



# 2014 Australian Formula Ford Series Sporting Regulations



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## 2014 Australian Formula Ford Series Sporting Regulations

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# 2014 Australian Formula Ford Series

## Sporting Regulations

### S1 TITLE and JURISDICTION

#### S1.1 Title

This Series shall only be known as and referred to as the “2014 Australian Formula Ford Series”.

#### S1.2 Authority / Jurisdiction

- (a) Each event in the 2014 Australian Formula Ford Series (Series) shall be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Sporting Regulations issued for this Series by CAMS; the Technical regulations published by CAMS; Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Stewards of the Meeting and any Driver Briefing Notes issued by the Clerk of the Course at a meeting.
- (b) This Series has been sanctioned by CAMS.
- (c) The Formula Ford Association Inc has been appointed as the Category Manager (CM) by CAMS for this Series

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### S2 ADMINISTRATION

#### S2.1 Personnel

The following personnel have been appointed to the Series by CAMS and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the RMSR.

- (a) Technical Commissioner (TC) Greig Black
- (b) Driving Standards Advisor (DSA) TBA
- (c) Category Administrator (CA) Phil Marrinon

### S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Series, each Competitor must hold a current CAMS Competitor's Licence.

## S4 AUTOMOBILE ELIGIBILITY

Each automobile must comply with the provisions of the CAMS Manual of Motor Sport – Race – 1<sup>st</sup> Category – RACING CARS - Formula Ford or Formula Ford 1600 to be eligible to compete in the Series.

**Please note:** Formula Ford 1600 automobiles must comply with the lateral protection requirements of post 1997 Formula Ford 1600 regulations to be eligible to compete in the Series.

### S4.1 Replacement Automobiles

Following the commencement of the first practice session of each round of the Series, any automobile that has been entered to compete at that round may not be replaced with another automobile. For the purposes of this regulation, the term “automobile” specifically includes the “chassis” of the automobile.

## S5 DRIVER ELIGIBILITY

To be eligible to compete in the Series, each Driver must hold a current CAMS Provisional Circuit Licence or higher, be nominated by an eligible Competitor and be a financial member of the Formula Ford Association Inc. The 2012 and 2013 Australian Formula Ford Champions (Jack Le Brocq and Anton De Pasquale) are ineligible to compete in the Series.

### S5.1 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Series, a Competitor may nominate a substitute driver who may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting and the CM.

## S6 SERIES ROUNDS / REGISTRATION

The Series shall be conducted over six (6) Rounds as detailed in the Series Calendar below. Each race conducted as a part of the Series shall count in determining the final results.

Each driver participating in all or part of the Series is required to register their entry with the CM.

Any driver who has failed to register twenty one (21) days prior to the intended date of competition may not be permitted to practice or race in that competition.

## S7 SERIES CALENDAR

The Series shall be conducted over the following rounds:

Round	Date	Circuit
1	25-27 April	Mallala Motorsport Park
2	13-15 June	Winton Motor Raceway
3	8-10 August	Queensland Raceway
4	17-19 October	Wakefield Park Motor Raceway
5	31 October – 2 November	Sydney Motorsport Park
6	29-30 November	Phillip Island

## S8 ROUND FORMAT

The number, length and format of track sessions shall ultimately be negotiated between the CM and the event organiser prior to a round of the Series and shall be advised in the relevant Supplementary / Further Supplementary Regulations issued for a meeting.

### S8.1 Round Format

Generally, the format for each round of the Series shall be as follows:

- (a) Practice - Two (2) - 20 minute practice sessions (normally Friday).
- (b) Qualifying - One (1) - 20 minute qualifying session (normally Saturday).

(c) Races - Three (3) – 20 minute races (approximately) expressed as a number of laps.

### **S8.2 Variations to Timetable**

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards of the Meeting.

## **S9 GRID DETERMINATION**

- (a) In each race, Formula Ford automobiles shall be gridded first, followed by a vacant grid row then Formula Ford 1600 automobiles. In the event of the Grid Density being reached, the vacant row shall be deleted, and the Formula Ford 1600 automobiles gridding shall commence on the next row of the grid immediately behind the Formula Ford automobiles.
- (b) The grid for each Category shall be determined in accordance with RMSR 5.3 – Progressive Grid, that is, by qualifying order for Race 1 and previous race finishing order for Races 2 and 3.

**Please note:** The only exception to the above shall be for any Formula Ford automobile that has a fastest lap time in qualifying that is slower than the fastest lap time by a Formula Ford 1600 and that has not experienced any issues during qualifying that would affect the lap time. In this case, that Formula Ford automobile shall be gridded with the Formula Ford 1600 automobiles and its grid position shall be determined by its qualifying/race finish position from the previous session relevant to automobiles in the Formula Ford 1600 Category.

## **S10 START PROCEDURE**

The start procedure for each race shall be as detailed in the RMSR – Non Championship Start - Standing Start.

## **S11 AWARDS and POINTSCORE**

### **S11.1 Prizes and Trophies**

Prizes, trophies and awards shall be as determined by the CM and shall be advised to each Competitor.

### **S11.2 Series Pointscore**

- (a) Points shall be awarded to each driver, based on their finishing position relative to the other drivers within their Category of the Series, for each race as follows:

<b>Finishing Position in Category</b>	<b>Points</b>
1 <sup>st</sup>	20
2 <sup>nd</sup>	16
3 <sup>rd</sup>	14
4 <sup>th</sup>	12
5 <sup>th</sup>	10
6 <sup>th</sup>	8
7 <sup>th</sup>	6
8 <sup>th</sup>	4
9 <sup>th</sup>	2
10 <sup>th</sup>	1

- (b) Points shall only be awarded to each driver classified as a finisher in the final results of each race.
- (c) Any race which is stopped, and not restarted, and during which less than 50% of the race distance has been completed by the leader shall be deemed a non race in respect of Series points and no points shall be awarded.

- (d) Any race which is stopped, and not restarted, during which 50% – 75% of the race distance has been completed by the leader shall be deemed to have been completed in respect of Series points but only 50% Series points will be awarded.
- (e) Any race which is stopped during which 75% or more of the race distance has been completed by the leader shall be deemed to have finished and full Series points shall be awarded.
- (f) In addition to the above, one (1) Series point shall be awarded to the driver achieving the fastest lap time in qualifying in each Category of each round of the Series.
- (g) The results for each round of the Series shall be determined by the number of points scored by each driver in each Category at that round.
- (h) In the event of a tie at the end of any round of the Series, the final positions for that round shall be determined by comparing the results of each of the tied drivers in the final race of that round. The higher place in the round results for each Category shall be awarded to the driver with the higher finishing position in that Category in the final race.
- (i) The driver gaining the highest points total over the six (6) rounds in each Category shall be declared the winner of that Category of the Series.
- (j) In the event of a tie at the end of the Series, final positions shall be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places in a Category being awarded the higher Series position for that Category. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places in the relevant Category (and so on) achieved by each tied driver until each position has been determined.
- (k) Any points scored by a driver within a Category shall not be transferred if that driver changes to a different Category during the Series

## **S12 EVENT OPERATIONS**

### **S12.1 Series Registration and Entry**

The Series shall operate under the CAMS Series Registration and Entry Process. Series Registration and Entry Forms shall be available from the CM with document checking being conducted by the CM prior to the first official track session at each round of the Series.

### **S12.2 Oversubscribed Entries**

In the event that the number of entries received for a round of the Series exceeds the track density for a particular venue, the acceptance of entries shall be made on the following basis:

- (a) Registered Drivers who are contesting the full Series;
- (b) Registered Drivers who are contesting at least three rounds of the Series;
- (c) All other entries, to the track density, accepted in order of receipt.

### **S12.3 Driver/Team Manager Briefings**

Each Driver and Team Manager (i.e. an appropriately authorised representative of the Competitor, other than the driver) must attend the compulsory Driver/Team Manager Briefing. The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the event. The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance. Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

### **S12.4 Impound/Parc Ferme**

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Race Officials) at the conclusion of each practice and qualifying session without interference from any third party (other than an Official of the Meeting).
- (b) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area (or as directed by Race Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (c) Automobiles may not be removed from impound/Parc Ferme except with the express permission of the TC or the Chief Scrutineer.

### **S12.5 Non-Qualifying Practice**

#### **(a) Session 1 – Round 1**

Each automobile shall be pre-gridded within their Category in order of the driver's finishing position in the 2013 Australian Formula Ford Championship. The Formula Ford automobiles shall be pre-gridded as a group in front of the Formula Ford 1600 automobiles. If there are drivers entered who did not compete in the 2013 Australian Formula Ford Championship they shall be pre-gridded at the rear of their respective Category in order of competition number.

#### **(b) Session 1 – Rounds 2 to 6**

Each automobile shall be pre-gridded within their Category in order of the driver's finishing position in Category in the last race of the previous round. The Formula Ford automobiles shall be pre-gridded as a group in front of the Formula Ford 1600 automobiles. If a driver did not compete in the last race of the previous round their automobile shall be pre-gridded at the rear of their respective Category in order of Series points. If a driver did not compete in the last race of the previous round and has not been awarded any Series points their automobile shall be pre-gridded at the rear of their respective Category behind the automobiles of point scoring drivers in order of competition number.

#### **(c) Session 2 and subsequent sessions – Rounds 2 to 6**

Each automobile shall be pre-gridded within their Category in order of the driver's fastest lap time in Category from the previous practice session. The Formula Ford automobiles shall be pre-gridded as a group in front of the Formula Ford 1600 automobiles. If a driver did not record a lap time in the previous session their automobile shall be pre-gridded at the rear of their respective Category in order of Series points. If a driver did not record a lap time in the previous session and has not been awarded any Series points their automobile shall be pre-gridded at the rear of their respective Category behind the automobiles of point scoring drivers in order of competition number.

### **S12.6 Qualifying**

(a) Each automobile shall be pre-gridded within their Category in order of the driver's fastest lap time in Category in the combined practice sessions at the event.

(b) If lap times are not available for the practice sessions, the pre-grid for the qualifying session shall be determined from the finishing order from the previous round. If a driver did not compete at the previous round their automobile shall be pre-gridded at the rear of their respective Category in order of Series points. If no points have been awarded their automobile shall be pre-gridded at the rear of their respective Category behind the automobiles of point scoring drivers in order of competition number.

(c) No overtaking is permitting on the "out" lap (first lap of each session), unless either directed to by an official, an automobile has mechanical problems or an automobile is signalled to pass by the immediate automobile ahead.

(d) During qualifying automobiles may not return to the paddock area without the express permission of the TC. If an automobile exits pit lane to the paddock during qualifying it shall not be permitted to re-join that session.

### **S12.7 Pit Lane**

(a) Each Pit Crew member is required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the event organiser.

(b) Pit Crew members are not permitted to approach or work on competing automobiles in the "fast lane" at any time, including whilst automobiles are queued in the fast lane (or other lane as directed by pit lane officials) waiting to re-enter the track after a Red Flag period.

### **S12.8 Removal of Automobiles from the Circuit**

Following the commencement of the first practice session, it is not permitted to remove any automobile from the circuit (prior to the release of all automobiles from the impound/Parc Ferme established following the final race of that round of the Series) without the prior express written approval of the TC.

### **S12.9 Practice Starts**

Practice starts are only permitted at the pit lane exit.

### **S12.10 Communication to/from Automobile**

#### **(a) Radio Communication to/from Driver:**

Two way radio communications between the driver and a member of the pit crew is permissible at all times whilst the automobile is on the race track.

#### **(b) Data Communication to/from Automobile:**

The only data communication permitted between the moving automobile and the pit lane shall be:

- Lap trigger signals from trackside to the automobile
- Signals from timing transmitters

**Please note:** Lap trigger transmitters shall be battery powered and once operating must be free-standing and incapable of receiving external information. Such devices MUST NOT be attached to or placed upon the Pit Lane wall and must be positioned at least six metres from the official control timing line and behind the Pit Signalling wall.

## **S13 TYRES**

### **S13.1 General**

(a) The TC or his nominee may inspect and confirm that only nominated tyres are in use at any time during the event. Scrutineers may mark the nominated tyres for ease of identification. Only tyres carrying the appropriate marks are permitted for practice, qualifying and at the start of each race.

(b) The TC shall be sole arbiter with regard to the interpretation and application of these tyre regulations. Any decision made by the TC in this regard shall not be the subject of any protest or appeal.

### **S13.2 Tyre definition**

A “new” tyre is one that has not been used during the Series at any time, irrespective of the wear.

A “used” tyre is one that has been nominated at a previous round of the Series.

### **S13.3 Tyre Nomination**

Each tyre shall be nominated to an automobile chassis number, not to a driver. Each driver/competitor shall be required to nominate their tyres to authorised Series personnel for identification, marking and recording no less than ninety minutes prior to the scheduled commencement of the relevant sessions (practice and qualifying/racing). Barcode identification shall be recorded. Only tyres nominated under the circumstances described below may be used during a round.

### **S13.4 Tyre Identification**

Each nominated tyre shall carry barcode identification and each tyre to be nominated must be selected from stock identified in this way.

### **S13.5 Change of Chassis**

If a registered driver changes to a new chassis partway through the Series, four tyres (2 front and 2 rear) must be transferred from the tyre bank of the original chassis to the new chassis.

If the existing chassis is sold to a new competitor who is contesting the remaining Series rounds then four tyres (2 front and 2 rear) from the tyre bank of that chassis must be transferred to the new competitor at that time.

### **S13.6 Practice, Qualifying and Racing – First Round**

At the first round of the Series contested by a chassis, a maximum of eight (8) tyres may be nominated for practice, qualifying and racing, all of which shall be designated as new tyres, irrespective of wear.

### **S13.7 Practice – all subsequent rounds**

Only previously nominated and recorded tyres may be used. Up to eight (8) tyres may be nominated for use during the practice sessions. Different tyres from within the eight (8) nominated may be used for each practice session.

### **S13.8 Qualifying and Racing – all subsequent rounds**

Each competitor may nominate a maximum of eight (8) tyres for qualifying and racing. However only four (4) may be new tyres, the other four (4) must be from tyres previously nominated. A tyre that has been nominated for use during practice at this round must be nominated again for identification, marking and

recording if it is to be used for qualifying and racing. These shall be the only tyres permitted for use in qualifying and racing, unless authorised as below.

#### **S13.9 Replacement Tyres**

There shall be no new replacement tyres. In exceptional circumstances the TC may authorise the use of a replacement tyre from outside the tyres nominated by a competitor for that round of the Series. This permission shall only be given after presentation of compelling evidence by the competitor and shall apply only to a previously nominated tyre (from an earlier round or practice session). Such a replacement shall result in the competitor being placed at the rear of the grid in their relevant Category for the next track session.

#### **S13.10 Tyre Covers**

Protective tyre covers may be used in the paddock area. Their use is prohibited in the marshalling, pit lane, impound and scrutiny areas and they must not be re-fitted until after each post-session check is complete

#### **S13.11 Heating Tyres**

The use of any device to artificially heat tyres is prohibited.

#### **S13.12 Tyre Bank**

It is the drivers/competitors responsibility to document and maintain a record of all tyres used by the driver/chassis in the Series. It is the responsibility of the competitor/driver to understand and monitor their tyre usage throughout the Series.

### **S14 FUEL**

For the duration of an event, each competitor must only use fuel purchased from that circuit.

**Please note:** With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

### **S15 ENGINE and GEARBOX OIL**

For the duration of an event, each Formula Ford Category automobile must use only Castrol Edge 5W30 engine oil and Castrol Syntax 75w/90 gearbox oil. Random sampling and testing of engine and gearbox oil shall be conducted.

### **S16 AUTOMOBILE MARKINGS**

#### **S16.1 General**

Each automobile must comply with the provisions of Schedule K of the CAMS Manual of Motor Sport in respect to signage, including the requirement to carry a CAMS decal (40mm x 175mm) below the competition number on each side of the car.

To differentiate the Formula Ford Category automobiles from Formula Ford 1600, the following markings are mandatory on Formula Ford Category automobiles:-

- the top of the roll hoop structure shall have a prominent orange marking on the forward face of the structure for a minimum height of 150mm from the top of the roll hoop/bodywork. This marking shall extend towards the rear of the automobile for a minimum width of 150mm width or to the extent of the structure/bodywork.
- the forward facing surfaces of each mirror shall carry prominent orange marking.
- The forward facing surface of the nose, 50mm from the tip of the nose for a distance of 200mm rearwards shall carry prominent orange marking

Each automobile must also display the driver's name ON EACH SIDE, adjacent to the cockpit, Sponsor decals at the locations detailed on the enclosed placement diagram (Appendix A), two Avon decals, one on each side of the nosebox of the automobile, and other support sponsor decals, as required. Ongoing sponsorship negotiations may require the display of additional sponsor signage, at locations to be negotiated with competitors as required.

## **S16.2 Competition Numbers**

- (a) Number 1 shall not be eligible for use
- (b) Each Competitor may nominate a number on registration for the Series.
- (c) The allocation of a competition number for each automobile is solely the responsibility of the CM, which shall maintain a register of all competition numbers allocated to, or reserved for, any automobile.

## **S17 DRIVER'S APPAREL**

Each driver must only use apparel in compliance with Schedule D of the CAMS Manual of Motor Sport with the mandatory addition of underwear. Apparel checks shall be undertaken as required by the Chief Scrutineer.

## **S18 ON BOARD CAMERAS**

On board cameras must be securely mounted to the roll bar and recording devices secured inside the bodywork of the automobile, to the satisfaction of the Chief Scrutineer.

## **S19 TESTING RESTRICTIONS**

- (a) Testing is prohibited in the Northern Territory and Tasmania.
- (b) From March 24, 2014, each driver registered for any round of the Series shall be required to nominate, in writing, to the CM, two test Series circuits, defined as the circuits which shall host a round of the Series. Testing is permitted at non-Series circuits, however, such test days shall be included in the permitted number of test days.
- (c) Each driver contesting more than two rounds of the Series shall be permitted a maximum of twelve (12) test days. A Test Log shall be issued to each driver and this log MUST be signed by the circuit officials when the driver signs on at each test day. A test day shall be defined as commencing at the time of sign on, regardless of weather conditions. The Test Log MUST be produced for inspection by Series officials as and when requested.
- (d) Each driver who intends to test at any circuit, including the nominated circuits, is required to advise the CM at least SEVEN DAYS PRIOR to the scheduled test. Any driver failing to advise such plans within the required time shall be referred to the Stewards for action.
- (e) Each driver may compete in State race meetings, at both nominated and other circuits, including any attached test day (for the entire meeting only), where an appropriate class is available, however, each such meeting shall be counted as two (2) test days save for rookies (see below). Each driver must advise the CM at least SEVEN DAYS PRIOR to the scheduled competition and Test Logs must be signed by race officials, to confirm participation.
- (f) Each rookie driver, defined as those not having contested more than two rounds of the Series, may compete at State rounds, including any attached test day (for the entire meeting only), where an appropriate class is available. However, each such meeting will be counted as one (1) test day. The requirements for use of Test Logs, advising the CM of testing plans 7 days in advance and the definition of a test day, as detailed earlier, will apply to all test days.
- (g) Testing is prohibited at the venue of any scheduled round on the Monday, Tuesday, Wednesday and Thursday prior to that round, save when Thursday is part of the meeting schedule.
- (h) The CM may consider a request to vary test track nominations, after the closing date, on the presentation of compelling written evidence. Such approval shall only be considered under exceptional and unusual circumstances.
- (i) Any breach of any part of this regulation shall be referred to the Stewards of the Meeting for action, with the recommendation that suitable penalties be either exclusion from a round, a Series points penalty or substantial financial penalty or any combination of these recommendations.
- (j) The testing restriction relates to use of either a Formula Ford or Formula Ford 1600 automobile. The use of the automobile, whether it complies with technical regulations for the category or not, will constitute use in relation to the testing restriction.

## **S20 HEAD RESTRAINTS**

In addition to the requirements of Schedule D of the CAMS Manual of Motor Sport, each driver must wear a frontal head restraint approved to the FIA 8858 – 2002 or FIA 8858 – 2010 Standard at all times whilst driving an automobile on the race circuit during any practice session, qualifying session or race.

# APPENDIX A – AUTOMOBILE MARKINGS

## 2014 COMPETITION NUMBER AND SERIES DECAL PLACEMENT

NOTE: Drawing is NOT TO SCALE

Decal Placement	Height	230mm	Width	190mm
1. Driver's Name – 1 Each Side	<b>BLACK NUMBERS (min. height 165mm) ON A WHITE BACKGROUND</b>			
2. Sponsor decal as required – 1 on nose – immediately above number	<b>FONT STYLE: ZURICH BOLD</b>			
3. CAMS Decal (2) – 1 each side, below number	<b>NUMBER PLACEMENT</b>			
4. Avon Decals (2) – 1 each side of nosebox	<b>Side</b>	<b>Minimum height from BASE OF AUTOMOBILE – 300mm</b>		
5. Sponsor decals as required (2) – 1 on each side at top of engine cover	<b>Numbers</b>	<b>Must be above any lateral protection structures</b>		
6. Sponsor decals as required (2) – 1 on each side of nosebox ABOVE Avon decals	<b>Front</b>	<b>Positioned in a location visible to a person standing directly in front of the automobile at a distance of at least 10m</b>		
7. Sponsor decals as required (2) – 1 on each side at top of engine cover	<b>Numbers</b>			
8. Sponsor decals as required (2) – 1 on each side				

