



## Contents

1.	TITLE AND JURISDICTION .....	3
1.1	Title .....	3
1.2	Jurisdiction .....	3
2.	ADMINISTRATION .....	4
3.	COMPETITOR ELIGIBILITY .....	4
4.	VEHICLE ELIGIBILITY .....	4
4.1	Replacement Automobiles .....	4
5	DRIVER ELIGIBILITY .....	4
5.1	Licence Requirements .....	4
5.2	Substitute Drivers .....	4
6	CHAMPIONSHIP ROUNDS/REGISTRATION .....	5
7	2019 AFFC CALENDAR .....	5
8	RACE FORMAT .....	5
9	GRID DETERMINATION .....	6
10	START PROCEDURE .....	6
11	AWARDS AND POINTSCORE. ....	6
11.1	Prize and Trophies .....	6
11.2	Championship Point score .....	6
11.3	Race Distances or Stoppages. ....	7
12	EVENT OPERATIONS .....	8
12.1	Championship Registration and Entry .....	8
12.2	Oversubscribed Entries .....	8
12.3	Driver/Team Manager Briefings .....	8
12.4	Impound/Parc fermé .....	8
12.5	Non-Qualifying Practice .....	9
12.6	Qualifying .....	9
12.7	Pit Lane .....	10
12.8	Removal of Automobiles from the Circuit .....	10
12.9	Practice Starts .....	10
12.10	Communication to/from Automobile .....	10
12.11	Race Management Channel. (RMC) .....	10
13	ROUND FORMAT .....	11
13.1	General .....	11



# 2019 Australian Formula Ford Association Championship Sporting Regulations

13.2	Tyre definition .....	11
13.3	Tyre Nomination .....	11
13.4	Tyre Identification .....	11
13.5	Change of Chassis .....	11
13.6	Practice, Qualifying and Racing – First Round .....	11
13.7	Practice, Qualifying and Racing – First Round .....	12
13.8	Practice – all subsequent rounds.....	12
13.9	Qualifying and Racing – all subsequent rounds.....	12
13.10	Replacement Tyres .....	12
13.11	Tyre Covers .....	12
13.12	Heating of Tyres .....	12
13.13	Tyre Bank .....	12
13.14	Tyre Requirements for joint state Championship competition.....	12
14.	FUEL .....	13
15.	ENGINE and GEARBOX OIL (Formula Ford only) .....	13
16.	AUTOMOBILE MARKINGS .....	13
16.1	General .....	13
16.2	Competition Numbers .....	13
17.	DRIVER’S REQUIREMENTS .....	14
18.	JUDICIAL ON-CAR CAMERA SYSTEM .....	14
19.	TESTING RESTRICTIONS .....	15
	APPENDIX ONE DRIVING STANDARDS & RACING CONDUCT .....	16
	APPENDIX TWO PENALTY MATRIX .....	20
	APPENDIX THREE INCIDENT ENQUIRY FORM .....	23
	APPENDIX FOUR CATEGORY SIGNAGE REQUIREMENTS .....	24



## 1. TITLE AND JURISDICTION

### 1.1 Title

This Championship shall only be known as and referred to as the “2019 Australian Formula Ford Championship” (AFFC).

### 1.2 Jurisdiction

The Championship constitutes the national pointscore for the club Championship for the Formula Ford Association Inc. (FFA).

Each event in the 2019 Australian Formula Ford Championship 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 for this Championship issues by the FFA; the technical regulations published by CAMS; Supplementary and Further Regulations issued by each Event Organiser at each round; Bulletins issued by the Formula Ford Association, the Stewards of the Meeting and any Driver Briefing Notes issued by the Clerk of the Course, or a FFA Official at a meeting.

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## 2. ADMINISTRATION

### 2.1 Personnel

The following personnel have been appointed to the Championship by FFA and have the authority to administer the various aspects of these Championship regulations and as detailed in the CAMS RMSR.

Category Administrator (CA)	Phil Marrinon
Category Manager (CM)	Iccy Harrington
Technical Delegate (TD)	Scott Black
Driving Standards Observer (DSO)	Simon McMahon (or as appointed by the Category Manager)

## 3. COMPETITOR ELIGIBILITY

To be eligible to compete in the Championship, each Competitor must hold a current CAMS Competitor's Licence and be a current financial member of the FFA.

## 4. VEHICLE ELIGIBILITY

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

### 4.1 Replacement Automobiles

Following the commencement of the first practice session of each round of the Championship, 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.

## 5. DRIVER ELIGIBILITY

### 5.1 Licence Requirements

To be eligible to compete in the Championship, each Driver must hold a current CAMS Provisional Circuit Licence or higher, and be nominated by an eligible Competitor and a current financial member of the Formula Ford Association Inc.

### 5.2 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Championship, 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/DSO.



## 6. CHAMPIONSHIP ROUNDS/REGISTRATION

The Championship for Formula Ford cars shall be conducted over seven (7) as detailed in the Championship Calendar below.

Each race conducted as a part of the Championship shall count in determining the final results. The Formula Ford 1600 Championship will be conducted over three (3) rounds as indicated below.

Each driver participating in all or part of the Championship is required to register their entry with the FFA and forward payment of \$1600 +GST, \$1400 + GST if paid in full prior to 15th of March 2019 for Formula Ford (Duratec) competitors (or \$250 per individual round if you are only competing in 3 or less rounds) + GST Championship registration fee. Championship registration for Formula Ford 1600 (Kent) entry fee \$100 +GST, payable prior to your first round. (no points will be allocated until the registration fee has been paid).

Any driver who has failed to register ten (10) days prior to the intended date of competition may not be permitted to practice or race in that competition.

## 7. 2019 FFA CHAMPIONSHIP CALENDAR

Round 1	5-7 April	Sydney Motorsport Park (NSW)	NSW State Championship	* FF 1600 R 1
Round 2	3-5 May	Queensland Raceway (QLD)	QLD State Championship	* FF 1600 R 2
Round 3	24-26 May	Winton Motor Raceway (VIC)	Supercars Championship	
Round 4	21-23 June	The Bend Motorsport Park (SA)	AMRS Championship	
Round 5	19-21 July	Sandown Raceway (Vic)	Vic State Championship	
Round 6	6-8 September	Wakefield Park (NSW)	NSW State Championship	
Round 7	27-29 September	Phillip Island GP Circuit (VIC)	Vic State Championship	* FF 1600 R 3

## 8. RACE FORMAT

The number, length and format of track sessions shall ultimately be negotiated between the FFA and the event organiser prior to a round of the Championship.

Typically, three (3) point score sprint races will be conducted at each round, with each race ranging in distance between 30 and 40 km, expressed as a number of laps appropriate to the host circuit distance.



## 9. GRID DETERMINATION

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.

The grid for each Category shall be determined in accordance with CAMS RMSR 5.3 – Progressive Grid, that is, by qualifying order for Race 1 and previous race finishing order for Races 2 and 3.

## 10. START PROCEDURE

The start procedure for each race shall be as detailed in the CAMS RMSR – Non- Championship Start – Standing Start. Unless directed otherwise by a promoter.

## 11. AWARDS AND POINTSCORE.

### 11.1 Prize and Trophies

Prizes, trophies and awards shall be determined by the CM a shall be advised to each competitor.

### 11.2 Championship Point score

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

1 <sup>st</sup> 20 points	6 <sup>th</sup> 10 points	11 <sup>th</sup> 5 points
2 <sup>nd</sup> 16 points	7 <sup>th</sup> 9 points	12 <sup>th</sup> 4 points
3 <sup>rd</sup> 14 points	8 <sup>th</sup> 8 points	13 <sup>th</sup> 3 points
4 <sup>th</sup> 12 points	9 <sup>th</sup> 7 points	14 <sup>th</sup> 2 points
5 <sup>th</sup> 11 points	10 <sup>th</sup> 6 points	15 <sup>th</sup> 1 point

(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 Championship 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 Championship points but only 50% Championship 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 Championship points shall be awarded.

(f) In any race which involves a safety car period, the leader must have completed a minimum of 5 laps under green racing conditions for it to be considered a result or for the above points c), d) & e) to be applied.

(g) In addition to the above, one (1) Championship point shall be awarded to the driver achieving the fastest lap time in qualifying in each Category of each round of the Championship.

(h) The results for each round of the Championship shall be determined by the number of points scored by each driver in each Category at that round.

(i) In the event of a tie at the end of any round of the Championship, 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.

(j) The driver gaining the highest points totaled over the seven (7) rounds in Formula Ford and three (3) rounds in Formula Ford 1600 shall be declared the winner of that Category of the Championship.

(k) In the event of a tie at the end of the Championship, 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 Championship 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.

(l) Any points scored by a driver within a Category shall not be transferred if that driver changes to a different Category during the Championship.

### 11.3 Race Distances or Stoppages.

Any race which is stopped, and not restarted, and during which less than 50% of the race distance (in laps only) has been completed by the leader shall be deemed a non-race in respect of Championship points and no points shall be awarded.

Any race which is stopped and not restarted, during which 50% – 75% of the race distance has been completed (in laps only) by the leader shall be deemed to have been completed in respect of Championship points but only 50% Championship points will be awarded.

Any race which is stopped during which 75% or more of the race distance has been completed (in laps only) by the leader shall be deemed to have finished and full Championship points shall be awarded.

All races will be scheduled as a defined number of laps, not a defined time period. In the event of meeting delays, or other unforeseen circumstances, the Event Secretary or Clerk of Course may vary race laps/distances.



## 12. EVENT OPERATIONS

### 12.1 Championship Registration and Entry

The Registration for the Championship shall be under the FFA Championship Registration Process.

Registration for the Championship is compulsory for all of the Championship.

The event entry fee shall vary dependent on the round.

Round 3 (Winton Motor Raceway) shall be run within a round of the Supercars Championship and entry shall be coordinated through the Formula Ford association. This round will require document collation by the FFA CM prior to the first track session of the meeting.

Entry for all other rounds shall be through the respective track promoter. Entry details will be available through the promoter or the FFA website.

### 12.2 Over-subscribed Entries

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

If combined with a state round, non-registered competitors, then Registered Drivers who are contesting the full Championship;

Registered Drivers who are contesting at least three rounds of the Championship;

All other entries, to the track density, accepted in order of receipt.

### 12.3 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 category Driver/Team Manager Briefing.

This briefing will typically be held immediately after event drivers briefing. The time and location of such is typically 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.

### 12.4 Impound/Parc fermé

Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Fermé 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).

Each automobile completing each race must proceed directly to the designated impound/Parc Fermé 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).

Only the driver of the competing car is permitted to accompany the car in the Parc Fermé and no works are permitted to be carried out on any automobile at any time whilst that automobile is in the Parc Fermé area.





The two exemptions to this are: the checking of tyre pressures; and the retrieval of a data card from the onboard judicial camera. This may be carried out by the driver only.

Automobiles may not be removed from impound/Parc Fermé except with the express permission of the TD or the Chief Scrutineer.

### 12.5 Non-Qualifying Practice

#### (a) Friday Session 1 and Saturday Session 1 – Round 1

Each automobile shall be pre-gridded within their Category in order of the driver's finishing position in the 2018 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 2018 Australian Formula Ford Championship they shall be pre-gridded at the rear of their respective Category in order of competition number.

#### (b) Friday Session 1 and 2 Practice Session – Round 5

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 competition number.

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 Championship points. If a driver did not record a lap time in the previous session and has not been awarded any Championship 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) Friday sessions - Rounds 2,3,4 and 6

Categories shall be gridded Formula Ford ahead of Formula Ford 1600 in order of attendance.

#### (d) Saturday Warm up

If relevant, each automobile shall be pre-gridded in accordance with the overall results of qualifying for the respective round.

### 12.6 Qualifying

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.

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 competition number.



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

### 12.7 Pit Lane

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/promoter.

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.

### 12.8 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 Fermé established following the final race of that round of the Championship) without the prior approval of the TD.

#### 12.10. Communication to/from Automobile

Radio Communication to/from Driver:

Two-way radio communications between the driver and a member of the pit crew is strongly advised for all competitors.

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.

#### 12.11 Race Management Channel (RMC)

For the 2019 Championship, it will be compulsory for each Team/Driver to monitor the Race Management Channel RMC on a listening basis only for all Sessions from ten (10) minutes before the time Cars are released.

The RMC will be broadcast over a frequency compatible with the commercially available, Race Receiver device, and teams/competitors will be notified of the relevant channel to be used (if any change to previous round) prior to practice commencing.

Competitors who run Pit-to-Car two-way radio communication are strongly advised that a member of the pit crew should monitor the RMC, and convey messages to their drivers.

Competitors not running Pit-to-Car radio, **MUST** monitor the RMC.



For competitors not running the full Championship, the FFA will have a limited number of Race Receivers available for hire, at a cost of \$25 per round.

## 13. ROUND FORMAT

### 13.1 General

The TD 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.

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

At the direction of the TD, the Championship DSO will implement penalties accordingly.

### 13.2 Tyre definition

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

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

### 13.3 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 Championship personnel for identification, marking and recording no less than ninety minutes prior to the scheduled commencement of the relevant sessions (practice and qualifying/racing). Only tyres nominated under the circumstances described below may be used during a round.

### 13.4 Tyre Identification

Each nominated tyre shall be officially marked and each tyre to be nominated must be selected from stock identified in this way.

### 13.5 Change of Chassis

If a registered driver changes to a new chassis partway through the Championship, 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 Championship 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.

### 13.6 Practice, Qualifying and Racing – First Round (Formula Ford ONLY)

Each driver may have EIGHT sets of tyres for the Championship.



### 13.7 Practice – First Round (Formula Ford ONLY)

At the first round of the Championship contested by a chassis, a maximum of four (4) tyres may be nominated for practice, these tyres will be part of your tyre bank.

### 13.8 Practice – all subsequent rounds (Formula Ford ONLY)

Only previously marked tyres from your tyre bank 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.

### 13.9 Qualifying and Racing – all rounds (Formula Ford ONLY)

Each competitor must purchase a new set of tyres (4 tyres) from the Yokohama Motorsport Dealer at the track on the day prior to qualifying which must be marked for identification by the TD. These tyres shall be the only tyres permitted for use in qualifying. The same tyres are also required for all races during that event, unless authorised as below. It is the competitor's responsibility to pre – order tyres from the Yokohama Dealer.

#### 13.9a Qualifying and Racing – all rounds Formula Ford 1600

Each competitor must nominate a set of tyres (4 tyres) the day prior to qualifying which must be marked for identification by the TD. These tyres shall be the only tyres permitted for use in qualifying. The same tyres are also required for all races during that event, unless authorised as below. It is the competitor's responsibility to pre – order tyres from the Yokohama Dealer.

### 13.10 Replacement Tyres

There shall be no new replacement tyres. In exceptional circumstances the TD may authorise the use of a replacement tyre from outside the tyres nominated by a competitor for that round of the Championship. 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.

### 13.11 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

### 13.12 Heating of Tyres

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

### 13.13 Tyre Bank

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

### 13.14 Tyre Requirements for joint state Championship competition

Should the competitor wish to compete in the state Championship competition at meetings which the national Championship competes with, the competitor shall understand and comply with the relevant state Championship competition regulations. Note that these regulations may be more restrictive than that of the national regulations.



## 14. 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.

## 15. ENGINE and GEARBOX OIL (Formula Ford only)

For the duration of an event, each Formula Ford Category automobile must use only Shell Helix Ultra Professional AF 5W30 engine oil and Shell Spirax S6 AXME 75w/90 gearbox oil or Castrol Edge Sport 5W/30 engine oil and Castrol Syntrax 75/90. Random sampling and testing of engine and gearbox oil shall be conducted.

## 16. AUTOMOBILE MARKINGS

### 16.1 General

Each automobile must comply with the provisions of Schedule K of the CAMS Manual of Motor Sport in respect to signage.

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 Day-Glo 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 full cover surfaces of each mirror shall be Day-Glo orange in colour.

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 Yokohama decals, one on each side of the nose box of the automobile, compulsory sponsor decals along the bottom vertical extent of the rear side pod, 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. Failure to correctly display the Championship Sponsor decals/signage will result in the competitor receiving a penalty.

### 16.2 Competition Numbers

Number 1 shall not be eligible for use

Each Competitor may nominate a number on registration for the Championship. 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.

Notwithstanding the above, priority of numbers for rounds 1,2,5,6 and 7 shall be for state competitors.

Numbers must be located as per the enclosed diagram (Appendix A).



## 17. DRIVER'S REQUIREMENTS

Divers are to remain at the circuit for a minimum of one hour after each track session during the event.

Each Competitor/Driver is reminded that failure by them, or any of their Drivers or pit crew, to comply with any of the requirements of the NCR, these Standing Regulations, any Championship/Series Regulations, the Supplementary Regulations, and/or Further Regulations may result in a loss of points in the Championship.

## 18. JUDICIAL ON-CAMERA SYSTEM

Each automobile must be fitted with a Judicial On-Car Camera unit as detailed in these Championship regulations.

The On-Carboard camera **MUST BE MOUNTED CENTRALLY** (on top of the roll hoop or engine cowling) as per the CAMS regulations. It is strongly advised that all cameras be tethered.

The Judicial On-Car Camera unit must be switched on and remain fully operational and record video images for the duration of all on-track sessions.

The Judicial On-Car Camera unit must be installed in such a way to at all times provide clear unobstructed video images of the Driver's view of the race track ahead or as directed by the Driving Standards Observer (DSO).

Unless otherwise approved by the DSO, the footage obtained from each session must be available to the DSO, Category Manager (CM) and appointed Media Representatives (MR) until at least twenty-four hours after the completion of the round.

Unless otherwise approved in writing by the DSO, the data stored on each Judicial On-Car Camera memory card is not permitted to be deleted/cleared until twenty-four hours after the completion of each round.

Access to the Judicial On-Car Camera unit must be provided to the Clerk of Course (CC), DSO, CM or MR at any time upon request.

In addition to the Judicial On-Car Camera unit detailed in these regulations, the CM reserves the right for the media production company to install in-car and on-board cameras to any automobile and position signage within view of the camera.

In the event a post-race investigation needs to be conducted, and a Team/Competitor is unable to provide their own video footage, then that Team/Competitor must endeavor to find footage from another Team/Competitor.

Teams/Competitors are under no obligation to provide other Teams/Competitors their video footage, but are reminded that the Championship DSO can request that footage.

An error, action, omission or failure which causes a loss of any vision shall be investigated by the DSO/CM and may be referred to the Stewards of the Meeting. A penalty may be applied.

## 19. TESTING RESTRICTIONS

Each driver contesting more than two rounds of the Championship shall be permitted a maximum of twelve (12) test days. Testing restrictions commence from the 15<sup>th</sup> March 2019.



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 Championship officials as and when requested.

Each driver who intends to test at any circuit, is required to advise the CM or the FFA administrator 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.

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 one (1) test day for the state rounds. Each driver must advise the FFA administrator at least SEVEN DAYS PRIOR to the scheduled competition and Test Logs must be signed by race officials, to confirm participation.

The requirements for use of Test Logs, advising the FFA administrator of testing plans 7 days in advance and the definition of a test day, as detailed earlier, will apply to all test days.

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.

Any breach of any part of this regulation shall be referred to the CM for action.

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.



## APPENDIX ONE DRIVING STANDARDS & RACING CONDUCT

### A) Weaving during practice and qualifying

Irrespective of formation order in the pre-grid / marshalling area drivers do not have to maintain this order once released to the track. For this reason drivers are reminded that if warming tyres by use of weaving, the weaving driver must watch their mirrors and cease weaving if another driver is trying to overtake. If the driver behind is also weaving he will be deemed as not trying to pass.

Weaving, by definition is multiple changes of direction, and this is irrelevant of vehicle speed, or number of laps into a session. Drivers who are weaving, whilst at race speed will be judged to be blocking and are liable to receive penalties, as per the penalty matrix.

### B) Yellow flags

Yellow flag rules state that there must be a noticeable effort to slow down and show caution. If for The Competitors who pass other cars, under yellow flag conditions (local yellow or safety car) will be penalised.

### C) Red flags

When a red flag is displayed, it is intended to control the field, almost always for safety purposes, competitors are expected to reduce speed and proceed directly back to pit lane in a safe manner. Be aware that Emergency vehicles may be on track with you in a red flag situation.

Every effort will be made to restart practice / qualifying / races however bear in mind in many cases recovery cannot commence until all cars have exited the circuit.

### D) Kerbs / track boundaries

Drivers must use the track at all times. For the avoidance of doubt the solid lines defining the track edges are part of the track but the kerbs are not.

A driver will be judged to have left the track if all 4 wheels are outside the defined track. A car that has left the circuit must re-enter safely and must not gain an advantage.

### E) Form up laps

Due to tight time schedules, where possible please keep pace with the cars around you whilst warming up / forming up on the grid for races. An acceptable gap would be around 5 – 6 cars lengths.

Deliberate slowing causing separation of the pack may result in a penalty being imposed.

All races are time critical this season and for that reason seconds lost can affect race distance and the commercial interests of teams / organisers.

There is to be no weaving upon approaching the grid prior to the start of a race, the no weave point will be announced for each round.





## F) Race starts

Once the car has formed up in its starting box the car must be completely stationary at lights out. If a car is creeping and has then stopped before lights out and has NOT crossed the grid box line this will not be deemed as a jump start.

If the car is moving or crossed the grid box line it will be deemed to have jumped the start, and an appropriate time penalty will result.

## G) Overtaking/Blocking/Defending Position

Direction changes, side to side swerving, more than one direction change and any other abnormal changes to track position are not permitted. Once committed to an alternative line the driver must maintain that line.

Defensive moves (“blocking”) of this type are only permitted on the first and last lap and the first lap after a safety car restart. During the rest of the race drivers must maintain a typical racing line.

- 1) Any Driver defending their position on a straight, and before any braking area, may use the full width of the track, provided no significant portion of the car attempting to pass is alongside them.
- 2) Whilst defending, the Driver may not leave the track without justifiable reason.
- 3) Any maneuvers liable to hinder any other Driver, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted, and a penalty will be imposed.
- 4) The onus at all times is on the overtaking car to complete the pass in a clear and safe manner.
- 5) The Driver in front must leave racing room for the other Driver. No excessive crowding towards the inside or outside of the corner. If a Driver has committed to an alternative line he must not interfere with a car attempting to overtake.
- 6) If a Driver reacts late by moving off the racing line on approach to a corner they shall be responsible for their actions and held accountable for any incident occurring.
- 7) Officials will judge the frequency and/or severity of blocking. This action will not be tolerated and penalties will apply
- 8) More than one change of direction to defend a position is not permitted. A Driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one automobile width between their own automobile and the edge of the track on the approach to the corner.
- 9) A Driver defending their position on a straight, and before any braking area, may use the full width of the track during their first move provided no portion of an automobile attempting to pass is alongside their automobile. Whilst defending in this way the Driver may not leave the track without justifiable reason. For the avoidance of doubt, any movement to defend a position should not occur in the braking area.
- 10) Manoeuvres liable to hinder other Drivers such as deliberate crowding of an automobile beyond the edge of the track or any other abnormal change of direction, are not permitted.

For the avoidance of doubt, a Driver should leave at least one automobile width between their own automobile and the edge of the track on the exit of a corner if any portion of another automobile is alongside their automobile.



## H) First corner incidents

The old adage that races can't be won at the first corner but can be lost is too true. We are also aware that the first corner is where a driver sees their biggest opportunity to make up places. Please remember that it is the overtaking driver's responsibility to complete any pass safely.

This is especially true of the first couple of corners. However, if it comes down to a wheel to wheel battle for a place there will be a responsibility on "both" drivers to give each other racing room.

## I) Car to car contact

Will be adjudicated on an individual basis using all mediums available. Video footage from vehicles around an incident may be required to assist in these judgments.

## J) Avoidable Contact

Any car that is seen to gain an advantage through contact to another car will be penalised accordingly. Intimidation tactics (rubbing and pushing) will be penalised accordingly.

K) The following driving standards may apply in relation to the severity of a breach of the Code of Driving Conduct:

- (i) Careless Driving: Departing from the standard of a competent Driver.
- (ii) Reckless Driving: Any unintentional action by a Driver which creates a serious risk to others.
- (iii) Dangerous Driving: Any intentional action by a Driver which creates serious risk to others.

## L) Social Media

Competitors and teams are reminded that the various Social Media platforms are important tools to share and promote the Championship, and personal achievements, there are limitations as to what can be posted.

Any comments found to be derogatory or against the interests of the category, or motorsport (including comment about judicial decisions) can see the competitor or team receive a penalty.

In-car footage, of any incident must not be publicly posted, except after applying for & receiving permission from the CM or DSO.

Please ensure the CAMS Social Media Policy and guidelines, linked below are understood and followed.

<http://docs.cams.com.au/Corporate/Policies/General/Social%20Media%20Policy%20-%20External.pdf>  
<http://docs.cams.com.au/Corporate/Policies/General/Guidelines%20for%20the%20use%20of%20Social%20Media.pdf>



## M) Incident Inquiry Form

For a competitor to instigate the investigation of an incident an official Incident Enquiry Form must be legibly filled out and lodged with the DSO at a designated location within half an hour of the race/session finishing.

Incident Enquiry Forms are available from FFA management and is also found in Appendix three of this document.

During an incident inquiry the driver is permitted to have a guardian present at the meeting, however the guardian is not permitted to engage in discussion relating to the on-track incident.



FormulaFord  
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YOKOHAMA



FERODO  
RACING



**VARLEY RED TOP**

## APPENDIX TWO PENALTY MATRIX

### MINIMUM PENALTY MATRIX

<b>LEVEL ONE</b>	LOSS OF SINGLE FASTEST QUALIFYING TIME (OR MULTIPLE TIMES)
<b>LEVEL TWO</b>	DSO APPLIED POST RACE REDRESS OF ONE POSITION *1 OR 5 SECOND PENALTY (Post Race Applied)
<b>LEVEL THREE</b>	10 SECOND PENALTY (Post Race Applied)
<b>LEVEL FOUR</b>	15 SECOND PENALTY (Post Race Applied) OR 5 FINISHING/GRID POSITIONS
<b>LEVEL FIVE</b>	IN-RACE PIT LANE PENALTY *2 OR PLP TIME EQUIVALENT (Post Race Applied)
<b>LEVEL SIX</b>	LOSS OF 10 SERIES POINTS OR START NEXT RACE FROM PIT LANE
<b>LEVEL SEVEN</b>	LOSS OF 15 SERIES POINTS
<b>LEVEL EIGHT</b>	DISQUALIFICATION FROM RACE RESULT
<b>LEVEL NINE</b>	DISQUALIFICATION FROM RACE RESULT + A LOSS OF 10 SERIES POINTS
<b>LEVEL TEN</b>	DISQUALIFICATION FROM THE MEETING

The National Series DSO, will recommend appropriate penalties to the event Clerk of Course / Meeting Stewards, only after any breaches have been investigated.

\* **Note 1:** This penalty can only apply if cars finish the race in the same positions [relative to the cars concerned] as after the contact e.g. line-astern

\* **Note 2:** In-race PLP's will ONLY be applied if the breach is obvious, with clear evidence viewed by the DSO & Race Control.

# 2019 Australian Formula Ford Association Championship Sporting Regulations

INFRINGEMENT DETAILS: SPORTING, GENERAL OR TECHNICAL	MINIMUM PENALTY MATRIX			
	1 <sup>ST</sup> BREACH/OFFENSE	2 <sup>ND</sup> BREACH/OFFENSE in the past 12 months	3 <sup>rd</sup> BREACH/OFFENSE in the past 12 months	SUBSEQUENT BREACH/OFFENSE in the past 12 months
<b>PRACTICE/QUALIFYING:</b> - Passing under Yellow flag conditions.	LEVEL ONE	LEVEL THREE	LEVEL FOUR	LEVEL FOUR
<b>PRACTICE/QUALIFYING:</b> Passing under Red flag conditions	LEVEL FOUR	LEVEL FIVE	LEVEL SIX	LEVEL SEVEN
<b>QUALIFYING:</b> - Impeding another competitor.	LEVEL ONE	LEVEL THREE	LEVEL FOUR	LEVEL FOUR
<b>QUALIFYING:</b> - Competitor causing the Red flag.	LEVEL ONE	LEVEL ONE	LEVEL THREE	LEVEL FOUR
<b>RACES:</b> - Deliberate blocking of another competitor OR Exceed Track limits, and gain advantage.	LEVEL TWO	LEVEL THREE	LEVEL FOUR	LEVEL FIVE
<b>RACES:</b> - Car to car contact (Bump & Run), and gain of a single position in a race:	LEVEL TWO	LEVEL THREE	LEVEL FOUR	LEVEL FIVE
<b>RACES:</b> - Passing under Yellow flag/SC conditions.	LEVEL FOUR	LEVEL FIVE	LEVEL SIX	LEVEL SEVEN
<b>RACES:</b> - Passing under Red flag conditions	LEVEL FIVE	LEVEL SIX	LEVEL SEVEN	LEVEL EIGHT
<b>RACES:</b> - Car to car contact resulting in a loss or a gain of multiple positions in a race.	LEVEL FIVE	LEVEL FIVE	LEVEL SEVEN	LEVEL EIGHT
<b>RACES:</b> - Any clear evidence of intentional or deliberate car to car contact	LEVEL NINE	LEVEL TEN	SERIES EXCLUSION	
<b>GENERAL:</b> Any attempt direct or indirect to bribe any person having duties in relation to a competition. OR Knowingly giving false evidence during an investigation	LEVEL EIGHT	LEVEL NINE	LEVEL TEN	SERIES EXCLUSION
<b>GENERAL:</b> Any act prejudicial to the interests of motor sport generally. (Bringing the Category & Sport into Disrepute) This also includes comments posted on Social Media	LEVEL SEVEN	LEVEL SEVEN	LEVEL EIGHT	LEVEL NINE
<b>GENERAL:</b>	LEVEL SEVEN	LEVEL EIGHT	LEVEL NINE	LEVEL NINE



# 2019 Australian Formula Ford Association Championship Sporting Regulations

Failing to follow the reasonable directions of any FFA representative, Race Official, OR any race event judicial body, the FFA National Series participates in.

**GENERAL:**

Verbal Abuse towards, OR Using or offering violence by any means, towards any person, (e.g. competitors, officials, other team members etc.) by the driver or ANY team member.

**TESTING:**

Any competitor found to have breached the maximum 12 days of testing.

**TECHNICAL: - GROUP ONE BREACH**

<b>LEVEL EIGHT</b>	<b>LEVEL NINE</b>	<b>LEVEL NINE</b>	<b>SERIES EXCLUSION</b>
<b>SERIES EXCLUSION</b>			
<b>LEVEL SIX</b>	<b>LEVEL SIX</b>	<b>LEVEL SEVEN</b>	<b>LEVEL SEVEN</b>

**Technical Group 1 items examples.**

1. Category Signage Breach (Qualifying or Races)
2. Parc Fermé Breach Level 1 (any team members in Parc Fermé)

**TECHNICAL: - GROUP TWO BREACH**

<b>LEVEL EIGHT</b>	<b>LEVEL EIGHT</b>	<b>LEVEL EIGHT</b>	<b>LEVEL EIGHT</b>
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**Technical Group 2 items, examples.**

1. Car under minimum weight.
2. Car not complying with ride height.

**TECHNICAL: - GROUP THREE BREACH**

<b>LEVEL EIGHT</b>	<b>LEVEL EIGHT</b>	<b>LEVEL NINE</b>	<b>LEVEL NINE</b>
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**Technical Group 3 items, examples.**

1. Parc Fermé Breach Level 2 (Any works performed on the car\*3)
2. Tyre Regulation Breach
3. Control Oils Breach
4. Control Brakes Breach
5. Control Fuel Breach
6. Engine/component seal irregularity.
7. Any vehicle fitted with any component found to not comply with *CAMS SPECIFICATIONS OF AUTOMOBILES – FORMULA FORD*



Championship Sporting Regulations

APPENDIX THREE INCIDENT ENQUIRY FORM

INCIDENT ENQUIRY FORM



NOTE: Form must be lodged with DSO within 30 minutes from the fall of the chequered flag of the race or session in question.

Details

Driver's Name: .....

Date: ..... Time: .....

Event: .....

Location:.....

MATERIALS
USB:
Returned: [ ] Yes [ ] No

Car numbers involved: .....

Description of incident and circumstances: .....
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.....
.....

Diagram

[Large empty rectangular box for drawing a diagram]

Findings/DSO comments: .....
.....
.....
.....

APPENDIX FOUR CATEGORY SIGNAGE REQUIREMENTS

