



SPORTING REGULATIONS 2023

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FOREWORD

The series comprises one title of Champion for the best driver of the season. It consists of races which are included in the Formula Academy Finland (FAF) race calendar. Races will be held on the circuits in Finland as a support race class of Finnish Racing Championships and/or events. The Promoter of the series is Marko Koiranen.

1 REGULATIONS

- 1.1 The final text of these Sporting Regulations shall be in English. Regulations must respect the general Finnish motorsport regulations as well as the regulations of the race events FAF is attending. All the possible changes will be made public to all of the parties involved with extra bulletins.

2 GENERAL CONDITIONS

- 2.1 It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of all the Sporting Regulations.

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. Promoter and the organisation running the event will be supervising that requirements will be filled throughout the events.

- 2.2 Tutoring service performed by the instructors will be put in place. Competitors agree that the selected channel of data and video can be used by instructors at the service of drivers' tutoring.

3 LICENCES AND ELIGIBLE DRIVERS

- 3.1 All drivers competing in Formula 4 must turn at least 15 years old during the year and hold an appropriate national or international Racing Licence issued by their parent ASN.

4 SERIES EVENTS

- 4.1 The Event shall include:

- Free Practices (practice minutes as per set by the circuit/event organiser; minimum of 2 x 30 min / 4 x 15 min / 6 x 10 min)
- 1x Qualifying of 15 minutes
- 2-3x Race of 17 minutes +1 lap

Amounts and lengths of sessions may be adjusted if required by the event organiser.

5 TITLE AND POINTS

- 5.1 The Formula Finland Academy driver's title 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 actually taken place.

- 5.2 Points will be awarded at the races according to the following scale:

1st	:	25 points
2nd	:	20 points
3rd	:	16 points
4th	:	14 points
5th	:	12 points
6th	:	10 points
7th	:	8 points
8th	:	6 points
9th	:	4 points
10th	:	3 point
11th	:	2 point
12th	:	1 point

- 5.3 If a race is suspended and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension.

Half points will be awarded if the leader has completed more than two laps, but race time hasn't yet exceeded 13 minutes.

Full points will be awarded if race time has exceeded 13 minutes.

No points will be awarded if all laps have been completed under Safety Car.

- 5.4 If two or more drivers finish the season with the same number of points, the higher place in the Championship shall be awarded to:
- a) The holder of the greatest number of first places.
 - b) If the number of first places is the same, the holder of the greatest number of second places.
 - c) If this procedure fails to produce a result, the Promoter will nominate the winner according to such criteria as it thinks fit.

6 INSURANCE

- 6.1 Due to Finnish regulations, on every race event the race car must have a valid traffic insurance; temporary ("siirtolupa") or continual. This is required to show at the administrative check of each race event.

Every competitor will be responsible of insurance for his race car in case of accident, unless otherwise agreed with the Promoter.

All crash expenses will be on driver's responsibility, unless otherwise agreed with the promoter.

7 OFFICIALS

- 7.1 Race Director and stewards will be pointed by each event organiser.

8 COMPETITORS' APPLICATIONS AND FEES

- 8.1 Each driver willing to attend the series should make an official agreement with the Promoter accompanied with a series fee.
- 8.2 Each race event of the season has got a separate event entry. Entry should be accompanied with a fee that can be found in the event regulations of each event.
- In case of competitors outside of Finland, the Promoter will assist with the entry and payment procedure.
- 8.3 All the competitors need to hold an official racing degree (in Finland it's "rataleimatutkinto", AKK).
- 8.4 Race numbers should be informed to the Promoter the soonest. In case of clashing race number with other competitor, the one informing his/her race number first will get the number.

9 INCIDENTS DURING THE RACES

- 9.1 Incident means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the race director, or directly noted by the stewards, which for example:
- a) Necessitated the suspension of a race
 - c) Caused a false start by one or more cars
 - d) Caused a collision
 - e) Forced a driver off the track

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

- 9.2 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 involved in an incident shall be penalised and how.

10 PROTESTS AND APPEALS

- 10.1 Protests and appeals shall be made in accordance with the Finnish motorsport regulations and accompanied with a fee (AKK).

11 CAR AND DRIVER'S EQUIPMENT LIVERY

- 11.1 Each car must carry the race number of its driver. The number must be placed on the nose of the car and on each rear wing end plate which must be left clear of other identification.
- 11.2 Every competitor must display the name of the driver and his licence flag on the bodywork, on the outside of the cockpit or on the driver's helmet. These must be clearly legible.
- 11.3 Each car should have series logo placed on the car.
- 11.4 The Promoter reserves right to place also other stickers of sponsors of the series on the cars.

12 TRACK TESTING

- 12.1 When possible, prior to series events, or during the season in general, Promoter will arrange an official test day or days for the drivers. Additional testing on the Finnish circuits without the Promoter's attendance is allowed.

13 PIT ENTRY, PIT LANE AND PIT EXIT

- 13.1 During all sessions there will be a green and a red light or flag at the end of the pit lane. Cars may only leave the pit lane when the green light/flag is on.
- 13.2 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 exit with any part of a car when leaving the pits and at pit entry while entering the pit-lane.
- 13.3 Other than drying, sweeping of any tyre 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.

14 SPORTING CHECKS AND SCRUTINEERING

- 14.1 The racing license must be submitted to the event organiser/secretary by each team/driver when it's time of administrative checks.
- 14.2 During initial scrutineering, and at any time during the event, each competitor must have available scrutineering card ("katsastuskortti" of AKK).
- 14.3 Initial scrutineering of the car will take place in the garage or paddock area of the race cars.
- 14.4 Race numbers and any official advertising must be on the car for inspection during scrutineering.
- 14.5 After each race and all qualifying practice sessions some of the three classified cars may be selected to extra scrutineering.
- 14.6 Checks and scrutineering shall be carried out by official pointed by Promoter or the head of event scrutineer who shall be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the competitors.
- 14.7 Driver must have driving gears that are accepted in Appendix J XXIV of Finnish motorsport regulations. Please check the validity with Promoter in case of any hesitations.

15 TYRES AND TYRE LIMITATION DURING THE EVENT

- 15.1 Only the dry or wet weather tyres which have been provided at the Event by the Promoter may be used throughout the Event.
- 15.2 Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.
- 15.3 Drivers may use no more than one set of used and one set of new tires for every race weekend of two races. However, depending on the weekend structure, more tires may be used, but under control and decision of the Promoter.
- 15.4 With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director or the promoter, following which wet or dry weather tyres may be used for the remainder of the relevant session.

16 MINIMUM CAR WEIGHT AND WEIGHTING

- 16.1 The minimum weight of the car must be no less than 565kg with the driver and his equipment.
- 16.2 After qualifying and races, one or all of the top three cars may be weighted, including the driver. After free practices any of the cars may be checked and weighted.

Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.

17 GENERAL CAR REQUIREMENTS

- 17.1 Only chassis, gearboxes and engine installation kits complying entirely with the following homologations may be used during official test days and events.

Chassis Homologation No: *2014-01-F4 Tatuus*

Gearbox Homologation No: *2015-01-F4-Sadev*

Engine installation kit Homologation No: *2014-01-F4-Tatuus-02/01 EK*

- 17.2 The use of the rear suspension pickup points as shown in the homologation no: *2014-01-F4-Tatuus - 01/01 VO* is mandatory.

Pick up points: *BF-13*

- 17.3 An approved Accident Data Recorder (ADR) must be fitted to the car and be in working order at all times during the Event.
- 17.4 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.
- 17.5 Only the following set of gear ratios may be used during official test days and events.

Gear	Ratio
1 st	14:35
2 nd	16:30
3 rd	18:27
4 th	20:24
5 th	26:26
6 th	25:22

- 17.6 Only Galfer brake discs and Ferodo brake pads are allowed to use.
- 17.7 Each competitor must install and maintain in working order (image, data recording and logging) an incident camera on the side of the main roll structure. Nothing may obstruct the camera picture.

The required memory card (Micro SD) should be provided by each competitor. It is the competitor's responsibility to ensure that the card is not removed until the end of the parc fermé of the relevant session.

Competitors may open the card slot after the end of parc fermé of each session. It is the responsibility of the competitor to ensure that the card and the video data of each session are available at any time during the Event.

- 17.8 Each competitor must install and maintain in working order data logger AIM EVO 4. Promoter is always allowed to download data from data logger.

Promoter will install electronic control units to all the cars, which are taking part of the event or official test days. Purpose of this unit is to equalize the performance of the cars. Only promoter is allowed to read, manipulate and disconnect the unit. This electronic control unit must be in working order throughout whole event and official test day.

17.9 The noise generated by the car should not exceed *110 dB(A)*.

18 ENGINES AND SET-UPS

18.1 Only engines complying entirely with the following homologation may be used during official test days and events.

Engine Homologation No: *2014-01-F4-Abarth*

Engine must be sealed by Autotecnica S.r.l.A or by the Promoter

18.2 In case of engine failure, the engine can be changed if there is an engine available without any sanctions for the driver.

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

18.6 Promoter will make set-up for all the cars. Competitor is not allowed to change set-up during official test day or the race event.

18.6.1 Tire pressures are allowed to be adjusted.

18.6.2 Angle of the top rear wing is allowed to be adjusted using normal adjustment points of the car.

19 FUEL AND REFUELLING

19.1 Only fuel provided at the Event by the Promoter may be used throughout the Event.

19.2 Fuel and refuelling actions need to be done carefully and with safe manners, and in a way the Event / circuit requires.

20 GENERAL SAFETY

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

20.2 A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place and with the main electrical switch switched off.

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

20.4 Drivers taking part in practice sessions, qualifying and races must always wear approved clothes and helmet.

20.5 A speed limit of the pit lane of the circuit must always be followed. If speed limit is not followed, the stewards or race director may impose a penalty or fine.

20.6 If a driver has serious mechanical difficulties during a practice session, qualifying or the race, he must leave the track as soon as it is safe to do so.

20.7 The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres.

21 FREE PRACTICE SESSIONS

21.1 The Promoter will put its best efforts to schedule two Free Practice of 40 minutes. However, in specific events, shall this time be reduced, the Promoter cannot be deemed responsible.

22 QUALIFYING SESSIONS

22.1 The Promoter will put its best efforts to schedule at least one Qualifying sessions of 15 minutes

22.3 All the cars will drive in one group.

23 THE GRID

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

23.2 The grid for the Race 1 will be drawn up in the order of the fastest lap time achieved by each driver in the Qualifying 1 session.

The grid for the Race 2 will be drawn up in the order of the fastest lap in the first Race.

The grid for the Race 3 will be drawn up in the order of the fastest lap in the second Race.

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

23.3 Any driver who is unable to start for any reason whatsoever must inform the Promoter at the earliest opportunity and in any case.

If one or more cars are withdrawn, the starting grid will be closed up accordingly.

23.4 The fastest driver will start the race from pole position on the grid.

24 STARTING PROCEDURE

24.1 Ten minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover one reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

24.2 Five minutes before the start of the formation lap the pit lane exit will be closed. Any car which is still in the pit lane can start from the end of the pit lane.

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

24.3 The approach of the start will be announced by signals shown minute board/lights. When the three-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

24.4 When the one-minute signal is shown, engines should be started, and all team personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal, he must raise his arm.

24.5 When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading. When leaving the grid all drivers must respect the pit lane speed limit until they pass pole position.

24.6 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

24.7 Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

24.8 When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. There will be a standing start.

Once all the cars have come to the grid, the five second sign will appear. After, there will be red lights appearing one by one until there are five red lights showing. The race will be started by extinguishing all red lights. In case of exceptional start light system, drivers will be informed at the drivers' briefing.

24.9 Unless specifically authorised by the race director, during the start of a race the pit wall must be kept free of all persons with the exception of officials and fire marshals.

25 SAFETY CAR

25.1 Ten minutes before the start of the formation lap the safety car will take up position at the front of the grid and it will cover a whole lap of the circuit and take up position.

- 25.2** The safety car may be brought into operation to neutralise 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.
- 25.3** All competing cars must reduce speed and form up in line behind the safety car.
- 25.4** No driver may overtake another car on the track, including the safety car, until he passes the first safety car line for the first time when the safety car is returning to the pits.
- 25.5** Each lap completed while the safety car is deployed will be counted as a race lap.
- 25.6** If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

26 FINISH

- 26.1** The end-of-race signal (chequered flag) will be given at the Line as soon as the leading car has covered the full race distance.
- 26.2** 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).

27 PARC FERME

- 27.1** Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 27.2** The parc fermé shall be held in the own tents/boxes of the race cars unless otherwise announced.

28 PODIUM CEREMONY

- 28.1** The drivers finishing the races in 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium after each race, or after each race day, depending on the event procedure. This will be clarified at each event well before the races.

29 PROMOTION

- 29.1** The drivers, competitors and manufacturers give the right to the promoter to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Series.

Use of the Series logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the Promoter.