# 2026 Ligier Junior Formula Championship
# Sporting Regulations

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**FORWARD**

Racing America will organize the Ligier Junior Formula Championship or "JFC" (the Championship). The Championship will consist of two classes. JFC G1 will consist of the 1st generation JS F416 cars. JFC G2 will consist of the 2nd generation JS F422 cars tuned specifically for the JFC class.

The Championship for each class will comprise two titles of Champion, one for drivers and one for teams. Racing America will sanction all official races. All the participating parties (organizers, competitors, and circuits) undertake to apply as well as observe the rules governing the Championship.

## 1. REGULATIONS

1.1 The final text of these FR Americas Championship Sporting Regulations (the "Sporting Regulations") shall be in English, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form a part of these Sporting Regulations. These regulations will be updated periodically throughout the season to include any bulletins from the Series or official partners. Any updated wording will be indicated in red text until the next regulation update, where any red text will be converted to black text before adding any new language.

1.2 These Sporting Regulations come into force from the moment of their publication and replace all previous Sporting Regulations. Racing America reserves the right, in its reasonable discretion, to amend, or modify, these Sporting Regulations at any time via Supplemental Regulations, Technical Regulation Bulletins (TRB), Competitor Regulation Bulletins (CRB), Driver and Crew Chief meeting notes, Event mandatory meeting content and other materials as appropriate and designated by Racing America.

1.3 As these cars are out of homologation, teams should not refer to the FIA 1st generation F4 Technical Regulations to prepare their cars for the Ligier Junior Formula Championship. Teams should refer to the 2026 JFC Sporting Regulations and the manufacturer's manuals to prepare their cars for this Championship. Any information that was given within the FIA Technical Regulations that teams need to refer to will be listed within the JFC Regulations.

## 2. GENERAL UNDERTAKING

2.1 All drivers, Competitors and officials participating in the Ligier JFC (the "Championship") undertake, on behalf of themselves, their employees, agents, and suppliers, to observe all the provisions as supplemented or amended of the Technical Regulations and the present Sporting Regulations, together referred to as "the Regulations".

All drivers, Competitors and anyone participating in the Championship agree that they:

a) Have read and understand the Regulations
b) Agree to abide by these Regulations without reservation
c) Renounce the right to have legal recourse, except with the written consent of Racing America, to any arbitrator, or tribunal, not provided in these Regulations.

Determinations by Championship officials are non-litigable.

Drivers and Competitors will not initiate or maintain litigation of any kind against Racing America, or anyone acting on behalf of Racing America, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination. If a participant, entrant, Competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse Racing America for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation as plaintiffs will have all Racing America privileges suspended until litigation is complete.

2.2 The Championship and each of its Events are governed by Racing America in accordance with the present Regulations. Event means any event counting towards the Championship, commencing at the scheduled time for registration, scrutineering and sporting checks, and including all practice, qualifying and race sessions, and ending at the deadline for the lodging of a protest following the final race session of the Event.

2.3 The Championship shall only be known as and referred to as the Ligier JFC.

## 3. GENERAL CONDITIONS

3.1 It is the Competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Regulations. As used in these Sporting Regulations, the term "Competitor" includes team owners, team principals and team managers. Any references to the masculine gender in these Sporting Regulations shall be deemed to also include the feminine gender.

If a Competitor is unable to be present in person at the Event, he must nominate his representative in writing. Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.

3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

3.4 All people concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must be a Racing America member in good standing and always wear an appropriate pass.

3.5 During any Event, Competitors (and/or anybody associated with the entry of a car), are not permitted to produce or order to produce for publication any moving pictures of competition cars on the track except as provided by the standard in car video system. Any exception to this must be approved in writing by Racing America. Failure to comply with the above will be reported to the Stewards of the Meeting and may result in a fine or the disqualification of the relevant Competitor from the Event.

3.6 The Competitor and all those affiliated with the team and drivers agree to permit Racing America and its assigns (including, but not limited to, subsidiaries, series sponsors, and promoters/organizers of the Event), free of any charges, duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all drawings, soundtracks, photographs, trademarks, films/video pictures concerning Competitors, their drivers, teams or cars involved in the Event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Competitor and those affiliated with the team further acknowledge and agree that Racing America may freely assign or license its rights to a third party.

3.7 If a driver or team causes damage to a racetrack facility during an event, and the racetrack, or the promoter, bills Racing America for the repair of those damages, that bill will be forwarded to that Competitor/Entrant for that team for payment.

3.8 Racing America retains the right, at its discretion, to deny entry to any driver, car, or entrant whose participation is deemed not conducive to the best interests of the sport, may present a hazard to others on the track, or to the operation of the event.

## 4. LICENSES AND ELIGIBLE DRIVERS

4.1 All drivers must be at least 14 years old (the date of the birthday being binding) prior to the first day of the Event and hold a minimum of a competition license issued by Racing America. Holders of International Drivers' License Grades A and B are not allowed to participate in the Championship.

A driver must also be in possession of a current medical certificate of aptitude, either included on the competition license or on an attached document.

4.2 No driver may participate in the Championship without successfully completing a training/educational program given by Racing America.

4.3 No Championship winning driver, other than any winner of the best Rookie title, may compete in a further Championship.

4.4 Drivers are permitted to participate in other events sanctioned by Racing America, SCCA, or other ACCUS member clubs, subject to the limitations in Article 21. If a driver receives a penalty at one of these events, such penalty can be enforced

at a subsequent Event of the Championship at the discretion of the Race Director and/or the Stewards.

## 5. CHAMPIONSHIP EVENTS

5.1 Events are reserved for Ligier JS F416 cars and the Ligier JS F422 cars as defined in the current Regulations.

5.2 Each Event will have the status of a national competition.

5.3 The Event shall include all practice and qualifying sessions and races.

5.4 There will be two or three races of no more than 30 minutes duration at each Event. The race distance must be specified in the Supplementary Regulations of each Event.

5.5 The maximum number of Events in the Championship is 10, and the minimum is five.

5.6 The maximum number of races in the Championship during a season is 20, and the minimum is 10.

5.7 The final list of Events will be published by Racing America.

5.8 Each Event will be run on top-level circuits approved by Racing America.

5.9 At premier Events where the number of allowed entries is limited, Racing America will accept entries weighed on the following criteria:

a) Full-season participation in the Ligier JFC, based on number of events completed up to the premier Event in question
b) Participation in another Formula 4 Championship
c) Entry date for premier Event in question

## 6. LIGIER JUNIOR FORMULA CHAMPIONSHIP (Ligier JFC)

6.1 The Ligier JFC driver's titles will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have taken place. No Championship points or funds will be awarded until all fees, track damage assessments and penalties owed to Racing America are paid in full. Unpaid fees, penalties and any other debts to Racing America will result in the suspension of competition privileges. The Champion drivers must confirm his utilization of any scholarship awards by December 15th, or Racing America and the supporting partners can reassign awards at their discretion.

6.2 The Ligier JFC team titles will be awarded to the teams which have scored the highest number of points during the season. These points shall be the results from the top two highest placing cars for each team at each round of the Championship or as outlined in Article 6.4.

6.3 Points for both titles will be awarded at each race according to the following scale:

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

6.4 If a race is suspended under Article 39 (red flag) and cannot be resumed:

a) Half points will be awarded if the leader has completed less than 50% of the original race time.

b) Full points will be awarded if the leader has completed 50% **or more** of the original race time.

6.5 If a race has started, and the Safety Car has been deployed:
a) Half points will be awarded if 50% or more of the race time has been completed under the Safety Car.
b) Full points will be awarded if less than 50% of the race time has been completed under the Safety Car.

If, after the Safety Car has been deployed, the race is suspended under Article 39 (red flag) and cannot be resumed, Article 6.4 will apply.

6.6 Drivers finishing first, second and third in the Championship will be required to be present at the annual banquet unless permission is otherwise granted in writing from the Series President.

6.7 The Rookie of the Year awards will be determined by the highest finishing Rookie in the Championship point standings. To be eligible for Rookie status, a driver must participate in three or more events during his first year in the Championship.

## 7. DEAD HEAT

7.1 Prizes awarded for all the positions of Competitors who tie will be added together and shared equally.

7.2 If two or more drivers or teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:
a) The holder of the greater number of first place finishes.
b) If the number of first place finishes is the same, the holder of the greater number of second place finishes.
c) If the number of second place finishes is the same, the holder of the greater number of third place finishes, and so on until a winner emerges.
d) If the above-described procedure fails to produce a result, Racing America will nominate the winner according to such criteria as it deems fit.

## 8. PROMOTER

An application to promote an Event must be made to Racing America. It must be accompanied by written evidence that the promoter has planned to secure the participation of all Competitors.

## 9. ORGANIZATION OF EVENTS

9.1 The organizer must be a club or body acceptable to Racing America.

9.2 Each organizer shall provide the information set out in the Specific or Supplemental Regulations of the Event.

## 10. INSURANCE

10.1 The organizer of an Event must ensure that all Competitors, their personnel, and drivers are covered by Racing America approved Participant Accident insurance.

10.2 Thirty days before the Event the organizer must send Racing America details of the risks covered by the insurance which must comply with the national laws in force. This insurance certificate, written in English, shall be made available to the Competitors.

10.3 Third party insurance arranged by the organizer shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Event.

10.4 Drivers taking part in the Event are not third parties with respect to one another.

10.5 Competitor and third-party insurance will be provided by the promoter only during official Championship Events and Championship-approved test days.

## 11. OFFICIALS

11.1 The following officials must be approved by Racing America:
- a) A permanent Race Director
- b) A permanent Chairman of the Stewards
- c) A permanent Technical Delegate/Chief Scrutineer (the "Technical Delegate")

11.2 For each Event, the following officials must be approved by Racing America:
- a) A Steward of the Meeting. The Stewards of the Meeting will officiate as a body under the authority of the Chairman.
- b) A Clerk of the Course

11.3 For each Event, Racing America may nominate the following:
- a) A Secretary of the Meeting
- b) A Chief Medical Officer
- c) A Safety Delegate
- d) Media delegate
- e) Scrutineers
- f) Others

11.4 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:
- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with these Sporting Regulations.
- b) The stopping of any car in accordance with these Sporting Regulations.
- c) The interruption of practice.
- d) The starting procedure.
- e) The use of the safety car.
- f) The suspending and resuming of the race.
- g) The holding of any car in pit lane for a specified time at the beginning of a test, practice or qualifying session due to an incident caused by that car's driver in a prior session or event.

11.5 The Race Director, the Clerk of the Course, the Technical Delegate and the Stewards of the Meeting, or their designated representatives, must be present at the circuit at the start of scrutineering.

11.6 The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate and the Chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be at race control and in radio contact with all the marshals' posts.

11.7 The Stewards shall have supreme authority for the enforcement of the Regulations, the Supplemental Regulations and the timetable within the framework of the Event for which they are appointed, subject to the application of the provisions of Articles 11.8 (r).
- a) They may settle any matter which might arise during an Event, subject to the right of appeal provided for in these Sporting Regulations.
- b) They may also rule on any alleged breach of the applicable Regulations which occurred outside the framework of any Event, provided that the Event for which they are appointed immediately follows the discovery of this alleged breach.

11.8 Within the framework of their duties, the Stewards notably:
- a) Shall decide what penalty to enforce in the event of a breach of the Regulations.
- b) May amend the Supplemental Regulations.
- c) May accept or refuse any correction proposed by a judge of fact, it being understood that the Stewards may overrule judges of fact.
- d) May impose penalties or fines.
- e) May pronounce disqualifications.
- f) May amend the classifications.

g) May prohibit from competing any driver or any car which they consider to be dangerous, or which is reported to them by the Clerk of the Course as being dangerous.
h) May apply a penalty to any Competitor or driver whom they consider as, or who is reported to them by the Clerk of the Course or by Racing America being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice.
i) May order the removal from the Event of any Competitor or driver who refuses to obey the order of a responsible official.
j) May postpone an Event in the event of force majeure or for serious safety reasons.
k) May modify the timetable if requested to do so by the Clerk of the Course or Racing America in the interest of safety.
l) May appoint one, or, if necessary, several substitutes in the event of the absence of one or several of the Stewards, especially when the presence of three Stewards is indispensable.
m) May take the decision to stop temporarily or permanently, all or part of an Event.
n) Shall declare the classifications and results to be final.
o) May order technical checks to be carried out.
p) May, at the request of Racing America, or on their own initiative, request that alcohol and/or controlled substances testing be carried out, define the number of drivers and/or officials to be tested and select the drivers and/or officials to undergo such alcohol and/or controlled substances testing.
q) May have matters submitted to them by the Race Director so that they may impose the sanctions listed above.
r) In cases where a decision must be taken after an Event, for whatsoever reason, the Stewards may delegate their authority to the subsequent panel of Stewards of one of the subsequent Events or alternatively to a panel of Stewards assembled for this purpose and which shall be selected by Racing America.
s) Stewards may use any video or electronic systems to assist them in reaching a decision.

11.9 The Clerk of the Course may also be the secretary of the Event and may have various assistants. He is responsible for conducting the Event in accordance with the Regulations. In particular he shall, where appropriate and in conjunction with the Race Director:

a) Generally keep order, in conjunction with such military and police authorities as have undertaken to police an Event and who are more immediately responsible for public safety.
b) Ensure that all officials are at their posts.
c) Ensure that all officials are provided with the necessary information to enable them to carry out their duties.
d) Control Competitors and their cars and prevent any disqualified, suspended or excluded Competitor or driver from taking part in an Event for which they are not eligible.
e) Ensure that each car, and if necessary, each Competitor, carries the proper identification numbers in accordance with those in the entry list.
f) Ensure that each car is driven by the proper driver, marshal the cars in such categories and classes as are required.
g) Bring the cars up to the starting line in the right order and, if necessary, give the start.
h) Convey to the Stewards any proposal to modify the timetable or regarding the improper conduct of or breach of rule(s) by a Competitor.
i) Receive possible protests and transmit them immediately to the Stewards, who shall take the necessary action thereon.
j) Collect the reports of the timekeepers, scrutineers, track or road marshals, together with such other official information as may be necessary for the determination of the results.
k) Prepare, or ask the secretary of the Event to prepare the data for the Stewards' closing report regarding the Event(s) for which they were responsible.

## 12. COMPETITORS APPLICATIONS

12.1 Applications to compete in the Championship must be submitted to Racing America by using the Entry Form available from Racing America and accompanied by the entry fee as specified in Appendix 2. Championship applications must be submitted by the application deadline. Applications at other times will only be considered if a place is available and on payment as specified in Appendix 2. Acceptance of an Application does not constitute the awarding of an entry.

12.2 Applications shall include:

a) Confirmation that the applicant has read and understood the Regulations and agrees on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.

b) The name of the team.
c) The physical address of the Competitor corresponding to his license.
d) Copies of the licenses for both driver and Competitor as well as copies of the related documents according to Article 4.1.
e) The names of the drivers. A driver may be nominated after the applications upon payment of a license fee fixed by Racing America.
f) Confirmation from the applicant that both he and his intended drivers have complied with the requirements of Article 21 of these Sporting Regulations.

12.3 There is no limit to the number of cars a team may enter for the Championship.

12.4 The entry fee per car per Event will be set by Racing America as defined in Appendix 2. An Application shall not be considered without the payment of the corresponding fees. The fees paid by unsuccessful applicants will be returned.

12.5 All applications will be reviewed by Racing America and accepted or rejected at its absolute discretion. Racing America will publish the list of cars and drivers accepted together with their race numbers prior to each Event.

12.6 At its absolute discretion, Racing America may accept an additional entry from a team for a single Event, under such circumstances the entry fee will be set by Racing America.

12.7 Racing America may cancel the Championship if less than 12 cars are entered for it by the closing date for entries.

12.8 Any driver entered in the Championship and who is unable to take part in an Event must inform Racing America in writing before the end of initial scrutineering of the Event in question.

## 13. EVENT PASSES

13.1 No pass or credential may be issued or used other than with the agreement of Racing America. A pass may be used only by the person and for the purpose for which it was issued.

13.2 Racing America can, at its sole discretion, revoke a pass or credential.

13.3 An official Ligier JFC annual or event credential is required for pit lane access at all events, unless otherwise stated in the supplemental regulations. All competitors must be prepared to show their credential to any Championship official, Racing America official, or track official upon request.

## 14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

14.1 The Stewards or Race Director or his approved delegate may give instructions to Competitors by means of special circulars in accordance with the Sporting Regulations. These circulars will be available to all Competitors via print or electronic means.

14.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be available via the official email list, the official text messaging-based service, or the event's Digital Message Board on the Championship website in the Competitor Portal. A team representative must be monitoring these official channels.

14.3 Any decision or communication concerning a particular Competitor should be posted within 30 minutes of such decision (if practicable).

14.4 Official instructions and communications to Competitors may also be given via a dedicated radio channel, official emailing service, or official text messaging-based service.

## 15. INCIDENTS & CODE OF CONDUCT DURING THE EVENT

15.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver,

Competitors or team members 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 race session.
b) Constituted a breach of these Sporting Regulations.
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 maneuver by a driver.
g) Illegitimately impeded another driver during overtaking.

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

15.2 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, Competitors or team members involved in an incident shall be penalized.

If an incident is under investigation by the Stewards, a message informing all teams which driver or drivers are involved will, where possible, be displayed on the timing monitors, announced on the dedicated radio channel, or via the Championship text messaging system.

Provided that such a message is displayed or announced within 30 minutes of the end of the session, or a message is delivered to any team concerned within this time, the driver or drivers, Competitors or team members concerned may not leave the circuit without the consent of the Stewards.

15.3 The Stewards may impose any one of the penalties below on any driver, Competitors or team members involved in an Incident:

a) A five-second time penalty: five seconds will be added to the elapsed race time of the concerned driver provided he 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 his pit stop position for at least five seconds before re-joining the race.
b) A 10-second time penalty: 10 seconds will be added to the elapsed race time of the concerned driver provided he 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 his pit stop position for at least ten seconds before re-joining the race.

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

c) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.
d) A 10-second stop-and-go time penalty. The driver must enter the pit lane, stop at the designated area at pit out for at least 10 seconds and then re-join the race at the direction of the pit marshal.

If any of the four penalties above are imposed during the last five minutes, or after the end of a race, Article 15.4 (b) below will not apply and five 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), 30 seconds in the case of (c), and 40 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. If such a penalty is imposed for a race where grid positions are determined following split qualifying sessions, and cars are arranged on each side of the grid accordingly, the number of grid places a driver will drop on his side of the grid will be divided by two (rounded up if necessary).
h) Starting from the pit lane.
i) Deleting one or more lap times during an official session.
j) Apply driver license points (see Article 17.4).
k) A drop of places in the classification of the competition.
l) A hold in pit lane for a specified time at the beginning of a test, practice or qualifying session.

If any of the 12 penalties above are imposed, they shall not be subject to appeal.

m) Disqualification from the results.
n) Suspension from the driver's next race or Event. However, if the suspension is a result of the accumulation of

license points per Article 17.4, the suspension will not be subject to appeal.

o) Monetary fine.

15.4 Should the Stewards decide to impose any of the penalties under Article 15.3 (a), (b), (c) or (d), the following procedure will be followed:

a) The Stewards will give notification of the penalty which has been imposed to the Competitor concerned and, where possible, will ensure that this information is distributed via those outlined in Article 14.4.

b) With the exception of Articles 15.3 (a) and (b) above, from the time the Stewards' decision is announced, the relevant driver may cross the start/finish line (the "Line") on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 15.3 (d), proceeding to the designated area at pit out where he shall remain for the period of the time penalty.

For the avoidance of doubt, the display or announcement of the Drive Through Penalty "Drive Through" will be repeated a maximum of two times. The Line may be crossed outside of the pit lane on the track a maximum of two times after the penalty is shown for the first time.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he 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 he may cross the Line on the track.

While a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on during the penalty period of time. However, if the engine stops it may be started by a jump battery 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 15.4 (b) or (c) may result in the car being disqualified.

15.5 Code of Conduct

15.5.1 Any of the following offences, in addition to any offences specifically referred to previously, shall be deemed to be a breach of the Regulations:

a) A Racing America Member shall not make or cause to be made a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.

b) All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to an Event or being employed in any manner in connection with an Event and the acceptance of, or offer to accept, any bribe by such an official or employee.

c) Any action having as its object the entry or participation in an Event of a car known to be ineligible, therefore.

d) Any fraudulent conduct or any act prejudicial to the interests of any Event or to the interests of motor sport generally.

e) Any pursuit of an objective contrary or opposed to those of Racing America.

f) Any refusal or failure to apply decisions of Racing America.

g) Any words, deeds or writings that have caused moral injury or loss to Racing America, or its officials, its members or its management.

h) Any obscene gesture towards officials or other drivers, including obscene gestures while on track.

i) Any failure to cooperate in an investigation.

j) Any unsafe act or failure to take reasonable measures, thus resulting in an unsafe situation or are detrimental to auto racing, open-wheel/single-seater racing, Racing America, promoters, sponsors, participants or fans.

k) Failure to follow the instructions of the relevant officials for the safe and orderly conduct of the Event.

l) Failure to follow Article 19.

15.5.2 Unless stated otherwise, offences or infringements are punishable, whether they were committed intentionally or through negligence.

15.5.3 Attempts to commit offences or infringements are also punishable.

15.5.4 Any natural or legal person who takes part in an offence or infringement, whether as instigator or as accomplice, is also punishable.

15.5.5 All Competitors are expected to conduct and present themselves in a professional and sportsmanlike manner. Persons and team paddocks whose appearance, associations or affiliations at or away from an Event are deemed inappropriate or who exhibit conduct that is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied membership or may have their existing membership revoked by Racing America or credential suspended by Racing America. Such conduct may also be or be considered a violation of these rules and may result in the imposition of other penalties.

15.5.6 Drivers and Competitors may be required to take part in mandatory meeting/briefings/paddock ceremonies and certain fan/media activities as directed by the Championship. Such activities may include but are not limited to driver/Competitor meetings/briefings, podium ceremonies, autograph sessions, interviews, fan forums, tech talks, pit lane or paddock open houses, etc. Failure or refusal to participate as directed, once scheduled and notified either in-person or through the official forms of communication or otherwise, may result in a $250 fine and/or additional penalties. Arriving late, missing the activity or departing early, without permission from the Championship may also result in a $250 fine.

15.5.7 Competitors must ensure that all persons related to their team abide by the Racing America rules. Throughout the Event, it is the individual and collective responsibility of any team and/or crew to ensure that the rules are respected. Violations are punishable.

15.5.8 Unregistered driver: A driver who has not satisfactorily completed registration and/or sporting checks is prohibited from taking part in any on-track session. Violation of this rule may result in a minimum fine of $5,000.

## 16. PROTESTS AND APPEALS

16.1 Protests

Protests shall be made in accordance with, and the protest process shall be governed by, these Sporting Regulations. Protests shall be accompanied by a deposit of $1,000.00. If paying by check, the check must be made out to Racing America. If not accompanied by a check, the acceptance of a protest will provide authorization for the series to charge the Team's credit card on file for the relevant fees.

16.1.1. Right to Protest

The right to protest lies only with the representative of the competitor. Multiple Competitors cannot lodge a joint protest. A Competitor wishing to protest against more than one fellow Competitor must lodge as many protests as there are Competitors involved in the action concerned.

16.1.2. Subject of a Protest and Protest Time Limit

The following protests must be filed no later than 30 minutes after the publication of the provisional classification, unless such deadline is extended by the Stewards: (a) any alleged error, irregularity or breach of the Regulations occurring during an Event; (b) the alleged non-compliance of cars with the Regulations; or (c) the classification established at the end of the race. Protests against the entry of a Competitor or driver must be filed no later than two hours after the closing time for the official scrutineering of the cars.

16.1.3. Lodging of a Protest, To Whom Delivered and Hearing

a) Any protest shall be in writing and must utilize the Championship Protest Form (available on the Championship website and at the Championship trailer). All relevant sections of such form must be filled in completely for the protest to be admissible.
b) For a protest involving an on-track incident, the file name or reference number from the protestor's on-board video, as well as the running time of the video where the incident is recorded, must be included on the written Protest Form for the protest to be admissible.
c) Where multiple incidents are concerned, whether involving one car or multiple cars, a separate protest must

be filed for each incident and for each car concerned.

d) The protest deposit may only be returned if the protest is upheld or withdrawn with the permission of the Chairman of the Stewards.

e) Protests shall be delivered to the Chairman of the Stewards, a Steward of the Meeting, the Race Director, the Clerk of the Course or their designated assistant if such exists. Receipt of the protest shall be acknowledged in writing on the Protest Form, with the time of receipt noted.

f) The protestor shall remain present at the track, and available for a hearing, until the hearing is held or until they are released by the Stewards. In the absence of any party concerned or of their witnesses, judgement may be made by default.

16.1.4. Protests Against Automobiles

a) Competitors taking part in a competition may request that an automobile in their class be disassembled, inspected, or any other test be made, provided that they post a cash bond with the Stewards in an amount deemed sufficient in their sole and absolute discretion to be sufficient to cover the total expenses of shipping, travel for officials, disassembly, inspection, and reassembly. Tear downs must be completed as specified unless fully, or partially, withdrawn by the protestor. Protestees may, in some cases, be required to provide a conditional form of payment to third party vendors, shops, or contractors that perform part of the inspection.

b) Bonds required for tear down will be sent to Racing America to be held in escrow until the time limit for the appeal has passed, or until an appeal has been granted. If appealed, bond(s) will be held until the national court of appeal declines to accept the appeal, or has its decision published. The same procedure will apply to any recorded evidence in the case (e.g. technical data).

c) The inspection, and/or disassembly shall be conducted under the supervision and control of the Technical Delegate.

d) The decisions of the Championship Technical Delegate are non-protestable and non-appealable.

e) If the automobile shall be found upon inspection to conform to the Regulations, the protestor shall forfeit the bond which shall be used to cover costs incurred. Apportioned bonds that allow for stages of disassembly are permitted and encouraged.

f) If the automobile is found upon inspection to not conform to the Regulations, the protestor's bond shall be returned, and the Competitor, and/or driver, of the protested automobile shall stand all expenses, and shall be subject to disciplinary action as the Stewards shall deem appropriate.

g) Failure of a Competitor, or driver, of a protested automobile to allow inspection under the foregoing terms shall result in immediate penalties deemed appropriate by the Stewards.

16.1.5. Protest Filed in Bad Faith or Without Merit

Any protest filed that, in the judgment of the Race Director or the Stewards, is vexatious or malicious, shall subject the protestor and his Competitor to the full range of sanctions and penalties available in these Sporting Regulations. This finding shall not be subject to protest or appeal.

Due to time constraints, logistics and year-end award presentations, protests filed at the final Event of the Championship season may be declined at the discretion of the Race Director or the Stewards.

16.2 Appeals shall be made in accordance with, and the appeals process shall be governed by, these Sporting Regulations. Appeals shall be accompanied by a deposit of $2,500.00. If paying by check, the check must be made out to Racing America. If not accompanied by a check, the acceptance of a appeal will provide authorization for the series to charge the Team's credit card on file for the relevant fees.

16.2.1 Jurisdiction

Jurisdiction for appeals lies with the national court of appeal. The judgement of the national court of appeal is final and not subject to any further appeal. Racing America shall designate an appeals board, who will constitute the national court of appeal, to hear the case.

16.2.2 Appeal Procedure Before the National Court of Appeal

a) The right to bring an appeal to the national court of appeal expires 96 hours from the moment the Stewards are notified of the intention to appeal on condition that the intention of appealing has been notified in writing to the Stewards within one hour of the publication of the decision. All documentation to be

submitted to the national court of appeal (as described in article 16.2.3), including grounds for the appeal, is due within the 96-hour time limit.

b) Racing America reserves the right, in its sole discretion, to evaluate the merits of an appeal before referring it to the national court of appeal.
c) The national court of appeal must give its decision within a maximum of 30 days.
d) All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.
e) Due to time constraints, logistics and year-end award presentations, appeals will not be heard concerning decisions at the final Event of the Championship season.

16.2.3 Form of Appeal Before the National Court of Appeal

a) Any notice of appeal before the national court of appeal shall be in writing and signed by the appellant or by their authorized agent. Appellants may utilize the Championship Appeal Form (available on the Championship website and at the Championship trailer). Only a team owner or designated team manager may lodge an appeal.
b) An appeal deposit becomes due from the moment the appellant notifies the Stewards of the intention of appealing and remains payable even if the appellant does not follow up the declared intention to appeal.
c) The deposit must be paid within 96 hours counting from the moment the Stewards are notified of the intention to appeal. Failing this, the appellant's right to appeal will have been forfeited.
d) If the appeal is disallowed or if it is withdrawn after being brought, no part of the appeal deposit shall be returned.
e) If judged partially founded, the deposit may be returned in part, and in its entirety if the appeal is upheld.
f) Moreover, if it is proved that the author of the appeal has acted in bad faith, Racing America may impose upon them any of the sanctions or penalties laid down in the Sporting Regulations.

16.2.4 Cost and Publication of Judgement

The Appellant(s) may, in the sole judgement and discretion of the court of appeal, be liable for the costs incurred by the court of appeal in the preparation for and conduct of the hearing.

Racing America shall have the right to publish or have published the outcome of an appeal and to state the names of all the parties involved. Without prejudice to any right of appeal, the persons referred to in such notices shall have no right of action against Racing America or against any person publishing the said notice.

16.2.5 Appeals may not be made against decisions concerning the following:

a) Penalties imposed under Articles 15.3 (a), (b), (c), (d), (e), (f), (g), (h), (i), (j), (k) or (l) including those imposed during the last five minutes or after the end of a race.
b) Any penalty imposed under Article 31.4.
c) Any decision taken by the Stewards in relation to Article 34.4.
d) Any penalty imposed under Articles 36.7 or 40.7.

## 17. SANCTIONS

17.1 The Stewards may impose the penalties specifically set out in these Sporting Regulations.

17.2 Any driver who receives three reprimands in the same Championship season will, upon the imposition of the third, be given a ten-grid place penalty for the start of the driver's next race. If the third reprimand is imposed following an Incident during the last race of an Event the ten-grid place penalty will be applied for the start of the driver's first race at the next Event. The ten-grid place penalty will only be imposed if at least two of the reprimands were imposed for a driving infringement.

17.3 The Stewards may impose team reprimands. Any team that receives reprimands in the same Championship season will be issued a fine as follows:

a) 1-2.99 car average entries – after every three team reprimands are issued a fine of $500 will be levied.
b) 3-3.99 car average entries – after every four team reprimands are issued a fine of $500 will be levied.
c) 4 or more car average entries – after every five team reprimands are issued a fine of $500 will be levied.

Average team entries are calculated at the time a reprimand is issued and include both JFC G1 and JFC G2 cars.

17.4 In addition to any penalty applied, the Stewards may impose penalty points on a driver's license. If a driver accrues 12 or more penalty points his license will be suspended for the next Championship race, following which six points will be removed from his license. Penalty points will remain on a driver's license thru the end of the current Championship season, after which they will be removed.

## 18. CHANGES OF DRIVER

18.1 Any driver already nominated by one team, who then wishes to drive for another team entered in the Championship after the completion of the first official event and before the end of the final event of the season, must first satisfy Racing America that this is being done with the consent of the original team. If there is no such consent Racing America will decide, at its absolute discretion, whether such a change may be made.

18.2 Before the end of initial scrutineering each Competitor must specify which of his drivers will be driving which cars. After this point no changes may be made to the original allocation without approval from Racing America.

## 19. DRIVING

19.1 The driver must drive the car alone and unaided.

19.2 The driver is not permitted to participate in any additional practice, qualifying or race within the Event, except when authorized by the Stewards.

19.3 Drivers must make every reasonable effort to always use the track and may not deliberately leave the track without a justifiable reason. For the avoidance of doubt the white lines defining the track edges are part of the track. Perimeter curbs are not considered part of the track.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage either in car positions or time.

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

19.5 Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided: (1) no significant portion of the car attempting to pass is alongside his, and (2) he does not prevent a legitimate overtaking maneuver. While defending in this way, the driver may not leave the track without justifiable reason. For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front, this will be deemed to be a "significant portion".

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

19.7 When entering the braking zone, it is the responsibility of the overtaking car to complete a successful pass.

19.8 As soon as a car is caught by another car which is about to lap it during the race, the driver must allow the faster driver to pass at the first available opportunity. If the driver who has been caught does not allow the faster driver to pass, waved blue flags will be shown to indicate that he must allow the following driver to overtake. If the lapped car does not obey the blue flag, he may be given a black flag or a time penalty.

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

19.10 Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards and may entail the imposition of penalties up to and including the suspension of any driver concerned.

## 20. CAR LIVERY

20.1 Each car must carry the race number of its driver, as published by Racing America, on the nose of the car and on each rear wing end plate as described in 20.6. The numeric digit(s) must be nine inches tall, and the font must be bold in nature. The panel must contrast with the number and car color. Racing America recommends using a black or white panel behind the number and reserves the right to require a change.

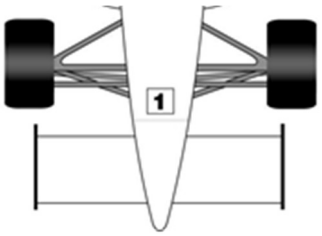
20.2 All car numbers are owned by Racing America. A Competitor may be granted the use of a car number.

20.3 All Competitors desiring a particular car number must make a written request to Racing America. Racing America will not guarantee a request will be granted.

20.4 After a car number is assigned to a particular Competitor, it will remain with that Competitor until that Competitor is no longer a full season Competitor, provided that the Competitor enters a car and displays the car number on the car at each Event. If the Competitor does not enter a car and/or display the car number on the car at an Event, Racing America may reassign the car number.

20.5 Car livery must meet the style guidelines and sponsor restrictions, as outlined in Appendix 4 and Article 20.9 respectively. Racing America will provide an initial set of required sponsor decals with vehicle registration and additional sets, or individual decals will be available for purchase throughout the season at events when needed. Cars with non-compliant decals will be referred to the Stewards for further action, including potential fines.

20.6 Nose – A 9-inch square white or black number plate should be in contrast with the chassis color, positioned 3" down from the chassis bulkhead. Numbers must be at least 8.25" tall, bold in font and in a high-contrast color, centered on the plate or in the middle. (See Appendix 4).




Rear Wing Endplates - The car number must be located on the side of the rear wing endplates the top of the numeric digit must be eight inches from the top of the rear wing endplate (See Appendix 4).

20.7 Every Competitor must display the name of the driver and his national flag on the bodywork, on the outside of the cockpit. These must be clearly legible and located as determined in Appendix 4.

20.8 Racing America may, in its sole discretion, rule as to the suitability of a particular car, team or driver livery. This may include, but not be limited to, the advertising of alcohol or tobacco products or any livery advertising not in keeping with the youth-oriented spirit of the Championship. Competitors are required to consult with Racing America in case of any questions.

20.9 Each driver will be required to always display Championship specific logos in the specified locations on their racing overalls during each Event and test sessions immediately preceding the Event in accordance with the diagram set out in Appendix 5.

Drivers presenting with non-compliant suits, shirts, and/or jackets (including competing series logos) will receive one

warning and a reprimand from the stewards per season. A $500 fine will be issued to the driver for each occurrence after that Event. Drivers standing on the podium with non-compliant suits, shirts, and/or jackets will forfeit any prize money, without a warning.

20.10 Each team member will be required to always display Championship specific logos in the specified locations on their crew shirts and/or jackets during each Event and test sessions immediately preceding the Event in accordance with the diagram set out in Appendix 6. Team shirts and/or jackets are only required for those members who cross over what is defined as the hot wall servicing the car and/or driver.

Team members in non-compliant team shirts and/or jackets (including competing series logos) will receive one warning and a team reprimand from the stewards per season. A $500 fine will be issued to the Competitor for each occurrence after that Event.

20.11 Trailer livery must feature the logo of the Championship(s) the team is competing in and comply with Appendix 7.

20.12 Transporter & Team Identification - Each team shall place a decal near the front of the left side of their trailer(s) listing the following information to assist the Officials in getting teams parked quickly. This information can be listed in a simple text, large enough to be read at least 10' away from the trailer and does not require any logo.

1) Name of championship(s) competing in
2) Team name
3) Number(s) of race cars carried on the trailer (Note: place car numbers next to the corresponding championship)
4) Width of canopy (note: 10' will be added to the canopy width to account for the transporter and room to raise the canopy. If there is no canopy width listed, it will be assumed that no canopy, or pop-ups, will be used, and just enough room to open the side door will be given.)

## 21 TESTING RESTRICTIONS

21.1 Beginning 14 days before the start of the first official event of the current season, no Championship driver may test or race a Championship car prior to any Championship Event, on any configuration of any track that will host a Championship Event, during the current season. Testing is permissible at such tracks after the close of the Championship Event activity, until 14 days before the start of the first official event of the following calendar year.

21.2 Exceptions to the testing ban include:

a) Racing America, SCCA, or ACCUS member club sanctioned events held more than two weeks prior to a Championship Event. Competitors participating in these specific events may participate in the test day immediately preceding the event, regardless of who sanctions it.
b) On the day preceding an Event, a test of no more than four on-track hours in total duration may be organized by Racing America and must be open to all competitors.
c) Testing is permissible at any Racing America-organized and sanctioned test event or promoter/pre-event test day, as outlined on the official schedule.
d) SCCA National Championship Runoffs and the Runoffs Test Days

21.3 All test data must be turned in per the Series guidelines.

21.4 Wind tunnel testing is the testing by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team or any of its Related Parties, in a test environment of a representation of an Ligier JFC car or subcomponent in order to measure, observe or infer any forces, displacements, pressures or air flow direction resulting directly or indirectly from the incident air flow.

Any wind tunnel testing is forbidden. This also applies for wind tunnel testing using a scale model of a Ligier JFC car or subcomponent.

It is forbidden to use any results from wind tunnel testing obtained by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team, any of its Related Parties or any other Third Party other than the wind tunnel testing results supplied by the rolling chassis manufacturer.

21.5 Aerodynamic Data

a) No rolling chassis may be used in the Championship unless the company supplying such rolling chassis accepts and adheres to the following conditions.
b) Aerodynamic data must be made available for all Competitors.

21.6 Rig Testing is the testing by a Team, any Related Party of that Team, or any agent or sub-contractor of the Team or any of its Related Parties, in a test environment, of a Championship car or subcomponent to measure, observe, or infer any forces, torques, stresses, or displacements resulting directly or indirectly from dynamic or static application of forces or displacements. Examples of rig testing include, but are not limited to, 4- and 7-post, kinematics and compliance, pulldown, and tire force and moment.

Rig testing is forbidden, with the exception of testing dampers on a dynamometer. This also applies for rig testing using a scale model of a Championship car or subcomponent.

It is forbidden to use any results from rig testing obtained by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team, any of its Related Parties or any other Third Party other than results supplied by the rolling chassis manufacturer.

## 22 PIT ENTRY, PIT LANE AND PIT EXIT

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

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

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

Any driver crossing the white line at the pit exit or entry during practice, qualifying or a race will be given a penalty under Article 15.3.

22.4 The pit lane is defined as being in three sections: the travel lane, the transition lane, and the pit boxes. The travel lane is the lane closest to the outer pit wall. The pit boxes are located closest to the inner pit wall. The transition lane is between the travel lane and the pit boxes. While in the pit lane cars shall not move from the travel lane to their pit box until within three pit boxes of their assigned pit box. Work can only be performed on the cars when entirely in their assigned pit boxes.

22.5 Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the travel lane and leave in the order they got there unless another car is unduly delayed.

Once in line at the pit exit, any car wishing to return to their pit box may do so under its own power. If that car’s pit box is located behind that car, the car must exit pitlane, travel through the paddock, reenter pit lane near the pit entrance, and drive to its pit box. If the car is unable to travel under its own power, the crew must notify a pit lane Official to receive approval to push the car to its pit box.

22.6 Any driver that is required to start the race from the pit lane must stop in a line in the travel lane after completion of the formation lap.

When cars are permitted to leave the pit lane, they must do so in the order that was established under Article 36 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals and officials.

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

22.8 The Paddock Director will mark the pit boxes and notify the teams via WhatsApp what the marking looks like, and which pit boxes are assigned to which cars. Competitors must not paint lines on any part of the pit lane or otherwise mark their positions with tape or similar means.

22.9 A car may enter or remain in the travel lane only with the driver sitting in the car behind the steering wheel in his normal position even when the car is being pushed.

22.10 All pressured air bottles and associated hoses in the pits must be stowed safely and may only be brought into the pit lane immediately before they are required for work on a car and must be removed as soon as the work is complete. All air bottles and gas cylinders must always have a protective structure around their gauges and valves when the manufacturer's metallic screw-on valve cover is not in place. The proper components and accessories must be always used with air bottles and gas cylinders. No home-built or modified items may be used.

22.11 Pit structures, timing stands, etc., must be mobile, not depending on the pit wall for structural integrity, or placed in such a manner that they create a hazard. When broken down into its shipping configuration, all pit structures must fit inside a team's transporter such that it does not require separate shipping via a freight company. Pop-up tents may be used provided they do not create a safety hazard and have a secure anchoring system. Teams may NOT leave their equipment in pitlane between their on-track sessions because teams from all the series at the event must have access to their assigned pit boxes for their on-track sessions.

22.12 Team Personnel Protocols

a) No one shall stand, crouch, or sit on any pit lane wall while vehicles are on course.
b) Smoking, including e-cigarettes, is not allowed at any time in the pits, or inside a garage.
c) Pets are always prohibited in pit lane.
d) Everyone in the pitlane area must be properly attired with closed-toed shoes, sleeved shirts, and long pants. Shorts may be worn in pitlane when not prohibited by the track, or by local ordinance.
e) All personnel must have their Series issued credential prominently displayed at all times. Any person(s) without proper credentials will be asked to leave pit lane during on-track sessions.
f) Whenever a car is on track, there must be at least one crew member in the assigned pit box for that car. This crew member must have radio communications with the driver and be monitoring the Race Control Radio Channel.

22.13 Pit Exit Protocol

a) It is the responsibility of the team to release their car from a pit stop position only when it is safe to do so.
b) If a car is deemed to have been released in an unsafe manner or condition during a session, a penalty may be issued to a driver and/or team under Article 15.3.
c) An additional penalty will be imposed on any driver who, in the opinion of the Stewards, continues to drive a car knowing it to have been released in an unsafe condition.
d) Any behavior which may endanger individuals in pit lane, such as rapid lateral movements (e.g.: tire scrubbing), is prohibited.

In the above cases, a car will be deemed to have been released when it has been driven out of its designated pit box following a pit stop.

22.14 Under exceptional circumstances the Race Director may ask for the pit entry to be closed during the session for safety reasons. At such times drivers may only enter the pit lane for essential and entirely evident repairs to be carried out to the car. Vehicles already in the pits during a pit emergency must obey the instructions of Officials.

22.15 A speed limit of 40 mph will be enforced in the pit lane. Any driver who exceeds the limit will be subject to a penalty. The Stewards or Race Director may impose an additional penalty if they suspect a driver was speeding to gain any sort of advantage. During the race, the Stewards or Race Director may impose either of the penalties under Article 15.3 (a) or (b) on any driver who exceeds the limit.

22.16 While in pit lane, a car may only reverse under its own power with the supervision of pit lane officials.

22.17 Competitors are not permitted to place any time-recording instruments (e.g. data system timing beacons) on the pit wall within 25 yards of the start/finish line. Any equipment installed by a Competitor on the pit wall must not protrude from

the pit wall and over the track.

Additionally, Competitors may not place any timing beacons anywhere around the track, except in pit lane, as this interferes with the correct operation of the GEMS data system.

22.18 Pit Stop Procedures

a) Before the vehicle stops at its assigned pit, only one crew member, acting as the pit stop supervisor, may be over the wall to signal the Driver into the pit box. All other personnel and equipment must remain behind the wall until the vehicle stops in its assigned pit (e.g., no pit stop equipment may be placed on the pit wall until the vehicle has come to a complete stop).
b) For any pit stop during an Event, there will be a maximum of 3 crew members permitted over the wall at any given time. All crew members over the wall may work on the car, and a crew member shall be responsible for the car's safe release. Identifiable service company representatives examining a vehicle's components, may also be over the wall, and do not count towards the number of crew members over the wall.
c) It is the team's responsibility to have an operable fire extinguisher in its pit area (one per vehicle to a maximum of three) any time the vehicle is on track, or in the pits. The fire extinguisher must be ABC-type, and minimum 10-lbs in size. If any fire extinguishers are supplied by the organizer, they are not to be counted in the team's required number of extinguishers.
d) Pit carts, ATVs, tugs, viewing stands, tool carts, etc. must be clearly marked with team name for easy identification. Unless given specific permission by an Official, these types of vehicles shall not be driven onto the hot side of pit lane.
e) Only one team member per participating car is allowed in the signaling area during any session. The signaler is only allowed in the signaling area for one lap. No team members are allowed in the signaling area during the start or restart of a race or during the first preceding lap of either situation.
f) Each team will be fully responsible for ensuring that all personnel and equipment are clear of the vehicle before it is lowered, and/or released. A team, and/or Driver, may be penalized if its vehicle contacts any personnel, parts, equipment, or other vehicles in pit lane. They may also be penalized if any parts, or equipment come off the vehicle at any time while in pit lane, or while on-track.
g) Vehicles may not be removed to the paddock area from the course, or the pits, during a Qualifying session, or Race, without the specific permission of the Race Director, or the Technical Director. A vehicle removed without permission may lose credit for any times established up to that point, plus additional Penalties as may be determined.
h) No tool, or equipment, which may generate sparks, or a high temperature, will be allowed in the pits. Cordless tools are allowed so long as their use does not generate sparks, or a high temperature.
i) Safety stands must be used when any part of the vehicle is raised off the ground, and any part of a person's body is under the vehicle. If the vehicle is stationary, all four tires are on the ground and the ignition is turned off, safety stands are not needed for work to be performed under the vehicle. Tire changes are exempt if no other work/adjustment is being performed.
j) The addition of lubricants and coolant is allowed provided the Technical Director is notified prior to the addition, and he is satisfied that no additional leakage will occur when the vehicle re-enters the track.
k) Neither fuel containers, nor refueling, is allowed in pit lane, at any time.
l) Each Entrant must be prepared to handle gasoline, water, and oil spillage in their pit box. Spillage, or careless handling of fuel leaks, water, or oil may result in a fine, or other Penalty being assessed.
m) At the conclusion of each session, under the direction of the Officials, each team must promptly remove its vehicle(s) and pit equipment to the paddock, unless pre-arranged. Under no circumstances should pit equipment, or race cars, be left unattended at any time.
n) During a Red Flag stoppage in testing and practice sessions, work may be performed on the car while it is in its assigned pit box.
o) During a Red Flag stoppage in qualifying sessions, tire temperatures may be checked, and tire pressures may be checked and adjusted, while the car is in its assigned pit box. Any cars in the pit fast lane are prohibited from checking or adjusting tires, and any car in the pit fast lane that violates this provision will lose all its lap times for the session.
p) During a Red Flag stoppage in race sessions, no work may be performed on any cars in the pit lane. If a car is already in pit lane, and being worked on, all work must stop until the course returns to Green Flag conditions. A team may request permission from the Technical Delegate to inspect their car during a Red Flag but may not work on the car.

q) If changing weather conditions warrant it, the Race Director may call for a Red Flag stoppage in any session and mandate that all cars change from dry-weather to wet-weather tires. Under those circumstances, and to keep the session stoppage as short as possible, teams will be allowed to have a maximum average of five (5) crew members per car to be over the wall to make the tire change.

No work other than changing the tires may be done on the cars during this mandatory tire change. Teams may not check or adjust tire pressures, wings, shocks, sway bars, or any other aerodynamic or suspension components. Wet-weather tire pressures must be set while the tires are on the cold side of the pit wall.

Once the tires are changed, all crew members must leave pit lane. If a car needs to be push-started, up to 3 crew members may enter pit lane once the 3-minute signal to return to green flag racing is given.

22.19 Per Article 38.7.f, While in pit lane, a driver may overtake another car only after the car being overtaken has moved from the fast lane to the transition lane or his pit box. Also, a car in the fast lane can continue past a car leaving its pit box or traversing through the transition lane if he does not affect the ability of said car to move into the fast lane. Other than these two circumstances, there is no passing allowed in the pit lane. Passing is also prohibited in pit entry and pit exit.

## 23 REGISTRATION, SCRUTINEERING AND SPORTING CHECKS

23.1 All driver credentials and licenses must be presented to the Registrar at the start of each Event, including:
a) Competitor's and driver's licenses and any related documents.
b) Racing America authorization for foreign license holders (applicable for licenses not issued by Racing America).

23.2 Drivers with medical irregularities are obliged to submit written notification to the Championship before the first practice session begins. This information must include the driver name and number of the race car. Participants with injuries or temporary handicaps are obliged to contact the Championship immediately.

23.3 During initial scrutineering, and at any time during the Event, each Competitor may be asked to present all documents required by Article 23.1.

23.4 Initial scrutineering of the car will take place at the Championship trailer by appointment. The Initial Scrutineering schedule will be distributed via WhatsApp and will be posted at the Championship trailer. It will focus on verifying all required safety equipment is fully operational before the first official practice session.

23.5 Race numbers, required decals and any official advertising must be on the car for inspection during initial scrutineering. They will be checked during Initial Scrutineering. At that time, the teams will be issued any missing decals. These decals must be installed prior to the qualifying session.

During the Parc Ferme session following Qualifying, the decals on all cars in Parc Ferme will be checked to verify that all required decals are installed. If, at any time after the post-qualifying Parc Ferme session, it is noticed that a car does not have the required decals installed, that car will be reported to the Stewards for review.

23.6 No car may take part in the official on-track sessions until it has been approved by the scrutineers and received its Event Decal. Violation of this rule will be referred to the Stewards.

23.7 The scrutineers may:
a) Check the eligibility of a car or of a Competitor at any time during the Event.
b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied. Non-compliant components may be retained by the Championship without compensation or recourse to the Competitor.
c) Require a Competitor to supply them with such parts or samples as they may deem necessary. Failure to surrender parts or samples within the time specified by the scrutineers and/or the Stewards will result in disqualification and a fine.

23.8 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for

scrutineering approval.

23.9 The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.

23.10 After each qualifying session and race, at least three classified cars from each JFC class will be selected to undergo scrutineering. Following an Event, the Technical Delegate will publish a scrutineering report detailing which cars underwent scrutineering and what was inspected on each car. This report will be made available via the official communication channels of the Championship.

23.11 Scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of parc fermé and who alone are authorized to give instructions to the Competitors.

23.12 The Stewards will publish the findings of the Scrutineers each time a car is found to be in breach of the Technical Regulations during the Event.

23.13 Following Qualifying, and each Race, the data file for the fastest lap of the session will be trimmed to show speed, front brake pressure, and throttle position. It will then be posted for all other teams to download. The data file is typically posted within 30 minutes after post-session technical inspections are completed.

23.14 During any Qualifying or Race_session, and prior to the display of the checkered flag, a car that no longer wishes to complete laps on track must return to the pit lane and wait in its designated pit box until the end of the session.

Cars wishing to return to the paddock early may only do so with approval from the Race Director or Technical Delegate. Any car that returns to the paddock early without such approval shall be subject to disqualification and forfeiture of all lap times set during the session.

## 24 TIRE USAGE DURING THE EVENT

24.1 Hankook is the official tire of the Championship. The requisite tires are:

a) Front tire (dry) – Ventus F200 180/550R13, C92 compound
Front tire (wet) – Ventus Z206 180/550R13, W52 compound

b) Rear tire (dry) – Ventus F200 240/570R13, C92 compound
Rear tire (wet) – Ventus Z207 240/570R13, W52 compound

24.2 Tires must be purchased from the following supplier:
Hankook Motorsports
10808 FM 1625
Austin, TX 78747
F3f4@hankookmotorsports.com
(305) 809-0356

24.3 Only the dry-weather tires which have been provided by the appointed supplier and declared by the team may be used for qualifying and race sessions during the Event.

Competitors may transport wet-weather tires from one Event to another provided they were allocated to them by the appointed supplier.

24.4 Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, or the use of heat retaining (and/or cooling) devices is prohibited. This applies to both wet-weather and dry-weather tires.

At his discretion, the Technical Delegate may enforce parc fermé conditions on tires at any time. To ensure that tires have not been treated, or modified, samples may be taken from the tire tread for analysis and comparison with a tire taken directly from the supplier's stock.

24.5 A set of tires is comprised of two front and two rear tires. Unless otherwise specified by the Championship, each driver may use for qualifying and races no more than two (2) sets of new dry weather tires for an Event counting two (2) or

more races. Of the two (2) sets of tires declared by the team for use in qualifying and the races, one (1) set may be scrubbed.

Dry-weather tires used for testing and practice do not need to be declared or scanned. However, for the official practice sessions, "scrubbed" tires must be used if the session is dry and will be checked on grid. "Scrubbed" tires are defined as tires that have been through at least one (1) heat-cycle on a racetrack as indicated by the following visible indicators. The mold release flashing, manufacturers sticker label, and the white printed lettering must be worn off the traction surface of the tires. Additionally, the "scrub ring" which appears during the first heat cycle of the tire, and indicates which part of the tractive surface has been heat cycled, must be within 2" of the outer edge of the surface. Thereby indicating that the majority of the tractive surface of the tire did go through a proper heat cycle. The penalty for using new "sticker" tires in an official practice session will be a five (5) grid spot penalty for the next race that driver starts. There is no restriction on the use of wet weather tires, and they never need to be declared or scanned.

24.6 A Competitor wishing to replace an already marked unused tire by another identical unused one must present both tires to the Technical Delegate for marking and scanning.

24.7 In the case of a tire damaged on track, the Technical Delegate may approve the replacement of the damaged tire with a scrubbed tire used in testing or official practice. The Competitor must present the damaged tire and the desired replacement tire to the Technical Delegate for approval. The replacement tire, if approved, will be scanned, and marked.

24.8 If an approved bar coding is not used on the outer sidewall of each tire, the scrutineers may paint the race number of the driver as well as a letter characterizing the Event.

24.9 The use of tires without appropriate identification may result in a grid position penalty or disqualification from the race.

24.10 Tires may only be inflated with air or nitrogen.

24.11 All tires, when under the control of a team, must always remain visible within the team's designated paddock or transporter area.

24.12 The Pit Lane Marshals will observe tire changes in the pits.

24.13 Teams must check tire pressures and temperatures prior to the checkered flag during Qualifying and Race sessions.

24.14 Before delivering wheels to the Hankook Motorsports truck to have tires mounted, the wheels must be clean, and each wheel must be marked with the car # and team name so the ownership of the wheels can be easily recognized.

## 25 MINIMUM CAR WEIGHT AND TECHNICAL INSPECTION

25.1 The minimum weight of the cars including all required vehicle safety equipment at any time during the competition is:
JFC G1: 1,235 lbs. (560.2 kg) JFC G2: 1,195 lbs. (542.0 kg)

25.2 The minimum weight of the cars plus driver with all required driver and vehicle safety equipment at any time during the competition is: JFC-1: 1,405 lbs. (637.3 kg) JFC G2: 1,360 lbs. (616.9 kg).

25.3 Following each qualifying and race session cars will be weighed as follows:

a) The official scales will be located at the scrutineering area at the Championship trailer.
b) The top three cars from each class, as well as any random cars chosen, will be selected to undergo the weighing procedure. The Technical Delegate, or his designee, will inform the team and/or driver that his car has been selected for weighing.
c) Having been signaled that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.
d) Once a driver gets his Official Weight recorded in his driver's gear for the Event, he need not report to scrutineering again, unless requested to do so by the Technical Delegate, or his designee.
e) The car will then be weighed, and the result given to the team and/or driver.

f) If the car is unable to reach the weighing area under its own power, it will be placed under the exclusive control of the marshals who will take the car to be weighed.
g) A car shall not leave the weighing area without the consent of the Technical Delegate or his designee.
h) If a car stops on the circuit and the driver leaves the car, he must contact the scrutineers immediately on his return in order for his weight to be established, unless he has already had his Official Weight recorded.

25.4 When a driver gets his Official Weight recorded, the Technical Delegate, or his designee, will tell the driver his weight and, once the driver leaves the scrutineering area, this will be deemed implicit acceptance of the figure.

25.5 The relevant car may be disqualified should its weight be less than that specified in Article 25.1 or 25.2 of the Sporting Regulations when weighed under Article 25.3 or 25.4 above, except where the deficiency in weight results from the accidental loss of a component of the car.

25.6 Once a car is directed to Parc Fermé, nothing may be added to, or removed from, the car except for the driver, his equipment, and any approved auxiliary cooling devices, unless directed to do so by the Technical Delegate, or his designee.

25.7 Only Officials, team members, and drivers of cars in the Technical Inspection Area may be within the Technical Inspection Area. Each car is limited to having two (2) team members and the driver within the Technical Inspection Area.

25.8 In the event of any breach of these provisions for the weighing and technical inspection of cars, the Stewards may penalize the driver as they consider appropriate.

25.9 No photos or videos may be taken of any activities occurring within the Technical Inspection Area, or of the Technical Inspection Procedures.

## 26 GENERAL CAR REQUIREMENTS

26.1 Only chassis, gearboxes and engine installation kits complying entirely with the following homologations may be used during official test days and Events:

JFC G1 (JS F416)
a) Chassis Homologation No: 2016-04-F4-Crawford
b) Gearbox Homologation No: 2016-04-F4-Sadev
c) Engine installation Kit Homologation No: 2016-04-F4-Crawford - 02/01 EK

JFC G2 (JS F422)
a) Chassis Homologation No: Ligier JS F422 V1.1
b) Gearbox Homologation No: Sadev SLR7514
c) Engine installation Kit Homologation No: Ligier V4 V1.1
d) Rims Homologation No: Ligier JS F422 V1.1
e) Exhaust w/ Catalytic Converter Homologation No: Ligier JS F422 V1.1

Once supplied, the components must not be modified in any way whatsoever except where specifically permitted by these Sporting Regulations, or except in the case of automobiles adapted for disabled Drivers, or with the written permission of Racing America after consultation with the manufacturer. Modifications to the automobile in accordance with the adaptations specified in the Certificate of Adaptations are authorized. Other modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

The entire car, as both an assembly and individual parts, must remain “as delivered”, except for changes expressly permitted in writing by Racing America via the following:
a) Championship Supplemental Regulations for an individual Event.
b) Championship Technical Regulation Bulletins (TRB) issued during the current season.
c) Current Ligier JFC Sporting Regulations.
d) Ligier Automotive and Mountune Technical Bulletins from any date of issue.

Examples of changes from "as delivered" include, but are not limited to, required or optional manufacturer updates, addition/substitution/omission of parts, modifications of any sort to individual parts or their manner of assembly.

26.2 Technical Regulation Updates

a) Rules implemented by prior season's Championship Technical Bulletins are no longer valid, unless included in these current rules.
b) Changes based on communications from Mountune, Ligier, Hankook, or their subcontractors are only permitted after they are issued in writing by the Championship. These actions include, but are not limited to, changes from as-delivered configuration, service by parties other than authorized providers, seal removal, and engine or chassis replacement. These communications include, but are not limited to, verbal, email, text, and written documents, whether official bulletins or otherwise. Further, per Article 26.2c, rules in the Sporting Regulations override any documents or communications from Mountune, Ligier, or their subcontractors.
c) In the event of overlap or conflict in the rules and the documents listed in 26.1, the definitive interpretation will be the one contained first in the list of documents in 26.1. For example, Supplemental Regulations will override Technical Bulletins, which will override the Sporting Regulations, etc.
d) Competitor requests for revisions to car rules must be submitted to the Technical Delegate in writing or electronically using a form supplied by the Championship. Requests, if approved, will result in a Technical Bulletin covering the revised rule. All Competitors will be notified of denied requests.

26.3 Specific Car Requirements

Starting in 2026, all competitors must be in possession of a Series issued logbook. The logbook will be used to confirm approval to compete at an event. Any technical details requiring correction will be listed in the logbook, as well as any significant crash damage, etc. There are spaces in the logbook for teams to track the results for each car. Teams are encouraged to complete the results lines after each event to better track the history of their car. The logbook must accompany the car at every event and be presented to Officials upon request.

Teams may repair components defined as bodywork in the next paragraph, except for the survival cell, radiators, wing mounting structures, wing internal structures, wing endplates, front crash box, and rear attenuator. Repairs to all other Type 1 components must be performed by the manufacturer or their designated representative. Team repairs must, at the judgment of the Technical Delegate, be limited to correcting damage or routine wear and tear, and cannot change the function or the performance of the part or car

Bodywork is defined as all entirely sprung parts of the car in contact with the external air stream, except cameras, camera housings, the secondary roll structure, and associated fixings and fairings, and the parts associated with the mechanical functioning of the Power Unit, transmission and running gear. Airboxes and radiators are part of the bodywork.

A) The complete car is divided into three types of parts.

Type 1: These parts must be supplied by the manufacturer and used exactly as supplied. Repairs may 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 may be carried out. Repairs are allowed only in the range described in the homologation.

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

The adding of color or thin adhesive film up to a thickness of 0.5 mm is not considered as a modification, provided that the color or film fulfils only an optical function.

The above-mentioned parts classification and the user manual form part of the homologation, both documents will be supplied by the respective manufacturer.

B) Standard mounting parts, such as screws, nuts, bolts, washers and lock washers, are considered as Type 3 parts unless specifically mentioned in the homologation. They may be replaced with equivalent or superior standard parts. The thread type, size, length and pitch must remain the same. In case the connection remains intact, and the

standard mounting part doesn't fulfil any additional functionality, the thread type and pitch are free, and the size and length may be increased. The use of locking wire is permitted. Any type of standard mounting part which has an influence on the car set-up is considered as a Type 1 part unless specifically mentioned in the homologation. Only Type 3 washers may be removed. Washers may be added only for facilitating and improving mechanical installation. They may influence the set-up of the car only when specifically mentioned in the homologation.

C) Heat protection, mechanical protection (such as abrasion protection or tape) and protection for driver comfort may be added, provided that their sole function is the protection of the relevant element and unless specifically mentioned in the homologation.
   i. Heat protection used anywhere except in the immediate vicinity of the turbo, the exhaust, and the ECU will be interpreted as having additional function, violating the "sole function" wording. Examples include, but are not limited to, use on the inlet system (keeping air cool), the fuel system (keeping fuel cool), or the oil system (retaining oil heat).
   ii. Mechanical protection must be confined to the immediate area where clear potential for mechanical damage exists. Use of mechanical protection materials over a broader area or where damage potential is not clear will be interpreted as having additional function.
   iii. Specifically, this interpretation does not allow for the application of reflective foil or heat sleeve to any part of the intake plumbing.

D) 2.7.4 Bodywork The modification of bodywork parts and bodywork supports is allowed only to ensure proper installation despite manufacturing tolerances.

E) The use of quick couplings for brake, clutch and fuel lines is allowed, provided that FIA approved dry couplings are used.

26.3.1 Safety Equipment & Configuration
   a) The arming switch for the fire suppression system must be in the "ON" position whenever the driver is in the car during a Championship Event. It may not be switched off while the car is under parc fermé conditions.
   b) The fire suppression bottle must be mounted in such a way that with the seat components removed, the gauge may be seen with the use of a bore scope without removing the access panel.
   c) Teams must display the service details of the fire system inside the cockpit so that Officials may easily verify the service information without having the team remove the fire bottle. See the example below of how information should be displayed.

   d) It is permitted to enlarge the lap belt clearance hole in the extraction seat to allow attachment of the belts to the forward anchor points in the monocoque. It is also permitted to create a shoulder belt clearance hole in the extraction seat to allow attachment of the belts to the lower anchor points in the monocoque. The seat and insert must be able to be removed without using tools.
   e) The mirrors supplied with the car may have the flat mirrored glass replaced with convex mirrored glass, or

the mirrors may be replaced with the mirrors supplied with the JS-F4-16 car, which had convex mirrored glass.

26.3.2 JFC G1 Chassis & Bodywork

a) Color may only be added by paint, powder coat, and vinyl wrap or decal. Color may only be added to externally visible parts such as body panels, wings, endplates, component covers, and wheels, but not to the floor assembly. The "floor assembly" does not include the wood skid plate. The wood skid plate may be painted to allow teams to better track where it is rubbing.

b) For JFC G1 cars, the use of tape, film, and other removable adhesive products on bodywork is only permitted for the following:
   i. Wrap material and decals applied for the exclusive purpose of coloring and graphics.
   ii. Teams may use tape, or other adhesive films, along bodywork seams and on latches to secure the removable body panels. Properly securing the bodywork is the goal, so there is not a limit on the amount of tape used. If a bodywork panel comes off on-track, penalties may apply.
   iii. Additional tape may be used to secure the edges and latches of the engine cover to make sure the engine cover remains in place.
   iv. On forward-facing surfaces to protect them from damage, provided they serve no other purpose
   v. To control air flow into the side pod inlets. There is no temperature threshold for taping sidepod inlets.
   vi. Any tape applied to the body to secure body panels, control air flow into the side pods, etc. must be applied in a neat manner and should match the car's graphics or be transparent.
   vii. As temporarily applied on pit lane under the supervision of an official to secure damaged bodywork.

c) The manufacturer supplied skid plank may be replaced with any suitable non-metallic material. The thickness may be changed from the OE part but must otherwise be dimensionally identical.

d) The roll hoop cover must be trimmed to allow access for the lifting strap without removing the cover. The top of the rear edge must have an area trimmed out that is 3" wide and 1" deep. The front edge must also be trimmed back to expose the underside of the roll hoop for the lift strap.

e) Teams are not required to repair minimal damage to the undertray, such as scratches and shallow gouges, etc. Any damage that penetrates any core material where applicable or that cuts through from the lower surface to the upper surface must be repaired by the next event. Damage to the edges of the undertray that protrude less than ½" inward are not required to be repaired.

26.3.3 JFC G2 Chassis & Bodywork

a) For JFC G2 cars, the use of tape, film, and other removable adhesive products on bodywork is only permitted for the following:
   i. Wrap material and decals applied for the exclusive purpose of coloring and graphics
   ii. Teams may use a maximum of eight (8) strips of tape, or other adhesive film, to secure the removable body panels. Each strip of tape/adhesive may be a maximum of 2" wide and 6" long. A maximum of two (2) strips of tape/adhesive may be used on any single body panel.
   iii. On forward-facing surfaces to protect them from damage, provided they serve no other purpose.
   iv. To control air flow into the side pod inlets. There is no temperature threshold for taping the side pod inlets.
   v. As temporarily applied on pit lane under the supervision of an official to secure damaged bodywork.

b) Teams are not required to repair minimal damage to the undertray, such as scratches and shallow gouges, etc. Any damage that penetrates any core material where applicable or that cuts through from the lower surface to the upper surface must be repaired by the next event. Damage to the edges of the undertray that protrude less than ½" inward are not required to be repaired.

26.3.4 JFC G1 Transmission (JS F416)

a) The transmission input shaft may be shortened as needed to prevent contact with the crankshaft.

b) It is permitted to drill transmission shift forks and the hardened pin that follows the barrel to install a roll pin. This modification may only be performed by the supplier designated by the Championship. Teams must request permission from the Technical Delegate prior to the modification.

c) Oil in the transmission must reach at least the level of the removable inspection plug located on the right side of the transmission, just aft and above the rearward clevis for the lower wishbone. The gear oil must

run out of the gearbox when the fill plug is removed.

d) Only the following sets of gear ratios may be used during official test days and Events:

| Gear No. | Tooth Count 1 | Tooth Count 2 | Gear Ratio (TC1/TC2) |
|---|---|---|---|
| 1 | 35 | 14 | 2.50 |
| 2 | 35 | 18 | 1.94 |
| 3 | 28 | 18 | 1.56 |
| 4 | 28 | 21 | 1.33 |
| 5 | 28 | 24 | 1.17 |
| 6 | 23 | 22 | 1.05 |

e) The gearbox must be used exactly as supplied from Ligier/SADEV with the following exceptions:
   i. The back half of the gearbox will not be sealed to allow teams to service/repair their gearboxes. No modifications to the gearbox internals will be tolerated. The gears, and other gearbox internals, must be used as delivered from SADEV.
   ii. The front end of the gearbox, where the differential and ring and pinion are located, must remain sealed with the cable seal installed by the Championship.
   iii. Any team servicing their own gearboxes will be considered to be entirely at fault if any damage occurs due to the improper installation of any parts. No consideration will be given to the team by the Championship, Parella Motorsports Holdings, Ligier, or SADEV.
   iv. The "centering springs" installed on the supplied half shafts must remain in place.

f) The penalties for intentionally modifying a gearbox outside of those modifications allowed in Article 26.3.3 will include the loss of all points for that Event and a $5,000 team fine.

26.3.5 JFC G2 Transmission (JS F422)

a) Only the following sets of gear ratios may be used during official test days and Events:

| Gear No. | Tooth Count 1 | Tooth Count 2 | Gear Ratio (TC1/TC2) |
|---|---|---|---|
| 1 | 30 | 12 | 2.50 |
| 2 | 30 | 15 | 2.00 |
| 3 | 29 | 17 | 1.71 |
| 4 | 25 | 17 | 1.47 |
| 5 | 28 | 22 | 1.27 |
| 6 | 26 | 23 | 1.13 |

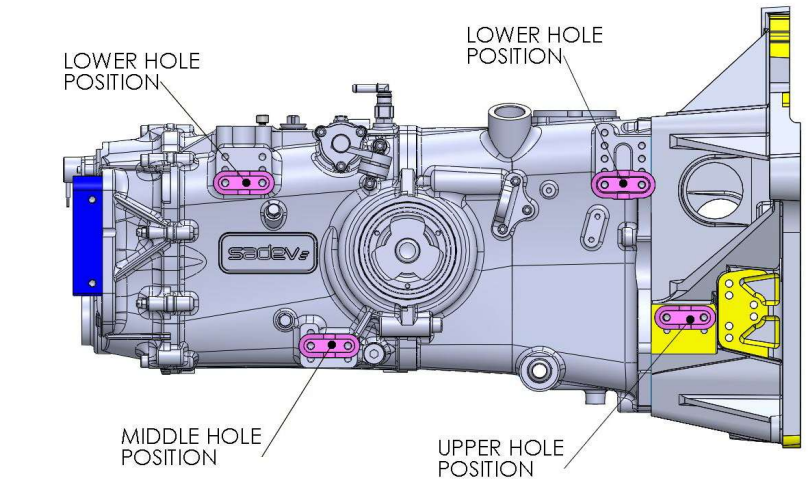
b) The gearbox must be used exactly as supplied from Ligier/SADEV with the following exceptions:
   i. The two upper studs that attach the gearbox to the bellhousing must be pre-drilled to allow the FR/F4 branded cable seals (same as used on shocks) to be used to seal the gearbox to the bellhousing.
   ii. The transmission comes from Sadev with a lead seal that seal the differential housing to the transmission housing. This seal must remain intact until the car is presented for the Annual Safety Inspection. During the Annual Safety Inspection, the lead seal will be replaced with an FR/F4 branded cable seal.
   iii. The "centering springs" installed on the supplied half shafts must remain in place.

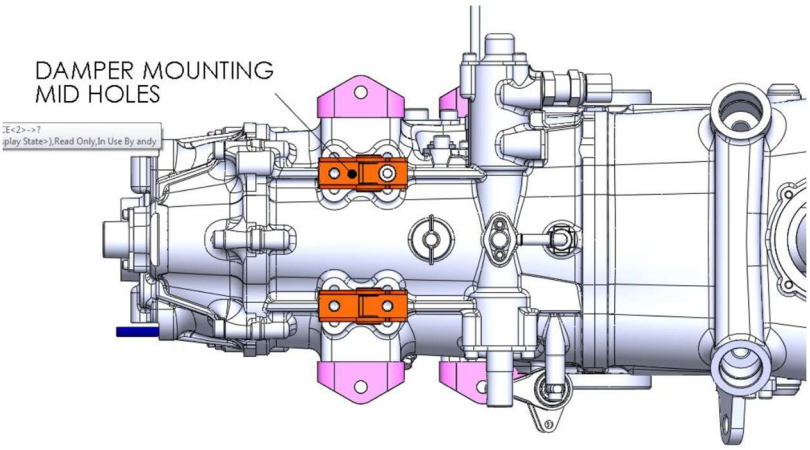
c) The penalties for intentionally modifying a gearbox outside of those modifications allowed in Article 26.3.4 will include the loss of all points for that Event and a $5,000 team fine.

26.3.6 JFC G1 Suspension, Wheels, and Brakes (JS F416)

a) The use of the rear suspension pickup points, including the rear shocks, as shown in the Ligier JS F416 Vehicle Information manual is mandatory. The vehicle information manual and parts list are part of the homologation documentation. Below are the diagrams from the information manual specifying the required mounting locations.

   If the mounting holes are damaged, Helicoils, or other types of repair mechanisms, may be used to repair the suspension mounting points in the transmission case.




b) use of the rear suspension pickups points as shown in the homologation (homologation No: 2016-04-F4-Crawford - 01/01 VO) is mandatory. Helicoils, or equivalent, may be used to repair the suspension mounting points in the transmission case.

c) One link may optionally be removed from either or both anti-roll bars. If a link is removed, the other link and the anti-roll bar must remain in place.

d) Only Ligier-branded wheels manufactured by either Dynamic or Fondmetal are allowed for use at Championship events, including promoter tests, practice, qualifying, and races. First-generation wheels manufactured by Jongbloed are not allowed to be used during any event.

e) Minimum thickness for used brake rotors is 19.2 mm or 0.756". No modifications of any sort are permitted, as this dimension provides only for normal wear.

f) A 0.75" master cylinder (P/N: TBD) may be used on the front brake circuit to better center the brake balance bar.

g) Because the feed hoses between the fluid reservoirs and the master cylinders are unpressurized, they may be replaced with suitable hoses of any material.

h) All shocks used in official sessions are required to have the Championship labeled cable seals installed. If a team has any shocks that still have the blue wire seals installed, those shocks must be sent back to JRI to be resealed.

i) Brake piston dust seals may be removed.

j) The maximum width of the car at the front and rear axle centerline is 1750mm. As the tire pressure affects the width of the tires, and therefore affects the overall width measurements, an Inspection Tire Pressure is being implemented. If a car passes the overall width measurements, tire pressures will not be checked. If a car fails the overall width measurement, then the tire pressures will be checked and the team required to adjust their tires pressures to 1.2-bar (17psi).

k) Quick-disconnect fittings may be installed on the brake lines to enable easier exchange of brake components between track sessions. These fittings need to be a -3AN quick disconnect. The fitting

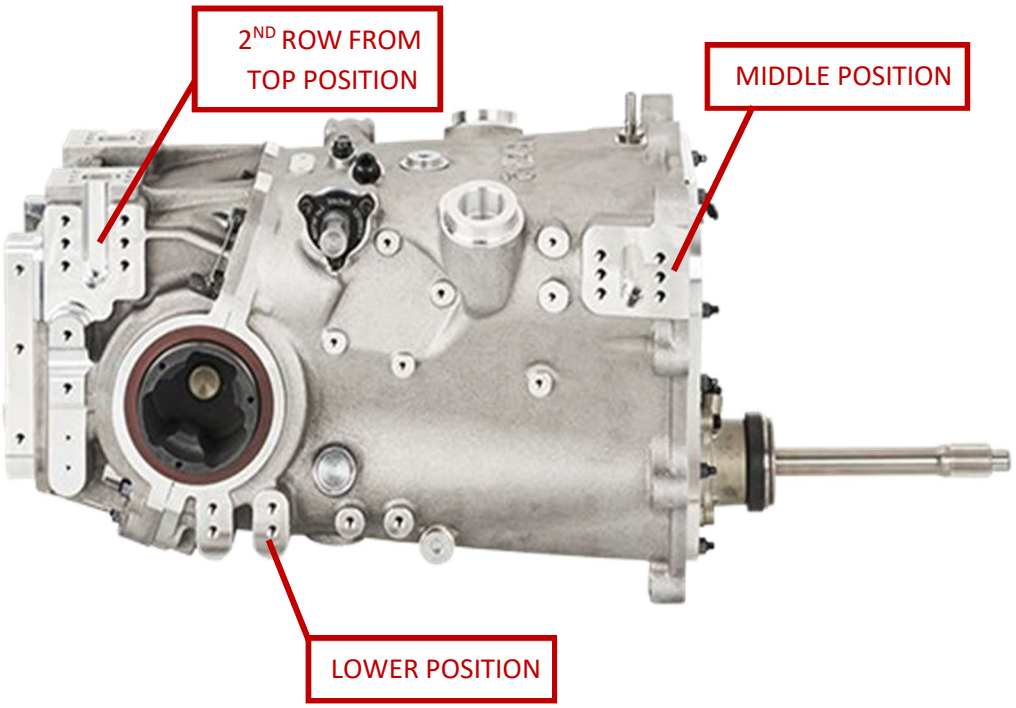
available from FormulaRaceParts.com is pictured below. The use of these fittings is optional. If used, this exact fitting is not required but any fitting used should be similar.

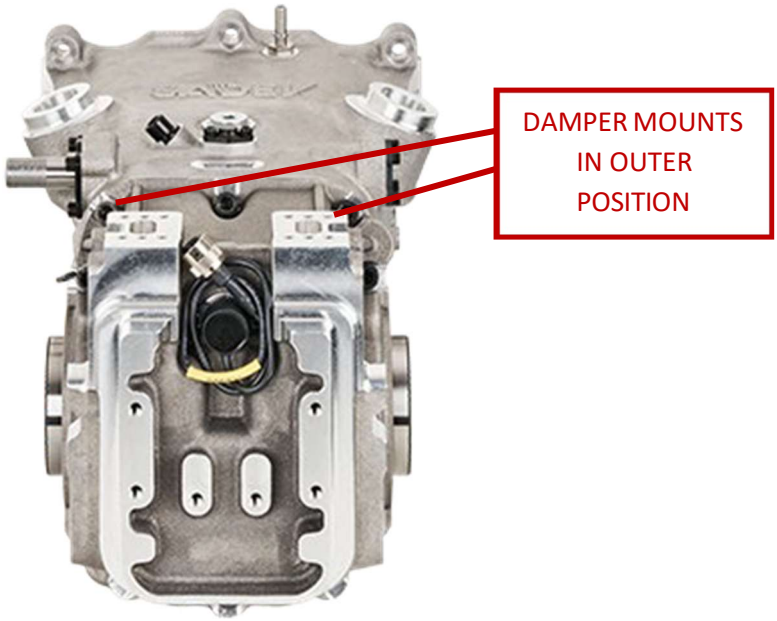
*Example of the type of -3AN quick disconnect fitting to be used on brake lines if a team chooses to use quick disconnects.*

26.3.7 JFC G2 Suspension, Wheels, and Brakes (JS F422)

a) The use of the rear suspension pickup points, including the rear shocks, as shown in the Ligier JS F422 Vehicle Information manual is mandatory. The vehicle information manual and parts list are part of the homologation documentation. Below are the diagrams from the information manual specifying the required mounting locations.

If the mounting holes are damaged, Helicoils, or other types of repair mechanisms, may be used to repair the suspension mounting points in the transmission case.






b) One link may optionally be removed from either or both anti-roll bars. If a link is removed, the other link and the anti-roll bar must remain in place.
c) The anti-roll bar spacers supplied with the car are made out of aluminum and therefore are hard to retrieve if dropped in the cockpit. Teams may make dimensionally identical replacement spacers out of a ferrous material so that the spacers may be retrieved by a magnet.
d) Only Ligier-branded wheels manufactured by OZ Racing must be used. These are the same wheels supplied with the car.
e) Minimum thickness for used brake rotors is TBD. No modifications of any sort are permitted, as this dimension provides only for normal wear.
f) The brake master cylinders must be used as supplied. Three clutch master cylinder sizes are offered, whichever size is chosen must be used as supplied.
g) All shocks used in official sessions are required to have the Championship labeled cable seals installed.
h) Brake piston dust seals may be removed.
i) The maximum width of the car at the front and rear axle centerline is 1725mm. As the tire pressure affects the width of the tires, and therefore affects the overall width measurements, an Inspection Tire Pressure is being implemented. If a car passes the overall width measurements, tire pressures will not be checked. If a car fails the overall width measurement, then the tire pressures will be checked and the team required to adjust their tires pressures to 1.2-bar (17psi).
j) Quick-disconnect fittings may be installed on the brake lines to enable easier exchange of brake components between track sessions. These fittings need to be a -3AN quick disconnect. The fitting available from FormulaRaceParts.com is pictured below. The use of these fittings is optional. If used, this exact fitting is not required but any fitting used should be similar.

*Example of the type of -3AN quick disconnect fitting to be used on brake lines if a team chooses to use quick disconnects.*

26.4 The Championship-issued Accident Data Recorder (ADR) and Cockpit Yellow Light System (CYL) must be fitted to the car in the approved location and must be in working order at all times during the Event. These two items must be returned to the Technical Delegate after the final event that car will compete in each year. Failure to do so will result in a fine.

26.5 Telemetry is not allowed.

26.6 During all on-track sessions, radio communication is required between the driver and a crew member located in the Competitor's pit. Additionally, a crew member located in each Competitor's pit must also listen to both of the Race Control frequencies. All in-car radios must be programmed so the driver can hear Race Control's "Call All" digital radio channel as a priority channel, overriding any other radio traffic. Scrambling or encoding of radio transmissions is not permitted. Car-to-Car radio communication is not permitted.

26.7 The Championship requires the use of MyLaps timing transponders which must be fitted to the car in the approved location and be operating properly during all on-track sessions. Cars without properly operating transponders will not receive official times.

If the transponder fails on a car during a Qualifying or Race session, the Chief of Timing and Scoring will notify the Race Director which transponder has failed. The Race Director would in-turn notify the Technical Delegate which car has experienced a transponder failure. That car will then be required to report to Parc Ferme' after the session. The Scrutineers will then download the GEMS data for that car and document the fastest lap time recorded for that car in that session. The fastest lap time from the GEMS data will be used to place that car in the grid for the next session. Then a five (5) grid spot penalty will be applied for that car not having an operational transponder. The final placement in the grid lineup is non-protestable.

26.8 All Competitors must use the factory supplied data logging system. Logged data may not be downloaded or cleared during parc fermé. Teams must clear the memory of their ECU and DA3 Chassis Logger before the start of each qualifying or race session to speed up the post-session data downloading process. Teams must make sure that all GEMS logged data channels are operating properly. If a channel is not working, the team must replace the sensor, and/or repair the wiring, to get that channel operational again. This applies even if the team does not use the data from that channel. Teams may install sensors of equal, or higher, quality, provided they perform the identical function of the sensor supplied with the car. Teams may convert their GEMS system to use GPS to trigger lap times in lieu of the standard beacon.

Any team that has not been converted to use a GPS lap trigger must ensure that the timing beacon receiver is mounted on the same side of the car as the pit lane, and that it is securely mounted to the chassis so that it stays properly aligned to receive the beacon signal so the data is divided into individual laps.

26.9 A video camera, or camera system, of any manufacturer may be used. The AiM Smarty Cam 3 GP is recommended as that is the camera system that Ligier stocks systems and parts for on their truck.

One camera must be installed and mounted on the top of the main roll hoop facing forward, angled so that the image shows the track and the driver's hands and will be known as the "Official Camera". Ligier has camera posts available to extend the height of the camera to see the driver's hands over the helmet.

The "Official Camera" must be operating during all sessions at an Event. Nothing may obstruct the camera picture, and the video image must be properly oriented. Additional video cameras, if used, may not be mounted to the exterior or interior of the driver's helmet.

Competitors must always ensure the functionality of the "Official Camera" and are required to submit video cards from the "Official Camera" to the Stewards of the Meeting within 15 minutes of the end of each session. See Article 46 for detailed procedure. Failure to comply will result in a report to the Stewards and may result in a penalty.

Any number of additional cameras and camera systems may be installed in addition to the Official Camera. The primary camera must be mounted on top of the main roll hoop. Any camera used must record in MP4 or MOV format using a Micro-SD or SD card.

26.10 During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is obvious that any such covers are needed solely for mechanical reasons, which could, for example, protection against fire.

In addition to the above, the following are specifically not permitted:

a) Engine, gearbox, or radiator covers while engines are being changed or moved around the garage.
b) Covers over spare wings when they are on a stand in the pit lane.
c) Parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted:

a) Covers which are placed over damaged cars or components.
b) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
c) A cover over the car in the team's garage or paddock area overnight.
d) A cover over the car in the pit lane or grid if it is raining.

26.11 Noise generated by the car must not exceed 103 dbA. In order for the JFC G2 cars to meet this noise limit, they will need to install the muffler available from Ligier. Engine noise will be determined at each individual track by the noise monitor at that track. If notified that a certain car is above the track specified noise limit for that event, the team must add an muffler and/or redirect the exhaust away from the noise monitoring station.

26.12 The Series reserves the right to restrict the number of operational staff allowed at events. The following are not considered operational staff:

a) Those exclusively connected with hospitality, team motorhomes, marketing, or public relations.
b) Truck drivers with the sole duty of driving trucks
c) Medical doctors, physiotherapists, or massage therapists
d) Driver managers or driver coaches
e) Extended family beyond a driver's parents or legal guardians

## 27 SPARE CARS

27.1 Spare chassis are not permitted. No driver may use more than one chassis at the same Event.

Except for the survival cell, as governed by the following paragraph, and the engine, which is governed by Article 28, any part of the car may be changed at any time during the Event.

The survival cell may only be changed during the Championship Event if the Technical Delegate and Race Director are satisfied that a change is necessary due to crash damage or material/structural failure. The decision of the Technical Delegate and Race Director in this matter cannot be protested by Competitors. Following the change, the complete car must then be re-presented for scrutineering. Any damaged survival cell must be repaired and certified by the manufacturer or their designated service representative before it can be eligible for further use. Should the team fail to inform the Technical Delegate of a change in car or survival cell, the team will be referred to the Stewards.

27.2 The decision whether a car has been repaired or changed will be taken by the Stewards of the Meeting, based upon a report by the Technical Delegate.

27.3 Any damaged car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Event unless approved by the Championship.

## 28 ENGINE MODIFICATIONS AND USAGE

28.1 Only engines complying entirely with the following homologation may be used during official test days and Events:
JFC G1: Engine Homologation No: 2016-04-F4-HPD JFC G2: Engine Homologation No: TBD

Once supplied, the engine may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations, Sporting Regulations, or bulletins issued by the engine supplier/maintainer or the Championship. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

The official engine supplier/builder of engines for the Ligier Junior Formula Championship is Mountune. Only engines

built/rebuilt and sealed by Mountune may be used in any official session in this Championship.

28.2 JFC G1: Engine Specifications (Honda Engine)

a) It is permitted to wrap the following pipes in the cooling system with heat insulating material:
   i. CCF4-11-020 Upper H2O Pipe
   ii. CCF4-11-021 Lower H2O Pipe 1
   iii. CCF4-11-022 Lower H2O Pipe 2

b) The only engine oil filters permitted are the NAPA Platinum (P/N: 41085), NAPA Gold (P/N: 1085) and the Wix (P/N: 51085). Note, the supplier to NAPA of the Gold filter has changed and the quality has deteriorated, making the filter prone to distortion and leaking. It is recommended that the Gold filter no longer be used once a team's current supply is used up. No exterior coverings are permitted on the filter.

c) The use of high-quality 0W-20 in the engine is mandatory. No alterations to this oil are permitted, nor is the use of any other substance. To ensure that the required type of oil is used without modification or additives, samples may be taken from the engine for analysis and comparison with required type.

d) Minimum allowed engine oil level is at the "MIN" line on the Ligier JS F4 dipstick, available from Ligier Automotive. Oil must completely cover the line directly above the arrowhead at the "MIN" level on the dipstick. The following procedure will be used to check the engine oil level. The engine will be started and idled for 1-minute. The engine will then be shut off. The Ligier supplied dipstick will then be used immediately after engine shut off to measure the oil level.

e) Restriction of the flow of fluid or air in any part of cooling systems is not permitted, except for restrictions expressly included in either the homologation or as optional or mandatory updates issued via manufacturer bulletins via Championship official memo/bulletin or via the manufacturer through official Championship communication channels outlined in Article 14.4.

f) The engine exhaust pipe, part number CCF4-06-033 may be treated with a coating of any kind. It is also permitted to wrap the engine exhaust pipe with heat insulating material. In all other respects, it remains a Type 1 part.

g) Auxiliary cooling systems, such as fans, blowers, etc. may be used to cool down vehicle components while a car is off track. Such as when the car is in pit lane, traveling through the paddock, or sitting in parc fermé. Any such system shall be battery operated. Any such system must be removed before the car is weighed during technical inspection.

h) The fuel line and fittings between the dry break sample fitting to the high-pressure fuel pump must be replaced with the Ligier supplied kit (P/N: TBD).

28.3 JFC G2 Engine Specifications (Storm Engine)

a) The only engine oil filter permitted is Speed Flow PN: SF-CF602-065 No exterior coverings are permitted on the filter.

b) The Driven DT-40 (5w40) engine oil is the recommended oil for use in the V4 engine. The use of a high-quality motorsport engine oil, with a minimum weight of 5w40, is mandatory. To ensure that the required weight of oil is being used, samples may be taken and submitted for additional testing.

c) Minimum allowed engine oil level is at the "MIN" line on the Ligier F4 dipstick (P/N: OA11-18-002 OIL DIP STICK), available from Ligier Automotive. Oil must completely cover the line directly above the arrowhead at the "MIN" level on the dipstick. The following procedure will be used to check the engine oil level. The engine will be started and idled for 1-minute. The engine will then be shut off. The Ligier supplied dipstick will then be used immediately after engine shut off to measure the oil level.

d) Restriction of the flow of fluid or air in any part of cooling systems is not permitted, except for restrictions expressly included in either the homologation or as optional or mandatory updates issued via manufacturer bulletins via Championship official memo/bulletin or via the manufacturer through official Championship communication channels outlined in Article 14.4.

e) The engine exhaust pipe may be treated with a coating of any kind. It is also permitted to wrap the engine exhaust pipe with heat insulating material. In all other respects, it remains a Type 1 part.

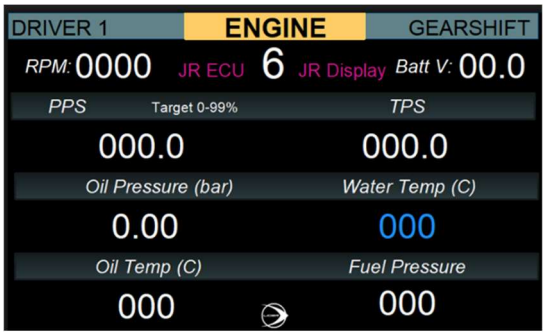
f) Auxiliary cooling systems, such as fans, blowers, etc. may be used to cool down vehicle components while a car is off track. Such as when the car is in pit lane, traveling through the paddock, or sitting in parc fermé. Any such system shall be battery operated. Any such system must be removed before the car is weighed during technical inspection.

g) The return hose to the coolant reservoir may be attached to either port supplied by Ligier. However, it is recommended that the return hose be located to the forward port on the right side of the reservoir to avoid filling the sight tube.

h) The "JR" spec ECU supplied by Ligier must be installed.

i) The "JR Display" calibration must be loaded into the dash to display the adjusted RPM range. When powered on, the splash page (shown below) will verify that the correct ECU and display calibrations are installed.

This information is also shown on the Mechanic Mode 2, page 1 screen (shown below).




28.4 Once an initial engine has been declared for use in a car for all Events and official tests of the Championship, per Section 28.5, each car will be permitted three (3) engine changes during the Championship, regardless of reason. Any additional engine changes for any reason will result in a penalty of 10 grid positions for the next race. Should there be a change in driver, owner, or team for a car during the Championship, this requirement remains with the car.

28.5 An engine will be deemed to have been used once the car has left the pit lane.

28.6 The engine supplier/rebuilder will attach seals to each engine after being built/rebuilt, and prior to it being used for the first time at an Event to ensure that no significant moving parts can be rebuilt or replaced. These seals must remain intact for the entire time period between builds/rebuilds.

28.7 An engine change will be deemed to have happened if any of the seals are damaged, removed, or replaced on an engine by anyone other than the engine supplier/rebuilder after it has been used for the first time in any official session.

28.8 The Technical Delegate may require the replacement of a complete engine or any part of the engine or ECU with parts coming from the supplier's stock or check of the complete engine on the test bench.

28.9 To control air flow through the radiator, blanking plates may be added to the radiator. Tape may also be used to limit air flow into the side pod to help keep the engine temperature in the correct operating range

## 29 FUEL, FUEL SAMPLING AND REFUELING

29.1 Only 93 octane fuel provided at the Event by the appointed supplier as mandated by the Championship may be used

throughout the event. Any alteration to the specification of the fuel provided by the appointed supplier may result in disqualification from the Event.

29.2 It must be possible to take a minimum 200 ml sample of fuel from a car at any time during the Event according to the procedure described in Article 29.7.

29.3 All cars must be fitted with a self-sealing, FIA-approved connector that can be used by the scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5 m long which can be used to transfer the samples into the sample vessels.

29.4 During all refueling or fuel handling operations:

a) Whenever fueling a car, it must be done in a properly ventilated area that allows sufficient air flow. In the case of a canopy, that means at a minimum the front and rear ends of the canopy must be open. Fueling is never permitted within a permanent structure, such as the garages at tracks. Cars must be rolled outside of the garage to be fueled.
b) Whenever fueling, an assistant that is equipped with a suitable fire extinguisher of appropriate capacity must be near the car and prepared to extinguish a fire.
c) During fueling all other team personnel must keep a safe distance from the car.
d) All cars, refueling equipment and containers must be suitably grounded where necessary.
e) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.

29.5 No refueling, or removal of fuel, is permitted:

a) During Qualifying, the Race, or at any time prior to the completion of post-qualifying or post-race scrutineering.
b) Refueling in the pits or grid area is not permitted.

29.6 Refueling or removal of fuel may only be carried out in the paddock. The driver shall not remain inside the car during the refueling process and the engine must be stopped.

29.7 Fuel samples will be taken during the Event as follows:

a) Air-tight containers will be used for the fuel samples.
b) At the beginning of every Event, a reference sample, with a minimum volume of 200 ml, will be taken from the stock of the designated fuel supplier. If the scrutineers deem necessary, fuel from the designated supplier may be resampled during the Event.
c) At any time during an Event, the Technical Delegate or his designee may take a fuel sample from any car. Samples taken from Competitors will have a minimum volume of 200 ml. These samples, in labeled containers, will be delivered to the scrutineers for testing.
d) All fuel samples must be provided from the dry-break connection supplied with the car. Cars that are unable to supply a minimum of 200 ml of fuel from the designated dry-break connection will be reported to the Stewards of the Meeting. Teams will not be permitted to try and provide fuel from any other position on the car.
e) Should the scrutineers find that fuel from a Competitor's sample deviates from the Event reference fuel standard, the Technical Delegate will submit a report to the Stewards of the Meeting for their review and decision regarding the issuance of any penalties.

## 30 GENERAL SAFETY

30.1 Official instructions will be given to drivers by means of the signals laid out in the Sporting Regulations. Competitors must not use flags or lights similar in any way whatsoever to these.

30.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is necessary in order to move the car from a dangerous position. A car may only be removed from a dangerous position as directed by the marshals.

30.3 Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.

30.4 During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of

the Sporting Regulations relating to driving behavior on circuits.

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

30.6 If a car stops on the track, it shall be the duty of the marshals or emergency services to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. Under no circumstances may a driver stop his car on the track without justifiable reason. Drivers must not start or attempt to start the car's engine when it is being pushed or towed to a place of safety by the marshals or emergency services. If any mechanical assistance received during the race results in the car re-joining, the Stewards may disqualify him from the race (other than under Articles 30.12.(d) and 30.12.(e), 39.4, and 39.5). Drivers must follow the instructions of the marshals, emergency services, and officials.

30.7 A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place unless it's not safe to do so.

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

30.9 Refueling is not permitted in the grid area or on pit lane.

30.10 The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.

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

a) Marshals or other authorized personnel in the execution of their duty.
b) Drivers when driving or on foot, having first received permission to do so from a marshal.
c) Team personnel when either pushing a car or clearing equipment from the pre-grid after all cars able to do so have left the pre-grid on the formation lap.
d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.
e) Team personnel working on a car on the grid during a race suspension in accordance with Article 39.5.

30.12 During any on-track session, the engine may only be started with the onboard starter when outside of the paddock area, except in the following situations:

a) On the pre-grid.
b) In the team's designated pit box.
c) At the direction of the Race Director.

The approved alternate methods for starting a car is to use a jump battery, or to push-start the car. When push starting the car the maximum distance that car may be pushed from the designated grid position or pit box is four (4) pit boxes, or apx. 100'. If the car has not started within this distance, then the team must return the car to its designated pit box, or to the paddock after receiving permission, to diagnose what is wrong with the car.

30.13 Drivers taking part in on-track sessions must always wear the clothes and helmet specified in these Sporting Regulations. (See Appendix 1). It is prohibited to attach any type of camera or video recording device to the exterior or interior of the driver's helmet.

30.14 If a driver has serious mechanical difficulties during a session, he must leave the track as soon as it is safe to do so. Any vehicle that has stopped on-track during a session and required the assistance of emergency vehicles or staff, may be denied permission to re-enter the track by the Race Director.

30.15 The use of dry or wet weather tires is the choice of the Competitor. However, if circumstances warrant, the Race Director may mandate that all cars start a session on wet weather tires.

30.16 The car's rain light must always be illuminated whenever they are running on wet-weather tires or when instructed by the

Race Director. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rain light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied. Whenever using dry-weather tires, the rain light must be turned off.

30.17 Drivers are required to report to the track medical center after an on-track incident involving contact (for example: car-to-car, car-to-wall, etc.). This may be done by either the track safety team or a designated car provided by Racing America. Drivers who fail to appear or teams who fail to present their drivers will be subject to penalty. After evaluation, medical personnel will advise if the participant is fit to return to competition or needs further evaluation.

30.18 Cars involved in such incidents may be parked at a centralized location during a session; however, Championship officials will ensure that all cars and drivers have returned to the paddock before leaving race control.

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

30.20 The use of any narcotic, performance-enhancement drugs, and/or recreational drugs, as defined by federal, and/or state law, by any participant, or official, is expressly prohibited, even if prescribed by a licensed physician.

30.21 Consumption of alcoholic beverages shall not commence until all official functions of the Championship Event have been completed for the day, including all post-session technical inspections.

30.22 Racing America reserves the right, at any time, to require any participant to successfully complete, at participant's expense, such tests as may be designated by Racing America, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of such testing shall result in penalties and/or disqualification from the Event.

## 31 PRACTICE & QUALIFYING SESSIONS

31.1 Except where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice and qualifying sessions as for the race.

31.2 During all practice and qualifying sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light or flag is visible. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track. If lights are unavailable, like-colored flags may be displayed which shall have the same meaning as the lights.

31.3 The interval between the second or only free practice session and the qualifying session, in addition to the interval between the qualifying session and the first race, may not be less than two hours and 30 minutes unless specified by Racing America. The interval between races may generally be no less than two hours and 30 minutes unless specified by Racing America.

31.4 In the event of a driving infringement during any practice or qualifying session, the Stewards may delete a driver's lap time(s), drop the driver such number of grid positions as they consider appropriate, or require the driver to start the following race from the pit lane. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session. Where appropriate, regard will also be given to the provisions of Article 17.1

31.5 Any driver taking part in any practice or qualifying session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 31.4.

31.6 Should it become necessary to stop any practice or qualifying session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts. When the red flag is displayed, all cars shall immediately reduce speed and proceed slowly (and without overtaking) back to the pit lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice and qualifying session no driver may cross the Line more than once.

31.7 The Clerk of the Course may interrupt practice, qualifying and race sessions as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. All Events are "time certain" and extension of sessions due to interruption

is not likely. Sessions can be shortened, abandoned, or extended at the absolute discretion of the Race Director and the Stewards. Such decisions may not be protested.

**32 PRACTICE SESSIONS**

At least one free practice session of at least 20 minutes and of no more than 45 minutes duration will be scheduled on the first day of the Event. If the procedure set out in Article 33.2 below is used, free practice sessions may also be split using the same principles.

**33 QUALIFYING SESSIONS**

33.1 At least one qualifying session of at least 20 minutes and of no more than 30 minutes duration will be scheduled on the first or second day of the Event.

33.2 If the number of cars entered for an Event exceeds the number of cars which are permitted to take part in practice (according to the requirements of the circuit license), the cars may be split into two groups. The method used to split the groups will be determined by the Race Director.

33.3 No driver may start a race without either taking part in at least one Championship session during the weekend or approval by the Race Director.

33.4 Qualifying grids will be based on Championship driver points unless otherwise specified in the Event Supplemental Regulations. If two or more drivers have the same number of points, their grid order will be determined in accordance with the provisions of Article 7.2. For the first Event of the Championship season, the qualifying grid will be based on the fastest lap of the driver in either practice session.

33.5 In the event that both practice sessions are cancelled at the first Event of the Championship season, the qualifying grid will be drawn up at the discretion of the Race Director. Cars not in position by the one-minute announcement must start the session from the back of the pre-grid.

33.6 As there are two classes competing in the JFC, the qualifying grid will be ordered in the following manner. The JFC G1 cars will be grouped together and gridded by driver points starting at the front of the grid. Any JFC G2 cars entered will then be grouped together and gridded by driver points behind the first group of cars.

**34 THE GRID**

34.1 At the end of qualifying the fastest time achieved by each driver will be officially published.

34.2 At Events with multiple races, the grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver in the qualifying session. The grid for the second race will be drawn up in the order of the fastest race time achieved by each driver in the first race. The grid for the third race will be drawn up in the order of the fastest race time achieved by each driver in the second race.

34.3 Should two or more drivers have identical times, priority will be given to the one who set it first.

34.4 Should the qualifying session be cancelled for any reason, the grid for the first race will be drawn up based on the grid for such cancelled qualifying session. If the first or second race is cancelled for any reason, the grid for the following race will be drawn up based on the grid for such cancelled race session.

34.5 As there are two classes competing in the JFC, the grid will be ordered in the following manner. The JFC G1 cars will be grouped together and gridded in accordance with Article 34.2. Any JFC G2 cars entered will then be grouped together and gridded in accordance with Article 34.2 behind the first group of cars.

34.6 Grids will generally be published at least one hour before the start of the relevant formation lap. Any driver who is unable to start for any reason whatsoever must inform the Stewards at the earliest opportunity and in any case, no later than 45 minutes before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be compressed accordingly and the final starting grid confirmed 30 minutes before the start of the formation lap.

Cars not in position on the pre-grid at the three (3) minute announcement will take their start from pit lane after the field has passed pit out. Their grid slots will remain open. Any car starting from pit lane may follow the field around the track on the formation lap(s) but must return to pit lane at the end of the formation lap(s) to take the start.

34.7 The highest qualified car/driver combination will start the race from the pole position on the grid. Pole position will always be on the side as listed in the track license, or as outlined in the Event Supplemental Regulations.

If the qualifying sessions were split in accordance with Article 33.2, the fastest driver overall will start from pole position on the grid and the fastest driver from the other group will start from second place on the grid. The remaining cars will be arranged on the grid in rows corresponding to their group and behind the fastest driver from each of their groups.

If one of the two groups has fewer qualified drivers than the other or following a decision of the Stewards, the gaps on the grid will be closed up accordingly.

Any driver(s) who cannot start the race because their qualifying position places them outside the maximum number of cars permitted by the circuit license, will only be allowed to start the race if any driver who qualified higher than him is unable to start and withdraws at least 45 minutes before the start of the formation lap.

34.8 Any driver whose best qualifying lap exceeds 110% of the pole position time will not be allowed to take part in the race. Under exceptional circumstances the Race Director 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 free practice.

34.9 A hardship lap may be granted by the Race Director. If granted, the distance on the circuit shall be from pit out to pit in only – the vehicle shall not cross the start/finish line or start finish timing loop on the course. Only previously used dry weather tires will be used.

34.10 The grid on the front straight will be in a staggered 1 x 1 formation generally separated by 24 feet or as specified in the Event Supplemental Regulations.

## 35 MEETINGS

A meeting chaired by the Race Director will take place on the first day of practice at a location to be advised, and all drivers entered for the Event and their Competitors must be present. All meetings, autograph sessions and fan walks listed on the Event schedule are mandatory unless otherwise indicated. Drivers and Competitors missing mandatory meetings may result in a $250 fine and/or additional penalties, including a grid spot penalty.

## 36 STARTING PROCEDURE

36.1 Unless otherwise directed by the Race Director, all cars will assemble in grid order prior to the start of the race on the pre-grid. Pre-grid will close three (3) minutes prior to the start of the formation lap(s) unless the official schedule indicates otherwise. At the completion of the preceding session and at the direction of the grid marshals, all cars will be released on their formation lap(s). All cars must remain in grid order during the formation lap(s).

The Race Director has the discretion to declare two formation laps. Competitors will be given as much advance notice, via the official communication channels, as is reasonably possible under the circumstances.

In certain circumstances, such as large fields, short track lengths and/or changing track conditions, the Race Director may specify two formation laps after the field has left pre-grid, but before the green flag is displayed to start the race. The official race clock will start when the first car crosses the Line after the first formation lap.

36.2 During the formation lap(s) practice starts are forbidden and the formation must be kept as tight as possible.

36.3 If a driver does not leave the pre-grid in the assigned position, this driver must enter the pit lane and start from the

designated area at pit out.

Overtaking during the formation lap(s) is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field.

If a driver falls out of position during the formation lap, this driver must enter the pit lane and start from the designated area at pit out.

A penalty under Article 15.3 (b) will be imposed on any driver who fails to enter the pit lane after one of the above infractions.

36.4 At the completion of the formation lap(s) all cars will assemble on the starting grid in their designated spaces. It is the driver's responsibility to know which side of the grid he will start from. It is the team's responsibility to guide their driver into the start box. No part of the car can be over the start box line.

The starting light sequence will consist of five red lights. As soon as all cars are properly assembled on the grid the green lights will illuminate to signal that the grid is full, then the red start light sequence will begin. The five second light will appear followed by the four, three, two and one second lights. At any time after the one second light illuminates, the race will start by extinguishing all red lights. When the red lights are extinguished, the race time clock shall start and run continuously until the expiration of the race time, unless otherwise directed by the Race Director. On an aborted start, the race clock will start when the first car crosses the control line to start the second formation lap and will continue to run until race time expires.

36.5 Any driver in need of assistance once the red-light sequence has started, must raise his arm. If able, the starting light sequence will stop, and the abort lights will flash indicating an aborted start. Green lights will indicate a rolling start and the beginning of a pace lap, when the remainder of the cars able to do so have left the grid, marshals will be instructed to move the car into the pit lane. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals and officials.

Once in the pit lane, the team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

36.6 The remaining cars able to continue will commence a pace lap, under yellow flag conditions, led by the safety car. All cars will remain in grid order and form up for a side-by-side formation rolling start.

36.7 False Start infractions will be penalized per Article 15.1.(c) and 15.3 (a), (b), (c), or (d).

36.8 A False Start occurs when a driver:
a) Is in the wrong position for the start (as described above) or reverses on grid
b) Moves forward from the prescribed position before the start signal is given
c) Is moving when the start signal is given during a standing start and gains an advantage
d) Accelerates early or unevenly during a rolling start or fails to maintain the prescribed formation order.

36.9 The Official Starter shall always be a Judge of Fact under these Sporting Regulations of starts and re-starts but may be overruled by the Stewards. Stewards may use any video or electronic means to assist in any false start penalties. A breach of the provisions of the Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.

36.10 Unless specifically authorized by the Race Director, during the start of a race the pit wall must be kept free of all persons except for officials, emergency services personnel, and flag or pit marshals.

36.11 All cars starting from the pit lane may join the race once the whole field has passed the end of the pit lane for the first time after the start.

## 37 THE RACES

37.1 During a race, drivers leaving the pit lane may only do so when the light or flag at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag and/or a flashing blue light, will also warn the driver if cars are approaching on the track.

37.2 There will be two or three races of no more than 30 minutes duration at each Event. The race duration will be specified in the Event schedule or Supplemental Regulations of each Event. Race time begins at Race Start as defined in Articles 36.4 and 38.14 and ends as defined in Article 41.1.

## 38 SAFETY CAR

38.1 The safety car will be driven by a Racing America approved driver and will carry an approved observer capable of recognizing all the competing cars who is in permanent radio contact with Race Control.

38.2 Prior to the start of the formation lap the safety car will take up position at the front of the pre-grid and remain there until the five-minute signal is given. When instructed to do so by Race Control it will move onto the circuit and lead all cars for the formation lap.

38.3 The safety car may be brought into operation to neutralize a race upon the order of the Clerk of the Course. It will be used only if competitors or officials are in immediate physical danger, but the circumstances are not such as to necessitate suspending the race.

38.4 When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will, where possible, be displayed on the timing monitors and all marshals' posts will display waved yellow flags (double yellow flags preceding any incidents and single yellow flags otherwise) and "SC" boards for the duration of the intervention.

38.5 The safety car will join the track with its lights illuminated and pick up the race leader or as directed by the Clerk of the Course.

38.6 All competing cars must reduce speed and form up in line behind the safety car approximately three car lengths apart.

38.7 With the exception of the cases listed under (a) to (h) below, no driver may overtake another car on the track, including the safety car, until he passes the Line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 38.14 will apply.

The exceptions are:

a) If a driver is signaled to do so from the safety car.
b) Under Articles 38.12 or 38.14 below.
c) When entering the pits, a driver may pass another car remaining on the track, including the safety car, after he has reached the first safety car line.
d) When leaving the pits, a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has reached the first safety car line.
f) While in pit lane, a driver may overtake another car only after the car being overtaken has moved from the fast lane to the transition lane or his pit box. Also, a car in the fast lane can continue past a car leaving its pit box or traversing through the transition lane if he does not affect the ability of said car to move into the fast lane. Other than these two circumstances, there is no passing allowed in the pit lane. Passing is also prohibited in pit entry and pit exit.
g) Any car stopping in its designated pit box while the safety car is using the pit lane (see Article 38.1**1**) may be overtaken.
h) If any car slows with an obvious problem.

38.8 If a car spins or goes off during a safety car deployment and can continue racing, that driver must move to the rear of the field before the restart.

38.9 When ordered to do so by the Clerk of the Course, the safety car will signal to any cars between it and the race leader that

they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

38.10 The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the safety car, the race leader must keep within 10 car lengths of it (except under Article 38.12 below).

38.11 Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In these cases, and provided its lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated pit area. Upon rejoining the field, the car must move to the rear of the line. Cars in pit boxes at the beginning of pit lane will be given preference over those at the end.

38.12 When the Clerk of the Course decides it is safe to call in the safety car the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the car's lights will be extinguished. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.

Once the lights on the safety car are extinguished, it may accelerate away from the leader. At this point the leader may not fall below "lights on safety car speed" and once the safety car has distanced itself from the field, the leader may accelerate, while keeping a safe distance away from the safety car, if the safety car is not passed before the first safety car line.

To avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration, braking, weaving or tire warming nor any other maneuver which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags and/or green lights at the Line. These will be displayed until the last car crosses the Line. For each event the Race Director will indicate where the restart passing zone starts after a green flag.

38.13 Each lap completed while the safety car is deployed will be counted as a race lap.

38.14 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 40.5(a). In either case, at the three (3) minute signal (or as directed by the Championship) its lights will be illuminated, this being the signal to the drivers that the race will be started (or resumed) behind the safety car.

The safety car will leave the grid and all drivers must follow in grid order, approximately three car lengths apart, and must respect the pit lane speed limit until they pass the second safety car line. During the start of the race there will be no formation lap and the race will start when the starter waves the green flag and/or the green lights are illuminated.

Overtaking is only permitted if:

a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
b) There is more than one car starting from the pit lane and one of them is unduly delayed, or
c) A car falls out of position on track.

Any driver delayed in these ways must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane.

## 39 SUSPENDING A RACE OR QUALIFYING SESSION

39.1 If competitors or officials are placed in immediate physical danger by cars running on the track, and the Clerk of the Course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race or qualifying session will be suspended.

39.2 Should it become necessary to suspend the race or qualifying session, the Clerk of the Course will order red flags to be shown at all marshal posts. All cars will then proceed to pit lane, at reduced speed and without overtaking, and directed to stop in the pit fast lane by the pit marshals.

39.3 If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits.

39.4 Any cars unable to return to the pit lane because of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. In all cases the re-start order will be taken at the last completely scored lap. The safety car will then be driven to the front of the pit lane.

39.5 While the race or qualifying session is suspended:

a) Neither the session nor the timekeeping system will stop; however, where the Event timetable can accommodate it, the length of the session suspension will be added to the maximum time for the session in question.
b) Driver comforts can be accommodated.
c) Only three team members per car will be permitted in the pit lane.
d) Cars may not be worked on beyond those actions explicitly stated by Race Control
e) Jump batteries can only be connected after a restart warning has been given and must be disconnected before the final warning for cars to be released has been given.
f) During a red flag suspension of a qualifying session, tire temperatures may now be checked, and tire pressures may also be checked and adjusted, but only if the car is entirely in its assigned pit box. Any cars in the pit fast lane are prohibited from checking or adjusting tires, and any car in the pit fast lane that violates this provision will lose all of its lap times for the session. When the session is resumed, cars that remained in the pit fast lane will leave first and any cars that went to their pit boxes will leave next in the order of their pit box assignments.

39.6 If required, cars will re-grid as instructed by the Race Director. At all times drivers must follow the direction of the marshals.

## 40 RESUMING A RACE

40.1 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, or on the dedicated radio channel.

40.2 Signals will be shown, if time allows, at three (3) minutes and one minute (or as directed by the Championship) before the resumption.

40.3 Cars will be gridded for the re-start according to their position on the last fully scored lap.

40.4 When the one-minute signal is shown, engines should be started, and all team personnel must leave the pit lane taking all equipment with them. If any driver needs assistance after the one-minute signal he must raise his arm and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car out of the fast lane of the pits and into the closest pit box available.

40.5 The race will be resumed behind the safety car. The safety car will enter the pits after one lap unless:

a) The race is being resumed in wet conditions and the Race Director deems more than one lap necessary, in which case see Article 38.14.
b) All cars are not yet in a line behind the safety car.
c) Team personnel are still clearing the pit lane.
d) A further incident occurs necessitating another intervention.

40.6 Overtaking behind the safety car is only permitted if:

a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
b) There is more than one car starting from the pit lane and one of them is unduly delayed, or
c) A car falls out of position on track.

Any driver delayed, unable to resume in the starting order, or falls out of position must re-start the race at the end of the line.

40.7 Either of the penalties under Article 15.3 (a) or (b) will be imposed on any driver who, in the opinion of the Stewards,

unnecessarily overtook another car during the lap. During this lap Articles 38.12, 38.13 and 38.14 will apply.

40.8 If the race cannot be resumed the results will be taken at the end of the last completely scored lap before the lap during which the signal to suspend the race was given.

**41 FINISH**

41.1 The end of race signal, generally the checkered flag, will be given to the leader of the race at the finish line as close to the allotted time as possible in accordance with Article 5.4.

The Race Director has complete authority to call for the end of race signal at any point during a competition. This action is not protestable.

In the event that the leading car may cross the Line very close to the expiration of the allotted race time, the Race Director may declare the number of laps remaining before the display of the end-of-race signal. This action is not protestable.

41.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled race time, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason other than 41.1, the race will be deemed to have finished when it should have finished.

41.3 After receiving the end-of-race signal, all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

Any classified car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.

**42 PARC FERME**

42.1. An area near the Technical Inspection Area will be designated as the parc fermé holding area. The perimeter of that area will be marked with lines of traffic cones. If a paddock layout does not allow for a separate parc fermé area to be designated all cars not required to report to technical inspection will be directed via official communication channels to return to their paddock area but not enter their canopy until parc fermé is released.

42.2. Parc fermé conditions exist for all cars when the checkered flag is displayed for any qualifying or race sessions. The top three (3) cars must report directly to the Technical Inspection Area following a qualifying session, or directly after podium ceremonies following a race session. The parc fermé conditions apply equally to all cars, whether they are in the parc fermé holding area, at the podium, in the Technical Inspection Area, or traveling to any of these areas.

Any additional cars required to report directly to Technical Inspection will be informed via radio, or the Series WhatsApp channel, by the Race Director or Clerk of the Course within five (5) minutes after the end of the session. All other cars must report directly to the designated parc fermé area.

Any cars that fail to report directly to technical inspection or the parc fermé area following qualifying or a race will be reported to the SoM for disqualification. Any cars leaving technical inspection or parc fermé before being given permission to do so by an Official will also be reported to the SoM for disqualification.

42.3. During parc fermé, the cars may only be touched for the following purposes.

a) Check tire pressures.
b) Retrieve video cards from on-board cameras.
c) Remove engine cover to cool engine.
d) Place fans/blowers on cars to cool car down.
e) Run engine to circulate coolant to minimize heat soaking of engine.

Teams with a damaged car may request permission from the Technical Delegate to return their car to their paddock to

commence repairs during parc fermé.

42.4 Only Officials, accredited media personnel, two (2) team members responsible for an individual car, and the driver of a car located in parc fermé may be in the parc fermé area. Once a car is parked in the parc fermé area, and the tasks approved in section 42.3 have been quickly performed, all team members must step outside of the lines of cones marking the parc fermé area. The drivers, and any accredited media personnel that are interviewing the drivers, may remain in the area inside the lines of cones. Any team members that need to re-enter parc fermé must be escorted by an Official.

42.5 Upon arrival at Parc Ferme following any qualifying or race session, all drivers must immediately report to the scales with their driving gear to be officially weighed.

## 43 CLASSIFICATION

43.1 The car placed first will be the one having passed the Line in the lead at the end of the allotted race time (or more if the race is suspended, see Article 39.5). All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

43.2 Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

43.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under these Sporting Regulations.

## 44 PODIUM CEREMONY

44.1 The drivers finishing the races in first, second and third positions in each JFC class and a representative of the winning team must attend the prize-giving ceremony on the podium and immediately thereafter make themselves available for the purpose of television interviews and a press conference in the media center. All drivers must attend the last race ceremonies for each Event unless specifically permitted by the Championship. Weekend driver awards will be awarded at that time.

44.2 No prize money or contingencies will be paid out until all event fees and fines have been collected by Racing America.

## 45 PRESS CONFERENCE AND PROMOTION

45.1 Upon request, all registered drivers are obliged to attend, without compensation, all press conferences organized by the Championship. The following obligations must in addition be respected:

Immediately after qualification and/or prize giving the first three classified drivers of the race in each JFC class will be required to make themselves available for a press conference (at a location specified in the Supplemental Regulations). All six (6) of these drivers are obliged to attend this press conference. The drivers must wear their closed overalls and designated caps during the press conferences.

45.2 Drivers must take part in any promotional activity requested by the Championship such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades.

Drivers, Competitors and manufacturers give the right to Racing America to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Championship.

Use of the Championship logo by the Competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from Racing America.

45.3 Any, and all, on-board footage shot at any Ligier JFC Event belongs exclusively to the Championship.

a) No live on-board video transmission of any kind is allowed unless requested by the Championship.
b) Teams and drivers wishing to share their footage on social media and their website must wait at least 12 hours after an official session before posting footage.

c) Said footage is limited to short clips that do not exceed two (2) minutes in length.
d) One complete lap may be shown, even if this exceeds two (2) minutes, but not more than one complete lap.
e) Any footage containing anything out of the ordinary, negative toward another competitor or the Championship, or accidents may not be posted without first receiving permission from the Championship.

45.4 Outside media personnel are required to apply for credentials and follow all media guidelines set forth by the Championship or the facility.

45.5 Any outside media personnel must remain fully aware of any Championship authorized crew, who have priority at all times, including, but not limited to, standing starts, finishes, podium ceremonies, and post-race interviews.

45.6 Requests for any footage from a Championship Event to be used for broadcast, promotions, or other distribution in any way, must be made in writing to Scott Goodyear (sgoodyear@racingamerica.com).

45.7 A positive image of Racing America, Ligier JFC and its Competitors, sponsors, and officials must always be portrayed, including as it pertains to promotions.

45.8 Any promotional material (photo, video, etc.) obtained that goes outside the above guidelines will result in the immediate withdrawal of media access for the offender.

## 46 VIDEO PROCEDURE

46.1 Video files must have correct date and time stamp.

46.2 Video cards must be empty at beginning of each official on track session.

46.3 Video cards of all impounded cars must be removed by one team member, the video content may be copied to a laptop while in the impound area, and the card must be turned into the Drop Off box immediately after. Competitors are required to submit video cards to the Stewards of the Meeting within 15 minutes of the end of each session. If there is an issue with the video content, the team member must notify a Championship tech official or steward immediately. Teams are not allowed to edit, manipulate, or delete any video content prior to submitting their card until parc fermé has been lifted.

46.4 For cars not in impound, one team member must remove video card from camera while in parc fermé, the video content may be copied to a laptop while in the parc fermé area and immediately turn the video card into the Drop Off box. Competitors are required to submit video cards to the Stewards of the Meeting within 15 minutes of the end of each session. If there is an issue with the video content, the team member must notify a Championship Official or Steward immediately. Teams are not allowed to edit, manipulate, or delete any video content prior to submitting their card until parc fermé has been lifted.

46.5 Teams must provide a minimum of three 16 GB video cards per car.

46.6 Video cards must be SD-sized or in an SD-sized adapter and labeled with the car number as shown. Stickers are available at the Championship trailer.

46.7 SD Card must be named with Championship and car number.

46.8 Turn In & Pick Up

| | |
|---|---|
| Drop-Off box for video cards will be at the Championship trailer. Cards must be placed in slot corresponding to car number within 15 minutes after each official session.<br> | Announcements will be made via official channels when cards are available for pick up after testing, practice, and qualifying sessions. Pick Up boxes will be available at the Championship trailer. Teams can expect to pick up cards for race sessions at the next event.<br> |

Failure to comply may result in a penalty.

## 47 APPENDIX 1 – DRIVERS SAFETY KIT

| **Equipment** | **FIA Standard** | **FIA Regulations** |
|---|---|---|
| Helmets | FIA Standard 8859-2015<br>FIA Standard 8860-2010<br>FIA Standard 8860-2018<br>FIA Standard 8860-2018 ABP | Article 1 "Helmets"<br>Chapter III "Drivers' Equipment"<br>Appendix L – ISC |
| Driver's Clothing | FIA Standard 8856-2000<br>FIA Standard 8856-2018 | Article 2 "Flame-resistant clothing"<br>Chapter III "Drivers' Equipment"<br>Appendix L - ISC |
| Frontal Head Restraint (FHR) | FIA Standard 8858-2002<br>FIA Standard 8858-2010 | Article 3 "Frontal Head Restraint (FHR)"<br>Chapter III "Drivers' Equipment"<br>Appendix L – ISC |
| Safety Belts w/ appropriate expiration dates | FIA Standard 8853-2016 | Article 4 "Safety Belts"<br>Chapter III "Drivers' Equipment<br>Appendix L – ISC & Art 14.4 of 274 Appendix J |
| Extinguisher | FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars | |
| Fuel | FT3/1999 | |

## 48 APPENDIX 2 – CHAMPIONSHIP SERIES FEES

| *Description* | *Fee* | *Late Fee** |
|---|---|---|
| Event Entry~ | $2,800 | $300 |
| Vehicle Registration^ | $1,000 | |
| Ligier JFC Driver License | $350 | |
| Crew Credential | $250 - $350 | |

*To be eligible to participate in the Event, Championship drivers must submit an application with all required documents (including medical materials) by close of business on the Monday two (2) weeks prior to the Event week. After this deadline and until close of business on the Friday of the week prior to the Event, a fee, outlined above, must be paid to expedite the credentialing process. Applications (or related documents) may not be processed for the Event after close of business on the Friday of the week prior to Event. In some instances, deadlines may be adapted in consideration of holidays and consecutive Events.

~Racing America reserves the right to adjust the entry fee.

^Vehicle registration includes rental fee of ADR, CYL, and one set of required sponsor decals.

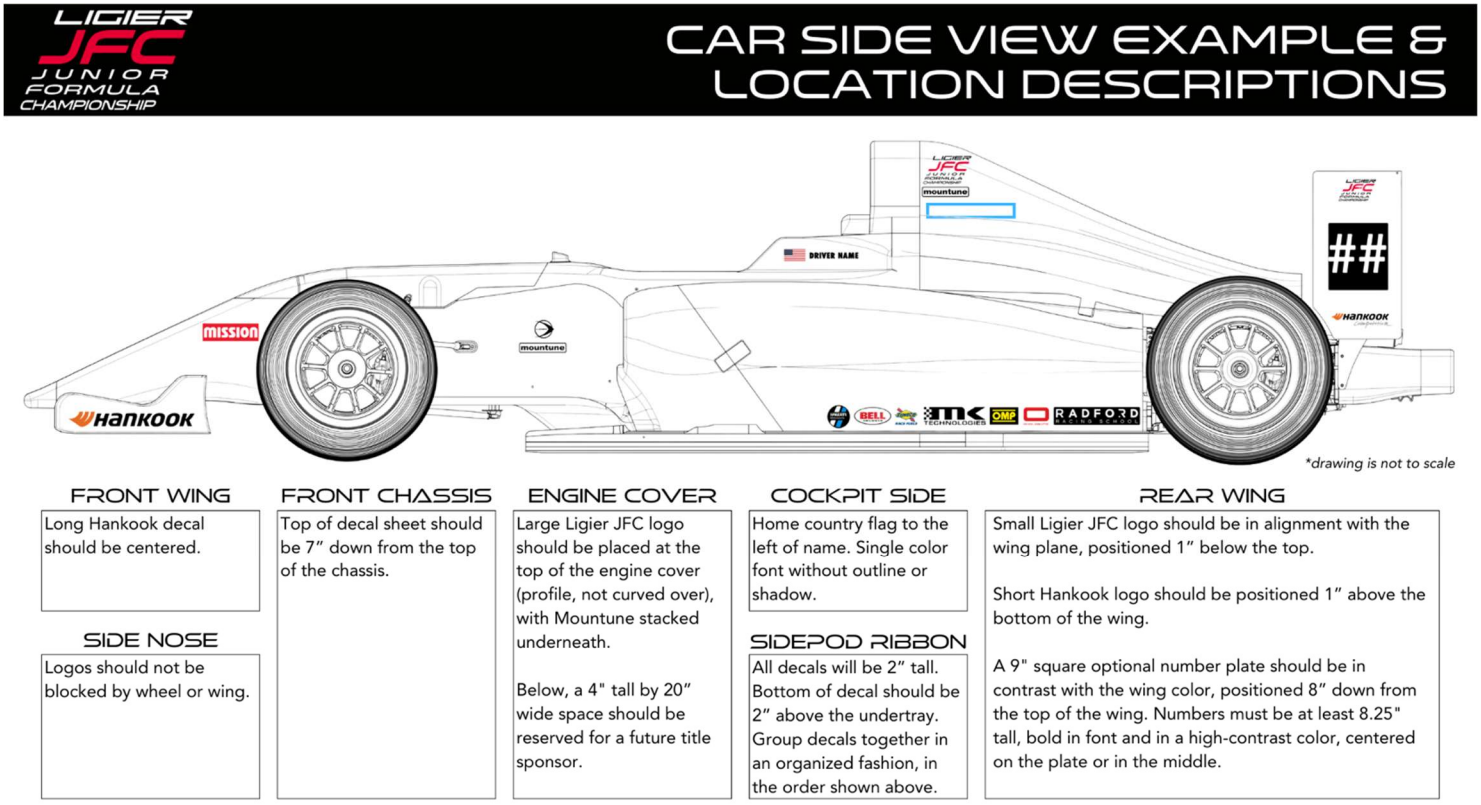
## 49 APPENDIX 3 – CHAMPIONSHIP EVENT PAYOUT

| *Finished Position* | *Amount** |
|---|---|
| First | $500 |
| Second | $200 |
| Third | $100 |

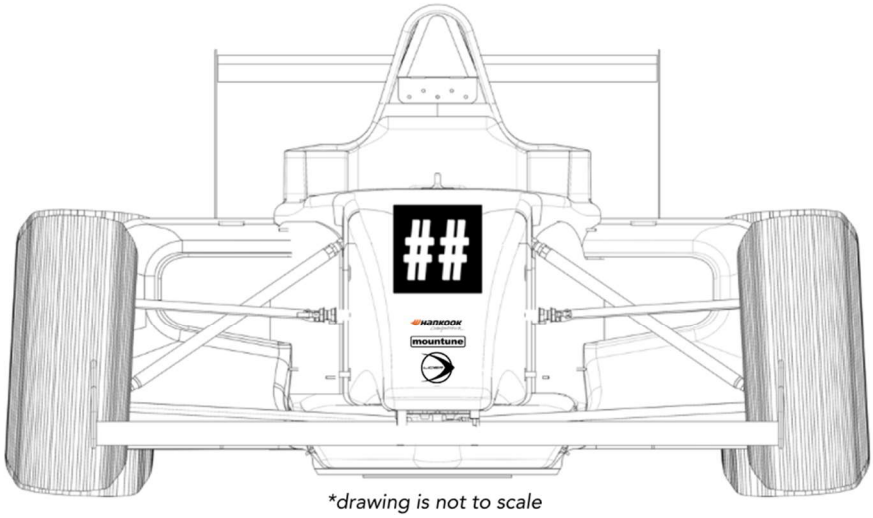
*Please note that this is subject to change.

## 50 APPENDIX 4 – CAR LIVERY

**JFC G1 Car Livery**



# CAR NOSE VIEW EXAMPLE & LOCATION DESCRIPTIONS




*drawing is not to scale

### NUMBER & NUMBER PLATE

White or black number plate should be in contrast with the chassis color, positioned 3" down from the nose cone connection point. Numbers will be in opposite color, centered on the plate in a large visible font.

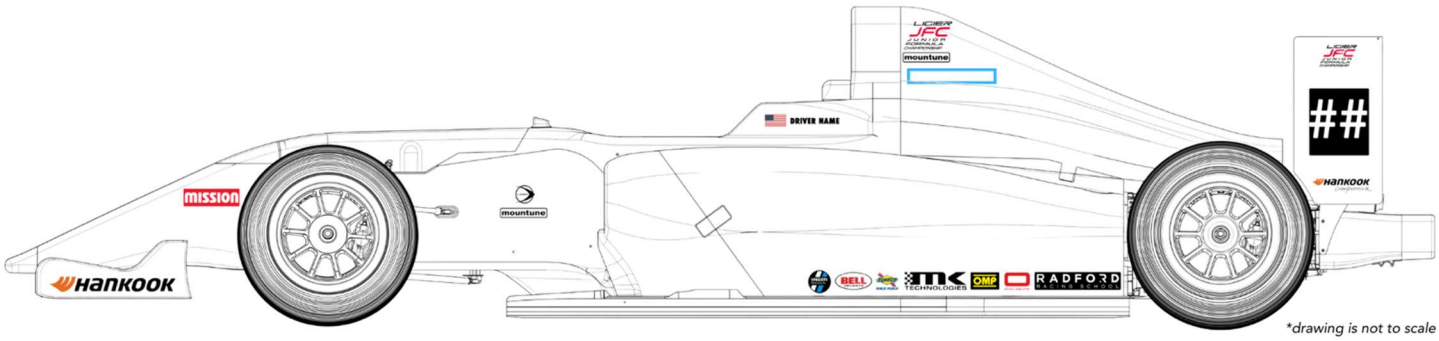
### SPONSOR COLUMN

Top of decal sheet should be 10" down from the nose cone connection point.

*Images from the 2026 Style Guide V1. For most up to date information, visit the Style Guide webpage.*

**JFC G2 Car Livery**

# CAR SIDE VIEW EXAMPLE & LOCATION DESCRIPTIONS




*drawing is not to scale

### FRONT WING

Long Hankook decal should be centered.

### SIDE NOSE

Logos should not be blocked by wheel or wing.

### FRONT CHASSIS

Top of decal sheet should be 7" down from the top of the chassis.

### ENGINE COVER

Large Ligier JFC logo should be placed at the top of the engine cover (profile, not curved over), with Mountune stacked underneath.

Below, a 4" tall by 20" wide space should be reserved for a future title sponsor.

### COCKPIT SIDE

Home country flag to the left of name. Single color font without outline or shadow.

### SIDEPOD RIBBON

All decals will be 2" tall. Bottom of decal should be 2" above the undertray. Group decals together in an organized fashion, in the order shown above.

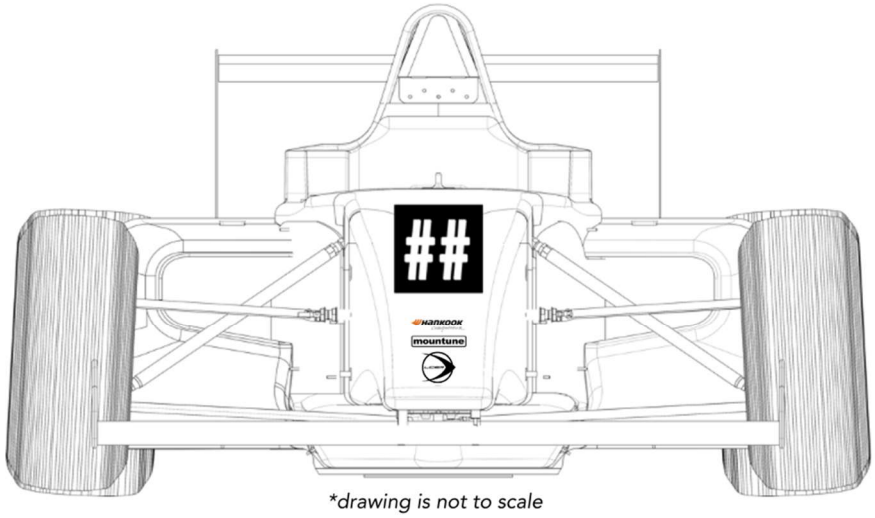
### REAR WING

Small Ligier JFC logo should be in alignment with the wing plane, positioned 1" below the top.

Short Hankook logo should be positioned 1" above the bottom of the wing.

A 9" square optional number plate should be in contrast with the wing color, positioned 8" down from the top of the wing. Numbers must be at least 8.25" tall, bold in font and in a high-contrast color, centered on the plate or in the middle.

# CAR NOSE VIEW EXAMPLE & LOCATION DESCRIPTIONS




*drawing is not to scale

### NUMBER & NUMBER PLATE

White or black number plate should be in contrast with the chassis color, positioned 3" down from the nose cone connection point. Numbers will be in opposite color, centered on the plate in a large visible font.

### SPONSOR COLUMN

Top of decal sheet should be 10" down from the nose cone connection point.

*Images from the 2026 Style Guide V1. For most up to date information, visit the Style Guide webpage.*

## 51 APPENDIX 5 – DRIVER UNIFORMS

# DRIVER SUIT

*drawing is not to scale

### UPPER LEFT CHEST

Series Logo: 4.5" wide; height proportionate to the logo design

### UPPER RIGHT CHEST

Future Title Sponsor: Leave 2" x 4.5" space blank

### UPPER LEFT ARM

All logos should be a maximum of 4" wide or 2" tall, with the opposite dimension proportionate to the logo design. The logo order, from top to bottom, should reflect the example to the right.

For dark suits, please use white logos in lieu of black logos featured here. All drivers will receive one (1) suit kit with their driver registration. This suit kit includes all required Series and partner/sponsor logo patches. Drivers are free to have their suits embroidered in lieu of these patches, but layouts require approval. All drivers are required to wear a suit meeting proper branding standards when on the podium. Additional details are outlined in the Sporting Regulations.

# DRIVER SHIRT

*drawing is not to scale

**UPPER LEFT CHEST**

Championship Logo: 2.5" tall; width proportionate to the logo design

**UPPER RIGHT CHEST**

Future Title Sponsor: Leave 1.5" x 3" space blank

**UPPER LEFT ARM**

All logos should be a maximum of 4" wide or 1.5" tall, with the opposite dimension proportionate to the logo design. The logo order, from top to bottom, should reflect the example to the right.

For dark shirts, please use white logos in lieu of black logos featured here. All drivers are required to wear a driver shirt during official sessions (practice, qualifying, and races). This shirt can be worn in lieu of a suit at promotional events with the permission of Series officials. Additional details are outlined in the Sporting Regulations.

*Images from the 2026 Style Guide V1. For most up to date information, visit the Style Guide webpage.*

## 52 APPENDIX 6 – CREW UNIFORMS

# CREW SHIRT

*drawings are not to scale

**UPPER LEFT CHEST**

Series Logo: 2.5" tall; width proportionate to the logo design

**UPPER RIGHT CHEST**

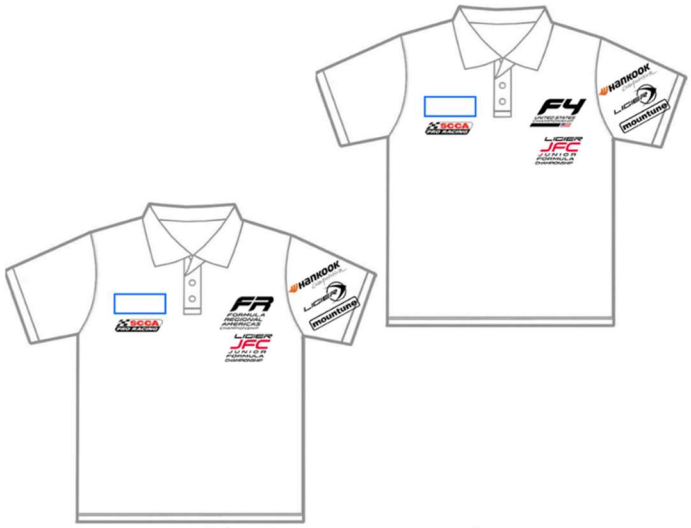
Future Title Sponsor: Leave 2" x 4.5" space blank

**UPPER LEFT ARM**

All logos should be a maximum of 4" wide or 1.5" tall, with the opposite dimension proportionate to the logo design. The logo order, from top to bottom, should reflect the example to the right.

For dark shirts, please use white logos in lieu of black logos featured here. All crew members over the wall in the pits must be in an official crew shirt. Additional details are outlined in the Sporting Regulations.

# DUAL-CHAMPIONSHIP CREW SHIRT



*drawings are not to scale

### UPPER LEFT CHEST

Series Logo: 2" tall; width proportionate to the logo design; order top to bottom to be reflected as shown in examples to the right.

### UPPER RIGHT CHEST

Future Title Sponsor: Leave 2" x 4.5" space blank

SCCA Pro Logo: 1.5" x 3"

### UPPER LEFT ARM

All logos should be a maximum of 4" wide or 1.5" tall, with the opposite dimension proportionate to the logo design. The logo order, from top to bottom, should reflect the example to the right.

For dark shirts, please use white logos in lieu of black logos featured here. All crew members over the wall in the pits must be in an official crew shirt. Additional details are outlined in the Sporting Regulations.

*Images from the 2026 Style Guide V1. For most up to date information, visit the Style Guide webpage.*

# TRI-CHAMPIONSHIP CREW SHIRT

*drawings are not to scale

### UPPER LEFT CHEST

Series Logos: 1.5" tall; width proportionate to the logo design; order top to bottom to be reflected as shown in example to the right.

### UPPER RIGHT CHEST

Future Title Sponsor: Leave 2" x 4.5" space blank

SCCA Pro Logo: 1.5" x 3"

### UPPER LEFT ARM

All logos should be a maximum of 4" wide or 1.5" tall, with the opposite dimension proportionate to the logo design. The logo order, from top to bottom, should reflect the example to the right.

For dark shirts, please use white logos in lieu of black logos featured here. All crew members over the wall in the pits must be in an official crew shirt. Additional details are outlined in the Sporting Regulations.

# CREW JACKET

*drawings are not to scale

### UPPER LEFT CHEST

Series Logo: 2.5" tall; width proportionate to the logo design

### UPPER RIGHT CHEST

Future Title Sponsor: Leave 2" x 4.5" space blank

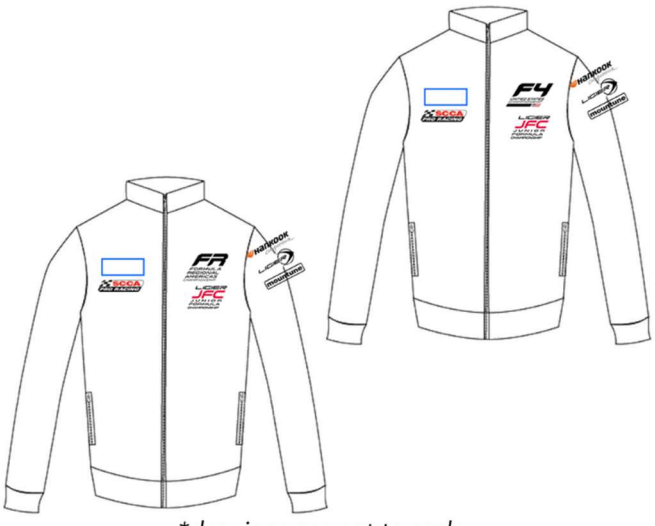
### UPPER LEFT ARM

All logos should be a maximum of 4" wide or 1.5" tall, with the opposite dimension proportionate to the logo design. The logo order, from top to bottom, should reflect the example to the right.

For dark shirts, please use white logos in lieu of black logos featured here. All crew members over the wall in the pits must be in an official crew shirt. Additional details are outlined in the Sporting Regulations.

*Images from the 2026 Style Guide V1. For most up to date information, visit the Style Guide webpage.*

# DUAL-CHAMPIONSHIP CREW JACKET



*drawings are not to scale

### UPPER LEFT CHEST

Series Logo: 2" tall; width proportionate to the logo design; order top to bottom to be reflected as shown in examples to the right.

### UPPER RIGHT CHEST

Future Title Sponsor: Leave 2" x 4.5" space blank

SCCA Pro Logo: 1.5" x 3"

### UPPER LEFT ARM

All logos should be a maximum of 4" wide or 1.5" tall, with the opposite dimension proportionate to the logo design. The logo order, from top to bottom, should reflect the example to the right.

For dark shirts, please use white logos in lieu of black logos featured here. All crew members over the wall in the pits must be in an official crew shirt. Additional details are outlined in the Sporting Regulations.

# TRI-CHAMPIONSHIP CREW JACKET

*drawings are not to scale

## UPPER LEFT CHEST

Series Logos: 1.5" tall; width proportionate to the logo design; order top to bottom to be reflected as shown in example to the right.

## UPPER RIGHT CHEST

Future Title Sponsor: Leave 2" x 4.5" space blank

SCCA Pro Logo: 1.5" x 3"

## UPPER LEFT ARM

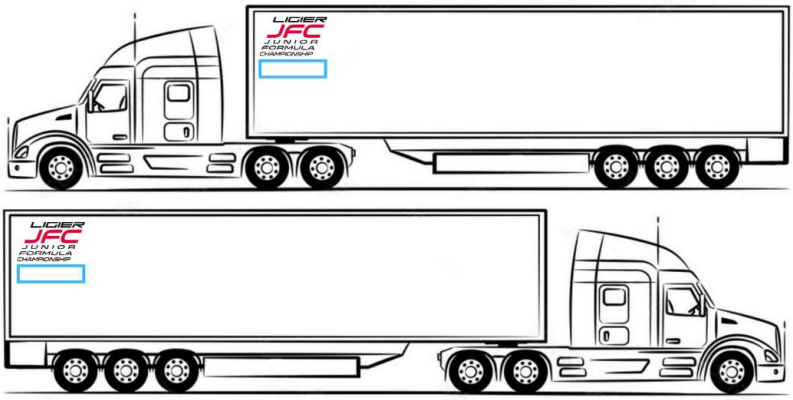
All logos should be a maximum of 4" wide or 1.5" tall, with the opposite dimension proportionate to the logo design. The logo order, from top to bottom, should reflect the example to the right.

For dark shirts, please use white logos in lieu of black logos featured here. All crew members over the wall in the pits must be in an official crew shirt. Additional details are outlined in the Sporting Regulations.

*Images from the 2026 Style Guide V1. For most up to date information, visit the Style Guide webpage.*

## 53 APPENDIX 7 – TRAILER LIVERY

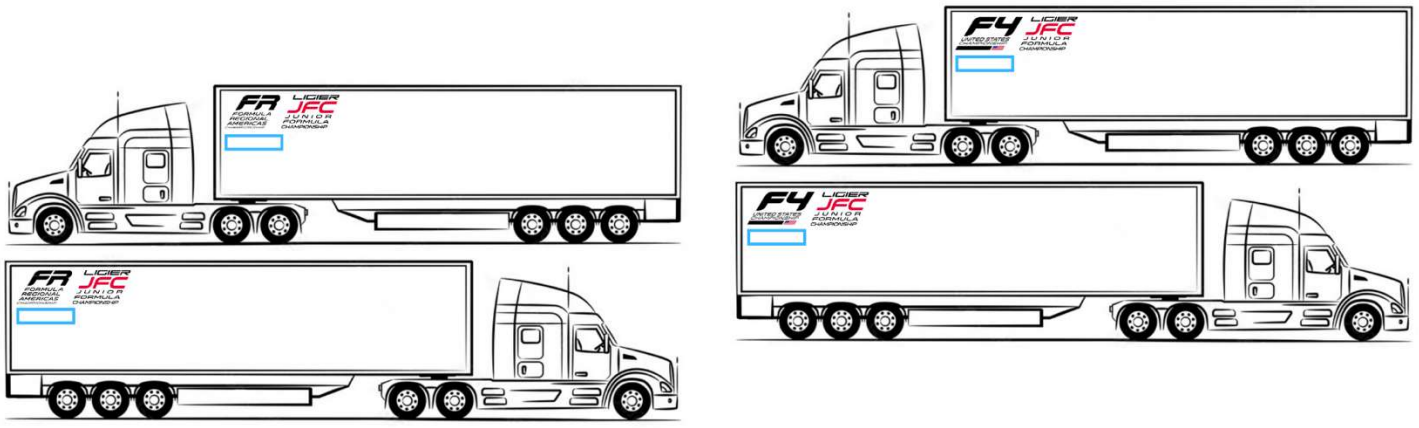
# TEAM TRANSPORTER



| DRIVER'S SIDE | PASSENGER'S SIDE |
|---|---|
| Championship Logo: 17" tall; width proportionate to the logo design | Championship Logo: 17" tall; width proportionate to the logo design |
| Future Title Sponsor: Leave 2'x4' space blank | Future Title Sponsor: Leave 2'x4' space blank |
| Location of logos should be at the front of the trailer | Location of logos should be at the rear of the trailer |

Teams will be provided with a Series logos for their trailers if they aren't currently featured.
Please connect with Kelley Huxtable (frf4registration@parellamotorsports.com) to obtain yours.
Teams should make every effort possible to not feature conflicting logos with our primary sponsors/partners: Hankook and Ligier.

# DUAL TEAM TRANSPORTER

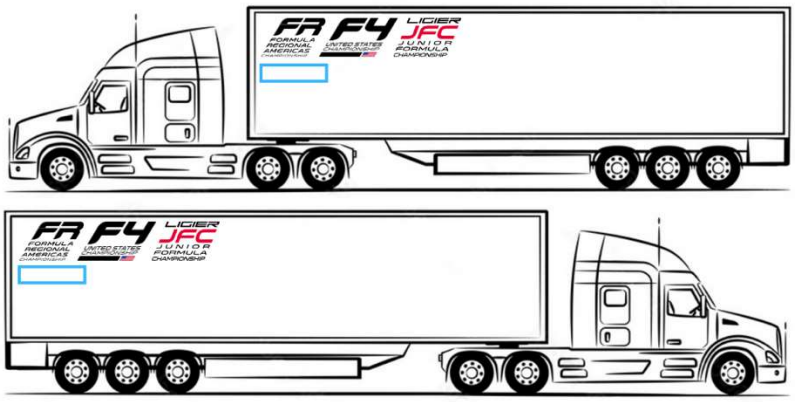


| DRIVER'S SIDE | PASSENGER'S SIDE |
|---|---|
| Championship Logo: 17" tall; width proportionate to the logo design | Championship Logo: 17" tall; width proportionate to the logo design |
| Future Title Sponsor: Leave 2'x4' space blank | Future Title Sponsor: Leave 2'x4' space blank |
| Location of logos should be at the front of the trailer | Location of logos should be at the rear of the trailer |

Teams will be provided with a Series logos for their trailers if they aren't currently featured.
Please connect with Kelley Huxtable (frf4registration@parellamotorsports.com) to obtain yours.
Teams should make every effort possible to not feature conflicting logos with our primary sponsors/partners: Hankook and Ligier.

*Images from the 2026 Style Guide V1. For most up to date information, visit the Style Guide webpage.*

# TRI TEAM TRANSPORTER



## DRIVER'S SIDE

- Championship Logo: 17" tall; width proportionate to the logo design
- Future Title Sponsor: Leave 2'x4' space blank
- Location of logos should be at the front of the trailer

## PASSENGER'S SIDE

- Championship Logo: 17" tall; width proportionate to the logo design
- Future Title Sponsor: Leave 2'x4' space blank
- Location of logos should be at the rear of the trailer

Teams will be provided with a Series logos for their trailers if they aren't currently featured.
Please connect with Kelley Huxtable (frf4registration@parellamotorsports.com) to obtain yours.
Teams should make every effort possible to not feature conflicting logos with our primary sponsors/partners: Hankook and Ligier.

*Images from the 2026 Style Guide V1. For most up to date information, visit the Style Guide webpage.*

## 54 APPENDIX 8 – COMMUNICATION FLAGS

Flags are an official method for communicating with competitors. Flags may be replaced or supplemented by lights and/or reflective panels, which shall have the same meaning as the flags.

| FLAG | COMMUNICATION |
|---|---|
| | **GREEN:** When displayed by the starter, signals the beginning or resumption of a session. Also shown following a yellow caution area to indicate passing may resume when beyond the green flag. |
| | **BLACK/WHITE DIAGONAL:** Competitor warning displayed with number board. Flag is shown at Start/Finish area and is used as a warning for unsportsmanlike behavior. |
| | **BLACK:** Summons competitor to pit lane for consultation and/or penalty. Shown with number board from start/finish and designated station(s) on the circuit. The summoned driver may cross the S/F line no more than twice before entering pit lane. Once on pit lane, driver must report to his pit box. |
| | **BLACK/ORANGE CIRCLE**: Informs competitor of a mechanical problem that may endanger the driver or other competitors. Shown with number board. Competitors must stop at their pit on the next approach to pit entry. Once on pit lane, driver must report to his pit box. |
| | **SINGLE WAVED YELLOW:** Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector. No passing from the station displaying yellow until after you have reached the station displaying a green flag. |
| | **DOUBLE WAVED YELLOW:** Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap). No passing from the station displaying yellow until after you have reached the station displaying a green flag. |
| | **RED:** The session has been stopped. Use caution, reduce speed, and proceed immediately to pit lane. Overtaking is not permitted. During a race, no work may be performed on vehicles unless authorized by the Race Director or Technical Delegate. |
| | **SOLID BLUE OR BLUE/YELLOW DIAGONAL:** Warns that faster cars are approaching, or a following car may be in a competitor's blind spot. Use caution and sportsmanship – allow racing room. |
| | **YELLOW/RED STRIPES:** Caution – the racing surface may be affected by fluids or debris. |
| | **STATIONARY WHITE AROUND CIRCUIT:** Caution, slow moving vehicle ahead.<br>**WAVED WHITE AT START/FINISH:** Indicates the last lap of a competition. |
| | **WHITE/RED DIAGONAL AT START/FINISH:** Emergency vehicles are on course. |
| | **BLACK/WHITE CHECKERED:** Shown at the completion of practice, qualifying, or race. All cars shall exit the course once they have received the checkered flag and passed start/finish. |
| FCY | **FCY BOARD:** Show at all marshal posts. The entire circuit is now under a speed limit of 40. Reduce your speed safely, do not overtake, and be prepared to change direction or stop in a corner or corners displaying double waiving yellow flags. |
| SC | **SC BOARD:** Shown at all marshals' posts to indicate the Safety Car is on the circuit. |

## 55 APPENDIX 9 – TECHNICAL SPECIFICATIONS FOR VEHICLE INSPECTIONS

# JS-F4-2016 Technical Inspection Specifications

| Weight | Spec |
|---|---|
| Minimum car weight without driver: | 1,235 lbs. (560.2 kg) |
| Minimum car weight with driver: | 1,405 lbs. (637.3 kg) |
| **Engine Items for Inspection** | - |
| Engine Oil: | 0w20 (min. weight) |
| Minimum engine oil level: | Min. line |
| Oil filter (NAPA 1085 or 41085, or WIX 51085) | Series Spec |
| Fuel: Sunoco Ultra 93 Octane | Color: Light Yellow |
| Spark plugs: (Manufacturer: ) (Gap: ) | P/N: |
| **Driveline Items for Inspection** | - |
| Gear Ratios - 1st: 2.50 / 2nd: 1.94 / 3rd: 1.56 / 4th: 1.33 / 5th: 1.17 / 6th: 1.05 | Series Spec |
| Differential Open (CW and CCW) | No Preload |
| **Suspension/Wheel/Tire Items for Inspection** | - |
| Maximum width at bottom of tires: | 1750mm (Max.) |
| Rear suspension attachment points: | Per Ligier Diagram |
| Anti-roll bar diameter: | (F): / (R): |
| Lower ball joint spacers (F & R): | Top: Short / Bottom: Long |
| Spring rate and free length (500, 550, 600, 700, 800, 900): | Series Spec |
| Shock seals - 4 seals intact: | Yellow Series Cable Seals |
| Length of shocks at full droop: | (F): / (R): |
| Rear shock attachment points on gearbox: | Center Holes |
| **Brake System Items for Inspection** | - |
| Brake pads: (F) / (R) | Match Ligier Options |
| Minimum Brake rotor thickness: | (F): / (R): |
| Required Brake Piston Seals: (as supplied by Ligier) | Black rubber material w/ TBD markings |
| **Chassis & Bodywork Items for Inspection** | - |
| Minimum floor thickness at inspection points: | 2.0mm |
| **Aerodynamic Items for Inspection** | - |
| Front wing main plane spacers: (P/N: ) | Per Ligier Parts Manual |

# JS-F4-2022 Technical Inspection Specifications

| Weight | Spec |
|---|---|
| Minimum car weight without driver: | 1,195 lbs. (542.0 kg) |
| Minimum car weight with driver: | 1,360 lbs. (616.9 kg) |
| **Engine Items for Inspection** | |
| Engine Oil: | 5w40 (min. weight) |
| Minimum engine oil level: | Min. line |
| Oil filter Speed Flow | PN: SF-CF602-065 |
| Fuel: Sunoco Ultra 93 Octane | Color: Light Yellow |
| Spark plugs: (Manufacturer: ) (Gap: ) | P/N: |
| **Driveline Items for Inspection** | |
| Gear Ratios - 1st: 2.50 / 2nd: 2.00 / 3rd: 1.71 / 4th: 1.47 / 5th: 1.27 / 6th: 1.13 | Series Spec |
| Differential Open (CW and CCW) | No Preload |
| **Suspension/Wheel/Tire Items for Inspection** | |
| Maximum width at bottom of tires: | 1725mm (Max.) |
| Rear suspension attachment points: | Per Ligier Diagram |
| Anti-roll bar diameter: | (F): / (R): |
| Lower ball joint spacers (F & R): | Top: Short / Bottom: Long |
| Spring rate and free length (600, 700, 800, 900, 1000, 1100): | Series Spec |
| Shock seals - 4 seals intact: | Yellow Series Cable Seals |
| Length of shocks at full droop: | (F): / (R): |
| Rear shock attachment points on gearbox: | Center Holes |
| **Brake System Items for Inspection** | |
| Brake pads: (F) / (R) | Match Ligier Options |
| Minimum Brake rotor thickness: | (F): / (R): |
| Required Brake Piston Seals: (as supplied by Ligier) | Black rubber material w/ TBD markings |
| **Chassis & Bodywork Items for Inspection** | |
| Minimum floor thickness at inspection points: | 2.0mm |
| **Aerodynamic Items for Inspection** | |
| Front wing main plane spacers: (P/N: ) | Per Ligier Parts Manual |