have started when the leading car crosses the Line after the Safety Car has returned to the pits.
- 18.26 If after several formation laps behind the Safety Car, the track conditions are still considered unsuitable to start the race, the start procedure will be suspended. Procedures described in Article 21 and 22 must be followed.
- 19. Stopping or Suspending Free Practice or a Qualifying Session**
- 19.1 Should the need arise to stop any free practice or qualifying session RED LIGHTS will be switched on at the Line and RED FLAGS will be displayed at the Line and at all Marshals’ Signalling Points around the circuit.
- 19.2 This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, where they will proceed to their designated position in the working lane. When the signal is given, overtaking is forbidden, and the pit exit will be closed.

20. Restarting a Free Practice Session or Qualifying

- 20.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors.
- 20.2 Queuing is not permitted at the pit exit and at the designated time the pit exit lights will turn green at which point cars may enter the fast lane.
- 20.3 Should any free practice or qualifying session be disrupted the Race Director is not obliged to resume or re-run the session; the decision of the Race Director is final. Should any session be thus interrupted no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

21. Stopping or Suspending a Race

- 21.1 Should the need arise to stop any race RED LIGHTS will be switched on at the Line and RED FLAGS will be displayed at the Line and at all Marshals' Signalling Points around the circuit. If competitors or officials are placed in immediate physical danger by cars running on the track, and the Race Director deems circumstances are such that the track cannot be negotiated safely, even behind the Safety Car, the race will be suspended. Should it be necessary to suspend the race the Race Director will order RED FLAGS to be shown at all Marshal posts and the abort lights to be shown at the Start Lights.
- 21.2 This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace (50 km/h) and to return to the pit lane where they will form up in single file at the pit lane exit and in the order in which they were classified at the end of the penultimate lap before the RED LIGHTS were shown.
- 21.3 All cars will be deemed to be in Parc Ferme conditions with no work permitted. However, should the stoppage be due to changeable weather conditions competitors will be permitted to change to a different specification tyre and subject to the approval of the Series Eligibility Scrutineer any work deemed necessary for safety reasons may be carried out.

22. Resuming a Race

- 22.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors where possible. In all cases at least five minutes warning will be given.
- 22.2 The race will be restarted behind the Safety Car from the pit lane with signals shown at 5 minutes, three minutes, one minute and 15 seconds before the resumption.
- 22.3 When the one-minute signal is given engines should be started and all team personnel must move to a safe position in the working lane once the 15 second signal is given taking all their equipment with them.
- 22.4 Any driver needing assistance after the 15-second signal must raise their arms and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.
- 22.5 The race will be resumed behind the Safety Car when the green lights at the Pit Exit are illuminated and will enter the pits at the end of the lap unless:
- a) The race is being resumed in wet conditions and the Race Director deems more than one lap is necessary.
 - b) All cars are not yet in a line behind the Safety Car.
 - c) A further incident occurs necessitating another intervention.
- 22.6 Overtaking is only permitted if a car is delayed when leaving its position in the pit lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field. Any driver delayed in this way and who is unable to re-establish the original starting order before the driver reaches the first Safety Car Line must re-enter the pit lane and may only re-join the race once the whole field has passed the end of the pit lane.
- 22.7 Either of the penalties under Article 24.4a) or b) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another driver during the lap.
- 22.8 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

23. Safety Car

23.1 The Safety Car will be brought into operation and run-in accordance with Appendix H, Chapter 2, Article 2.10 of the ISC.

24. Judicial Procedures

24.1 As per the provisions of the International Sporting Code and these regulations, all Judicial action will be taken by the Stewards except for the provisions of 24.6 below.

24.2 The stewards may impose any one of the penalties listed in 24.4 on any driver involved in an Incident. An "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the Race Director (or directly noted by the stewards) which:

- a) Necessitated the suspension of a practice, Qualifying or the race under Article 19.
- b) Constituted a breach of these Sporting Regulations or the Code.
- c) Caused a false start by one or more cars.
- d) Caused a collision.
- e) Forced a driver off the track.
- f) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
- g) Illegitimately impeded one or several drivers.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

24.3 a) It shall be at the discretion of the stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an incident shall be penalised.

b) If an incident is under investigation, a message informing all teams which driver or drivers are involved will, where possible, be displayed on the timing monitors.

24.4 The stewards may impose any one of the following penalties to any driver and/or competitor involved in an incident or for any breach of the technical regulations.

a) A five second time penalty: five seconds will be added to the elapsed race time of the concerned driver provided the driver carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in the designated pit stop position for at least five seconds before re-joining the race.

b) A ten second time penalty: ten seconds will be added to the elapsed race time of the concerned driver provided the driver carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in the designated pit stop position for at least ten seconds before re-joining the race.

In both of the above cases no work may be carried on the car during the penalty period of time.

c) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.

d) A ten-second stop-and-go time penalty. The driver must enter the pit lane, stop in their pit stop position for at least ten seconds and then re-join the race.

If either of the four penalties above are imposed during the last five laps, or after the end of a race, Article 24.5(b) below will not apply and 20 seconds will be added to the elapsed race time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 20 seconds in case of (c), and 30 seconds in the case of (d).

e) A time penalty.

f) A reprimand.

g) A drop of any number of grid positions at the driver's next race.

h) Starting from the pit lane.

If any of the eight penalties above are imposed they shall not be subject to appeal. Penalties I & j can be appealed but this is the responsibility of the driver and not the entrant to appeal.

i) Exclusion from the qualifying session, the race, or the event.

j) Suspension from the driver's next Event.

24.5 Should the stewards decide to impose either of the penalties under Article 24.4(a) or (b), the following procedure will be followed:

a) The stewards will give written notification of the penalty which has been imposed to the competitor concerned and, where possible, will ensure that this information is also displayed on the timing monitors.

b) With the exception of Articles 24.4(a) and (b) above, from the time the stewards' decision is notified on the timing monitors the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 24.4 (d), proceeding to the designated Pit Stop position where the driver shall remain for the period of the time penalty.

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

Whilst a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

c) When the time penalty period has elapsed, the driver may re-join the race.

d) Any breach or failure to comply with Articles 24.4(c) or (d) may result in the driver being disqualified.

24.6 The Race Director may impose a drive through or stop/go penalty for infringements such as Pit Lane Speeding, and on doing so must immediately advise the Stewards of any such penalty imposed. Neither the reason for the decision nor the penalty imposed is subject to Appeal.

The occurrence of any incident in the paddock and/or the track (provocative acts of any kind, verbal or other threats) and/or behaviour considered as unsporting or constitutes a prejudice to the greater interest of motorsport by competitors, drivers or their entourage will be sanctioned by the stewards, the stewards may also decide to submit the case to the Motorsport UK national court for further sanctions.

25. Race Finish

25.1 After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them
- III. return to the pit lane/paddock entrance as instructed
- IV. comply with any directions given by marshals or officials
- V. keep their helmets on, and harnesses done up while on the circuit or pit lane

25.2 All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

25.3 Should any race distance be reduced at the operational discretion of the Race Director and ratified by the Stewards it shall still count as a full point scoring race, except if less than 75% of the scheduled race distance or duration is completed, in which case half points only will be awarded, as long as more than two laps have been completed. (9.4)

Should the end of race signal be given before 30 mins + 1 lap, the race will be deemed to have finished when the leader crossed the Line before the signal was given.

Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

26. Parc Fermé

- 26.1 At the end of each qualifying session all cars must return immediately to a Parc Fermé area without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary). At the end of each race all cars must return immediately to a Parc Fermé area, except for the top 3 cars which will initially park in the podium area and then immediately return to Parc Fermé after the podium ceremony. Drivers must remain in Parc Fermé for a minimum of 10 minutes.
- 26.2 Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.
- 26.3 No work on the cars of any kind is permitted. No data may be downloaded. No team personnel are permitted to enter the Parc Fermé area unless authorised to do so by the Technical Delegate.
- 26.4 Parc Fermé rules come into effect at the end of each Session once the chequered flag is first shown at the finish line. The end of the Parc Fermé rules will be communicated on the timing monitors if possible, or by any other means.
- 26.5 Unless otherwise authorised by the Stewards, failure to immediately respect the Parc Fermé rules at the end of Qualifying will entail the cancellation of all the qualifying times. Any breach of this rule after the Race will entail disqualification of the car from the results of the Race.

27. Protests & Appeals

- 27.1 Protests shall be made in accordance with the provisions defined in Art. 13 of the Code and must be accompanied by the required fee in cash, the amount of which shall be set by the parent ASN of the Series.
- 27.2 Except where amended in these Regulations, Entrants shall have the right to appeal against a sentence or other decision pronounced by the Stewards by observing the form and the deadlines laid down in Art. 15 of the Code.
- 27.3 Neither the Stewards' decision for imposing a penalty nor the penalty itself is capable of being subject of any appeal for the following:
- in accordance with Art. 12.3.4 of the Code, drive through and stop-and-go penalties including those imposed during the last five laps or drive through penalties converted into time penalties applied after the Race.
 - penalties implying the cancellation of several qualifying laps being applied by the Stewards during or at the end of a Qualifying Session according to the Sporting and Technical Regulations.
 - penalties implying a drop of positions at the starting grid.
 - a time penalty added to the elapsed race time.

28. Awards

- 28.1 All awards are provided by W Series Limited.
- 28.2 Trophies will be awarded to 1st, 2nd & 3rd placed drivers in each round.
- 28.3 Trophies will be awarded to 1st, 2nd & 3rd placed drivers in the final standings at the end of the season.
- 28.4 In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards, the competitors concerned must return such awards to W Series Limited in good condition within 7 days.

29. Prize Giving Ceremony

- 29.1 Trophies will be provided for presentation at the end of each round. All registered drivers who finish in the top three Series positions of each round are required to attend the podium ceremony without delay as directed by the Race Officials. Fastened race suits or Series race clothing to be worn at all presentations, in addition to the Caps awarded for that round. All drivers will make themselves available for television and media interviews.
- 29.2 Failure to attend a ceremony by any driver who has won an award will be deemed an infringement of these regulations unless prior agreement has been given by the Series Co-ordinator.

30. Timing Modules

- 30.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 30.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

31. Onboard Cameras

- 31.1 All cars must carry the designated AIM Smarty Cam On-Board Judicial Camera during all sessions. Operating instructions for the On-Board Judicial Camera will be made available to all Entrants. No other in car video, still or motion picture cameras will be permitted without the written authority of the Technical Delegate.
- 31.2 Nothing may obstruct the camera and it is the responsibility of the no. 1 mechanic of the car that the camera system is always fully operational.
- 31.3 The onus is on the Entrant to ensure this On-Board Judicial Camera is fully functioning, switched on and recording for qualifying and all races. This must not be done more than five minutes prior to the car leaving the collecting area for qualifying and each race. They must be switched-off using the camera 'Off' button immediately after all cars have been released from Parc Fermé after qualifying and the race.
- 31.4 Should a car retire to the Pits or Paddock during qualifying or a race the On-Board Judicial Camera must remain switched on until the car is returned to its awning and all footage retained.
- 31.5 All cards may be collected in Parc Fermé and only returned once released by the Race Director and/or Series Stewards.
- 31.6 Only footage from the cameras requested by the Race Director will be viewed.
- 31.7 Teams are reminded that all footage obtained from the races remain the property of the W Series. For the avoidance of doubt, the competitor may not use any footage obtained for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, terrestrial, satellite), any other form of internet use, any advertising, sponsorship promotion or for any type of public performance – paying or otherwise, without prior permission from the Series Co-ordinator.
- 31.8 The Stewards may impose an appropriate penalty on the competitor should:
- (i) the camera is not switched on, be obstructed, or not have a connection.
 - (ii) the memory card be tampered with, swapped, or taken out.
 - (iii) the camera or memory card be deliberately damaged.
 - (iv) no camera data be made available on request for whatever reason.

This penalty may be up to and including a 10-place grid penalty at the following race or 20 Championship Points at the final race of the year.

32. Commercial Undertakings

- 32.1 The organisers reserve the right to obtain support sponsorship for the Series usually by means of product for competitors. To qualify this may require fixing support logos on either side of the car.
- 32.2 W Series Limited will supply decals for vehicles and overall badges which are mandatory to display.
- 32.3 Drivers may be required to participate in promotional activities at certain race meetings.

TECHNICAL REGULATIONS

33. Introduction

The following Technical Regulations are set out in standard format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

Once supplied, the car's components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the organisers after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified. Specifications detailed in the User Manual and Parts Catalogue will take precedence.

34. General Description

34.1 The W Series is solely for the Tatuus F3 T-318 which should comply at all times with the Regulation Documents defined in the car manufacturer user and parts manuals and with the safety prescriptions of the FIA's Appendix J for eligible cars (Article 275).

34.2 Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to examine the car at the circuit for such period as they may reasonably require and take fuel samples.

35. Safety Requirements

35.1 Article 275 of Appendix J of the FIA International Sporting Code and Chapter III of Appendix L of the same will apply.

35.2 Drivers Safety Kit

All drivers' safety kit must be compliant with the FIA standards as listed in Appendix A of these regulations.

35.3 Crash Helmets

Only Crash Helmets compliant with the following FIA standard may be used (also See Appendix A):

FIA Standard 8860-2018-ABP

FIA Standard 8860-2018

FIA Standard 8860-2010

35.4 Frontal Head Restraint

The use of a Frontal Head Restraint device is mandatory and must be compliant with one of the following FIA standards (also See Appendix A):

FIA Standard 8858-2002

FIA Standard 8858-2010

35.5 Flame Resistant Clothing

Drivers must wear flame resistant clothing in accordance with FIA Standard 8856-2000 or FIA Standard 8856-2018 and FIA Appendix L to the International Sporting Code. This includes flame resistant under-clothing (See Appendix A).

35.6 Seat Belts

Seat belts must be compliant with one of the FIA standards listed in Appendix A of these regulations.

35.7 Biometric or Physiological Monitoring Device

Any biometric or physiological monitoring device worn by a competitor must comply with all current safety regulations and be declared to the Eligibility Scrutineer, who in conjunction with the Chief Medical Officer will make the final decision about its use. Any data recorded must be shared in full with the Technical Delegate and Medical Directors upon request.

General Technical Requirements and Exceptions

36. Chassis

- 36.1 In accordance with FIA F3 2018 Homologated - Tatuus F3 T-318.
- 36.2 Spare cars are permitted. After initial scrutineering spare cars, engines, and gearboxes, may be used but only in the case of accident or mechanical damage and subject to the Technical Delegate's approval. Following any such change the car must be re-presented for scrutineering at an appropriate time before it is next used.
- 36.3 The decision whether a car has been repaired or changed will be taken by the Race Director, based upon a report by the Technical Delegate.
- 36.4 Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Event.
- 36.5 Accident Data Recorder: All participating vehicles are mandated to mount the Accident Data Recorder acquisition system specified in the FIA Technical Regulations.
- 36.6 The W Series shall be responsible for ensuring that the Accident Data Recorder is in operating order and that the system is activated throughout the meeting. The data obtained must be surrendered upon request by the Series Technical Delegate at any point in the Series or at any moment in a given meeting.
- 36.7 The Series has the right to record and retain any data gathered by the Series Officials from each car's on-board data recorders during each meeting and Official Test session and retains the right to use this data howsoever it chooses.
- 36.8 Competitors agree that the selected channels of data and video can be used by instructors appointed by the Series at the service of drivers' tutoring.

37. Bodywork

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

38. Drivetrain and Chassis

- 38.1 The only permitted engine (which for the purposes of these regulations includes all engine ancillaries) is the appointed W Series engine.
- 38.2 No engine may be used in the Series meetings or Official Tests if its origin is not recognised by W Series.
- 38.3 Prior to the first race of the season each driver will be allocated a chassis which, subject to Art. 36.2 above, will be retained for the duration of the season.

Following the first round, and for each subsequent round, the drivers who finish first, second and third will have the complete drivetrain (engine, gearbox, and associated electronics) swapped out for the corresponding components selected at random by the eligibility scrutineer from competitors finishing the same race between sixth and fourteenth positions, always ensuring that any driver never uses the same drivetrain twice in the same championship season.

39. Suspension

- 39.1 Suspension and geometry settings may be changed provided the adjustment provided by the standard components is maintained and/or within margins as specified by the W Series Organising Committee.
- 39.2 No modification of any sort to any damper sub-component is permitted.

40. Transmission

- 40.1 Gearbox ratios will be restricted and must comply from the range specified in the Sporting Regulations and User Manual.
- 40.2 All casings and gearbox components including shifter mechanisms must be of original manufacturer supply.
- 40.3 All cars must have a reverse gear operable any time during Event or test session by the driver when the engine is running.

41. Electrics

41.1 Modifications to the original electrical system are forbidden and must conform to the User and Parts Manuals.

42. Brakes

42.1 All brake components, including brake discs, callipers, pads, lines, hoses must remain consistent with the original specifications.

43. Wheels & Steering

43.1 The mandatory front and rear wheels must be used.

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

43.3 A safety spring must be in place on the wheel nut throughout the event and must be replaced after each wheel change.

43.4 These springs must be painted dayglow red or orange.

44. Tyres

44.1 Only the dry-weather tyres which have been supplied at that meeting by the appointed supplier, Hankook. The following measurements and product number may be used throughout the meeting, as directed by the Race Operations Engineer:

F200 – Slick Tyre - Front		230/560R13
Tyre size		F200
Permitted Rim		9.5" ~ 10.5"
Optimum Rim (Measuring)		8.5"
Tread Width (mm)		230
Section Width (mm)		282
Overall Diameter (mm)		551
Overall Circumference (mm)		1731
Revolutions/km		599.3
Recommended Inflation Pressure (bar)	Cold	1.1 ~ 1.2
	Hot	1.5 ~ 1.6
Recommended Camber		-2.5 ~ 3.5
Recommended Toe		20' OUT

F200 – Slick Tyre - Rear		280/580R13
Tyre size		F200
Permitted Rim		11.5" ~ 12.5"
Optimum Rim (Measuring)		12.0"
Tread Width (mm)		280
Section Width (mm)		335
Overall Diameter (mm)		572
Overall Circumference (mm)		1797
Revolutions/km		577.3
Recommended Inflation Pressure (bar)	Cold	1.1 ~ 1.2
	Hot	1.5 ~ 1.6
Recommended Camber		-2.0 ~ 2.5
Recommended Toe		10' IN

- 44.2 Only the wet-weather tyres which have been supplied at that meeting by the appointed supplier, TBC, of the following measurements and product number may be used throughout the meeting, as directed by the Race Operations Engineer:

Z217 Rain Tyre Tyre size	230/560R13 Z217	280/580R13 Z217
Permitted Rim	9.5" ~ 10.5"	11.5" ~ 12.5"
Optimum Rim (Measuring)	10.0"	12.0"
Tread Width (mm)	230	280
Section Width (mm)	282	335
Overall Diameter (mm)	556	576
Overall Circumference (mm)	1747	1810
Revolutions/km	593.9	573.3
Recommended Inflation Pressure (bar)	Cold	1.2 ~ 1.3
	Hot	1.5 ~ 1.6
Recommended Camber	-2.5 ~ 3.5	-2.0 ~ 2.5
Recommended Toe	20' OUT	10' IN

- 44.3 Subject to Art. 44.5 below each car will be allocated two sets of dry weather tyres and two sets of wet weather tyres for each event. However, the W Series Organising Committee reserve the right to increase this allocation for safety reasons should the need arise.
- 44.4 Each new tyre used must be to the specification as supplied by TBA.
- 44.5 Nominated tyres which are subsequently deemed and approved - by the Technical Delegate, or the nominated deputy - to be damaged or punctured can only be changed to a nominated spare after consultation with the Eligibility Scrutineer. Each competitor can use up to 6 replacement tyres in the season to cover accidental damage as detailed above. Two sets of tyres will be available in the Pit Lane during each race for use in the case of emergency pit stops.
- 44.6 The organisers reserve the right to amend these specifications.

45. Minimum Weight Limit

- 45.1 The minimum weight of the car at any time during competition shall be 590kg.
- 45.2 The minimum weight of the car plus driver at any time during competition shall be 672kg.
- 45.3 It is mandatory for all competitors to attend any pre-race driver weighing's, wearing their full race attire and carrying their helmet and Frontal Restraint System at the time/venue defined in the Pre-Event Information Bulletin.

46. Fuel Tank/Fuel

- 46.1 Fuel tank and location are as per user and parts manuals.
- 46.2 The Series fuel will be a specification fuel supplied by the nominated supplier. The use of this Series fuel is mandatory during all Official Testing, Qualifying and Races.
- 46.3 It is not permitted to inject or use any fuel or additive other than that specified in these Regulations.
- 46.4 Fuel samples may be taken at any time during or after Official Testing, qualifying or races to be analysed for conformity.
- 46.5 The organisers reserve the right to nominate an alternative fuel in the event of force majeure.
- 46.6 No refuelling, or removal of fuel, is permitted:
- During any practice or qualifying session.
 - The race or at any time prior to the completion of post-qualifying or post-race scrutineering.

47. Silencing

47.1 The noise generated by the car must not exceed 110dB(A).

Engine noise will be assessed in the following way:

- a) The measuring point will be at a distance of 50cm from and at an angle of 45° to the exhaust outlet.
- b) The height of the microphone will be between 40---60cm from the ground.
- c) The noise meter will be tuned to "slow".
- d) Measurements will be taken with the filter "A".
- e) The clutch pedal must be actuated in order to prevent the gearbox from rattling.
- f) The engine speed must be set at three-quarters of the maximum rpm.

48. Competition Numbers/Decals

48.1 Competition numbers as supplied by W Series must be displayed at all times.

48.2 Branding supplied by the organisers must be displayed in the areas as specified in the Race Car Series Livery Positions Document contained in the Commercial Undertakings. Failure to adhere to this regulation will be deemed to be a breach of these Series regulations and may result in loss of Series points.

Contacts

Race Organising Club and Contacts

Organising Club

British Racing & Sports Car Club (BRSCC)

Tel: ++44 1732 780100

Email: enquires@brsc.co.uk

Racing Co-ordinator:

David Lowe

W Series Limited

Tel: +44 20 3457 2880

Mob: +44 7786 330788 Email: d.lowe@wseries.com

Racing Director – W Series:

Dave Ryan

Mob: +44 7384 257939 Email: d.ryan@wseries.com

Race Directors:

Andy Holley,

Mob: + 44 7939 690001 Email: andy@brsc.co.uk

Peter Daly

Mob: +44 7730 700955 Email: peter@brsc.co.uk

Technical Delegate:

Stephen Rose

Mob: 0044 (0) 7905 666960 Email: stephenrose1000@aol.com

APPENDIX A – DRIVER'S SAFETY KIT – FIA STANDARDS

EQUIPMENT	FIA STANDARD	FIA REGULATIONS
Helmets	FIA Standard 8860-2018-ABP FIA Standard 8860-2018 FIA Standard 8860-2010	Article 1 "Helmets" Chapter III "Driver's Equipment" Appendix L - ISC
Drivers' Clothing	FIA Standard 8856-2000 FIA Standard 8856-2018	Article 2 "Flame-resistant clothing" Chapter III "Driver's Equipment" Appendix L - ISC
Frontal Head Restraint (FHR)	FIA Standard 8858-2002 FIA Standard 8858-2010	Article 3 "Frontal Head Restraint" Chapter III "Driver's Equipment" Appendix L - ISC
Safety Belts	FIA Standard 8853-98 FIA Standard 8853-2016	Article 4 "Safety Belts" Chapter III "Driver's Equipment" Appendix L - ISC