

SPORTING BULLETIN

2006 AUSTRALIAN FORMULA FORD CHAMPIONSHIP SPORTING REGULATIONS

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To promulgate the 2006 Australian Formula Ford Championship Sporting Regulations.

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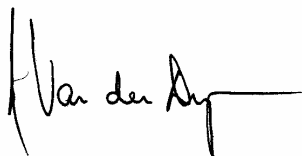
Approved by the Australian Motor Race Commission at their meeting held on 8 February 2006.

ACTION:

This bulletin is to promulgate the 2006 Australian Formula Ford Championship Sporting Regulations as administered by Australian Formula Ford Management Pty Ltd.



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2006 AUSTRALIAN FORMULA FORD CHAMPIONSHIP SPORTING REGULATIONS

CHAPTER 1 ADMINISTRATION

1.1. TITLE

The Championship shall be known and referred to as the “2006 Australian Formula Ford Championship.”

1.2. AUTHORITY

All events in the 2006 Championship will be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (F.I.A.); the National Competition Rules (N.C.R.) and Race Meeting Standing Regulations of the Confederation of Australian Motor Sport Ltd (CAMS), these Championship Sporting Regulations the Supplementary, Circuit Standing and Further Regulations issued by the Promoter of each Round and Bulletins and Instructions to Drivers issued by the Organisers or the Stewards during the race meeting.

The Championship is recognised by CAMS as a National Championship in accordance with NCR15 (ii)(c).

1.3 ELIGIBLE COMPETITORS

Drivers competing in any round of the Championship must be financial members of the Formula Ford Association Inc. and must hold, at the minimum, a current CAMS National Circuit Licence. Individual competitors holding CAMS Provisional Circuit Licences will be eligible to compete, providing they carry “P” plates, in accordance with the NCRs, until their licence is upgraded to a National Circuit licence.

The 2004 and 2005 Australian Formula Ford Champions (David Reynolds and Daniel Elliott) shall be ineligible to compete.

1.4 CHAMPIONSHIP SCHEDULE

The Championship will be conducted over the following eight meetings.

Date	Event	Location	Status	FF
March 23 – 26	Clipsal 500	Adelaide, SA	V8SC	AFFC 1
May 12 – 14	VB 300	Perth, WA	V8SC	AFFC 2
July 21 – 23	QLD 300	Ipswich, QLD	V8SC	AFFC 3
August 11-13	Oran Park	Sydney, NSW	V8SC	AFFC 4
September 8 – 10	Betta Electrical 500	Melbourne, VIC	V8SC	AFFC 5
September 15 - 17	Mallala	SA	DVS	AFFC 6
November 10 – 12	Ferodo Triple Challenge	Launceston, TAS	V8SC	AFFC 7
December 8 – 10	Grand Finale	Phillip Island, VIC	V8SC	AFFC 8

1.5 CHAMPIONSHIP REGISTRATION

Competitors contesting all or part of the Championship are required to register each entry with Australian Formula Ford Management Pty. Ltd and to pay the relevant Registration Fee.

Any competitor who has failed to register seven days prior to the intended date of competition may not be permitted to practice or race in that competition.

1.6 PADDOCK LAYOUT

Where possible, all Formula Ford competitors and race cars will be garaged together in one dedicated area of the paddock. It is a requirement of entry that, when provided, all Competitors make use of this communal garaging to house their race car and team personnel for the duration of the meeting.

The overall presentation standard of the Formula Ford paddock area is under continual development and all competitors are required to comply with reasonable requests to assist this process.

1.7 CHAMPIONSHIP PERSONNEL

The following officials will administer the various aspects of the Championship.

Race Director: Lawrie Schmitt

The Race Director will be responsible for maintaining continuity of race management throughout the Championship.

The function of the Race Director will be: -

To work in permanent consultation with the Clerk of Course, as appropriate.

To have overriding authority in the following matters:

- (i) the control of practice, qualifying, and race; adherence to the timetable and if deemed necessary, the making of any proposal to the Stewards of the Meeting to modify the timetable in accordance with the National Competition Rules (NCR);
- (ii) the stopping of any driver in accordance with the NCR;
- (iii) the stopping of practice, qualifying, or the race in accordance with the NCR if deemed unsafe to continue; and ensuring that the correct restart procedure is carried out;
- (iv) the starting procedure;
- (v) the use of the safety car.

At the discretion of the Race Director alleged breaches of the regulations may be referred to the Stewards of the Meeting for further action.

The Race Director will be appointed a Judge of Fact in respect to Start and Finish, in addition to those persons appointed by the Meeting Organiser.

Championship Steward: Michael Dennis

The Championship Steward will be the chair of the relevant Steward's Panel at each event for all Formula Ford related matters, and will inquire into any report received from an official and initiate the appropriate action in response. In exceptional circumstances, the Championship Steward may initiate his/her own inquiry.

Category Technical Commissioner: Greig Black

The Category Technical Commissioner shall have and exercise all the rights and duties specified to him in accordance with the NCR 178 and these Sporting Regulations. The Category Technical Commissioner shall report to the Chief Scrutineer. In the event of a dispute between the Technical Commissioner and Chief Scrutineer regarding eligibility, the Technical Commissioner may approach the Clerk of Course and Stewards.

Engine Inspector: Andrew Hallam

The engine inspector is empowered to conduct inspections of engines in accordance with article 9 of Chapter 4 of these sporting regulations.

Manager: Margaret Hardy

The Championship Manager is the appointed representative of Australian Formula Ford Management and shall be empowered to manage the Championship within the NCR and these Sporting Regulations.

Public Relations: Andrew Laing Media and Communications Services

1.8 CHAMPIONSHIP CONTACT DETAILS

All enquiries about any aspect of the Championship should be directed to:

Margaret Hardy Australian Formula Ford Management Pty. Ltd.
PO Box 3054
Murrumbeena VIC 3163
Tel. (03) 9568 8293
Fax. (03) 9569 1376
Mob. (0418) 895 450
Email. inquiries@formulaford.com.au

1.9 TICKETING/PASSES

Subject to agreement with the Race Meeting Promoter, entrants will receive 5 (five) personnel passes and 1 (one) vehicle pass for each Round of the Championship.

CHAPTER 2 CHAMPIONSHIP ROUND FORMAT

2.1. RACE MEETING TIMETABLE

The number length and format of track sessions will ultimately be negotiated between the series manager, the category manager and the event promoter.

All parties should note that every endeavour should be made to comply with the category sporting regulations.

All parties should also note that the actual timetable may be varied by the Stewards due to unforeseen circumstances or Force Majeure

To be advised in the Further Supplementary Regulations for each Round.

2.2. SCRUTINY

2.2.1 Vehicles

Scrutiny will be conducted as determined by the Technical Commissioner, Race Director or the Clerk of Course. Competitors will be notified regarding scrutiny details, in Regulations for the Meeting. Wherever possible, scrutiny will be undertaken in the competitor's paddock area.

2.2.2 Apparel

Apparel checks will be undertaken as part of the vehicle inspection.

2.2.3 Documents

Document checking will take place prior to any official session at each round, time and location to be advised in the Supplementary Regulations.

2.2.4 Safety Checks

The Chief Scrutineer may direct that safety checks be undertaken prior to practice on the Friday of any round. Apparel checks should also be undertaken at this time.

2.2.5 Post-Session and Race

Scrutiny may be undertaken after any practice or qualifying session or race, at the direction of the Chief Scrutineer or the Technical Commissioner. Engine inspections may also be undertaken, as detailed in Chapter 4.

2.3 PRACTICE

Two 20-minute non-qualifying practice sessions will be scheduled on the Friday of each round of the Championship.

2.4 QUALIFYING

One 20-minute qualifying session will be scheduled on the Saturday of each Championship round.

2.5 RACES

Each round in the Championship will be made up of 3 races of approximately 15 minutes duration, expressed as a number of laps appropriate to the host circuit.

2.6 DRIVERS BRIEFING

A compulsory Drivers' Briefing will be held prior to qualifying at each round at a time and location to be nominated by the Meeting Promoter.

Any competitor failing to attend and sign on at the briefing will incur a fine of up to \$500, unless negated by the Stewards of the Meeting in exceptional circumstances.

2.7 PRESENTATIONS

At the completion of Race 3, trophies will be presented to the first three placegetters for the round. In the event of a tie in points, the Race 3 finishing positions will determine the awarding of trophies.

2.8 STARTING GRID DETERMINATION

2.8.1 Entry to Pre-Grid Area

Competitors are not permitted to enter the pre-grid area before the departure of the field scheduled immediately prior to the Formula Ford session.

2.8.2 Qualifying

Unless otherwise provided in Supplementary Regulations:

The order in which Cars pre-grid for a qualifying session will be determined by the times achieved in the combined practice sessions at the Meeting.

2.8.3 Race 1

Grid positions for Race 1 will be determined by qualifying results. Competitors who fail to qualify may be permitted to start from the rear of grid subject to compliance with the requirements of RMSR 5.2(iii)

2.8.4 Race 2

Grid positions for Race 2 will be determined by the finishing order of Race 1, followed by the non-finishers in the order of the number of laps completed.

2.8.5 Race 3

Grid positions for Race 3 will be determined by the finishing order of Race 2, followed by the non-finishers in the order of the number of laps completed.

2.8.6 Any car failing to start Race 1 or 2 may start Races 2 or 3 from the rear of the grid. Should more than one car be affected in this way such cars will be placed at the rear of the grid in order of their qualifying times for Race 1.

2.9 STARTING PROCEDURE

The start procedure will be as detailed for Standing Starts in the Race Meeting Standing Regulation 6.4 of the 2006 CAMS Manual of Motor Sport, which has been reprinted below for information purposes only and has no regulatory impact:

“National Championship Warm Up

On the instructions of an official, cars will leave the marshalling area for one observation lap. At the end of this lap, each car will stop on the grid in its allocated place. Pit crew may the approach the cars for final preparation.

When three minutes remain before the warm-up lap a warning will be sounded and a 3-Minute board displayed by the starter.

When two minutes remain before the warm-up lap a warning will be sounded and a 2-Minute board displayed by the Starter. The pit exit will be closed at this time. The grid will then be cleared of all personnel except for necessary crew members and officials.

When one minute remains before the warm-up lap, a warning will be sounded and a 1-Minute board displayed by the Starter. The grid will be cleared of all personnel and the cars' engines started. If a car does not start, or stalls, the driver shall raise one hand high. The car may be push-started by officials, or, if so directed by the officials, by the pit crew, after the rest of the field has left the grid. When the one-minute signal is given, cars which are on or approaching the grid shall be considered to have come under Starters' orders.

Access to the grid will be closed at this time and cars not having reached the rear of the grid should be driven into pit lane from where they may start the race after all other cars have passed the Pit Exit as specified below, these cars also being considered to have come under Starters' orders.

When 30 seconds remain before the warm-up lap, a warning will be sounded and a 30-Second board will be displayed by the Starter. When the green flag is displayed by the Starter, all cars may then proceed on a warm-up lap led by the car on pole position.

During the warm-up lap cars will maintain their starting order with the pole position driver leading. Passing is only allowed in order to maintain formation.

When they return to the grid, each car must stop on its allocated grid position unless held at the rear of the grid by officials.

Drivers must not stop and do "burn outs" at anytime during the warm-up lap.

Starting the Race

Following the warm-up lap, when the starter is satisfied that all cars are correctly positioned he will indicate that there are approximately five seconds before the red light is switched on.

At any moment, but not less than three seconds and not more than five seconds after the red light is shown, the start of the race will be indicated by the extinguishing of the red light. A green light may be shown to indicate that the race has started.

If the lights are not functioning, the National Flag will then be used, being raised at the five-second mark, and dropped to indicate the start of the race.

Flashing yellow lights will indicate a delayed warm-up lap or aborted start, and the "Start Delayed" board will be displayed. In this case the start procedure will recommence from the 2-Minute signal, and the race may be shortened by the Stewards for each aborted pre-race lap completed.

Any car which encounters a problem during the warm-up lap, or is unable to keep up or is unable to take its place on the grid, may be driven into pit lane instead of proceeding to the grid. The car may then start the race from the pit exit (having come under Starter's orders), but only on the direction of an official, and after the rest of the field has passed the pit exit. If the car is driven to the grid instead of to the pit lane, officials may direct it to start the race from the rear of the grid.

Any car which is still on the grid after the starting signal has been given may be pushed but only by officials. Any driver who is delayed leaving the grid may not overtake another moving vehicle if their vehicle was stationary after the remainder of the vehicles had left the grid, and must start the race from the rear of the field. If more than one driver is affected in this way, they must form up at the rear of the field in the order they left to complete the warm-up lap.

Any driver not following this procedure may be penalised by a stop-go penalty as determined by the Clerk of Course, and/or by some other penalty as may be determined by the Stewards of the Meeting."

2.10 PRACTICE STARTS

Practice starts will only be permitted at the pit lane exit or at the start of any warm-up (green flag) lap.

2.11 PARC FERME

All cars completing each race shall proceed to the designated impound area (or as directed by Race Officials) at the conclusion of the event, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).

Cars may not be removed from Parc Ferme except at the direction of the Technical Commissioner or the Chief Scrutineer.

2.12 PIT LANE

A speed limit of **40** km/h will apply in the Pit Lane at all times.

Pit Crew members are required to wear shoes and socks, neck to ankle covering and at least a short sleeved shirt whilst working in Pit Lane, as required under Article 4 of Schedule D of the 2006 CAMS Manual of Motor Sport. Synthetic materials (e.g. rayon, nylon etc.) should not be worn.

Pit Crew members are not permitted to work on competing cars in the "fast lane" at any time, including the time whilst cars are queued waiting to re-enter the track after a Red Flag period.

2.13 TIMING AND RESULTS

2.13.1 All competing cars must be fitted, for the entirety of the meeting, with an operating Dorian timing transmitter, in accordance with the Formula Ford Technical Regulations.

Times may not be recorded for competitors who do not fit transmitters when required or whose transmitter fails to operate for any reason, including failure to charge the transmitter before the Meeting.

Competitors in any car deemed to have inoperative timing equipment in any session or race may receive the black flag.

2.13.2 Results will be published by the Official Timekeeper and will be issued by the Circuit Promoter, from a designated location, when available.

2.14 OVERSUBSCRIBED ENTRIES

In the event of an oversubscription of entries at the time of "entry closure" acceptance of entries shall be made on the following basis:

- (i) Registered competitors who are contesting the full Championship;
- (ii) Registered competitors who are contesting at least three rounds of the Championship;
- (iii) All other entries, to the track density, accepted in order of receipt.

Any other competitors will be given the option to remain on the list as reserve entries, in the event that another competitor withdraws. Competitors who do not accept this option will receive a full refund of the entry fee paid.

2.15 JUDICIAL PROCEDURES

- (i) Judicial matters at, or arising from, Championship events may normally be dealt with by the Stewards of the Meeting in the form of an inquiry. The purpose of this is to have Stewards' hearings and disciplinary matters conducted and decisions made as promptly as possible, with minimal disruption to entrants, drivers and officials.
- (ii) At the request of the Race Director or the Clerk of Course, or *in exceptional circumstances*, at their own initiative, the Stewards of the Meeting may inquire into an occurrence at or arising from a meeting.
- (iii) All relevant persons may be required to attend the inquiry. Notice to attend will normally, but not necessarily, be in writing and will include the details of the matter under investigation.
- (iv) At the inquiry, before commencing, the Stewards must inform the person, the subject of the inquiry, of the nature of the matter referred to them or of the alleged dispute or offence and that as a result of the inquiry penalties may be imposed.
- (v) The inquiry will be conducted as the Stewards determine, subject only to the rules of natural justice. Normally the calling of witnesses and the majority of questioning of witnesses will be conducted by the Stewards.
- (vi) Entrants or drivers so advised must be made aware of all evidence against them and be given the opportunity to call evidence, ask questions and make submissions in relation to the matter.
- (vii) Should guilt be established, any submission to be put to the Stewards with regard to penalty will be made, so as to avoid the necessity for a separate re-convening of the hearing to consider an appropriate penalty.
- (viii) Decisions will normally take effect immediately they are made.
- (ix) Affected Entrants or Drivers will be advised of any decision as soon as practicable after it has been made.
- (x) Where possible, written decisions will be provided as soon as practicable after the completion of the inquiry.
- (xi) The Stewards shall have the power, after imposing a penalty, to suspend its operation on such terms as they see fit.
- (xii) In addition to penalties provided in the National Competition Rules, the Stewards may also apply;
 - a) A penalty by the way of the addition of time up to a maximum of one minute to the total race time of any race for a breach of the NCR's, the Supplementary or Sporting Regulations.
 - b) A penalty by way of a deduction of Championship points, up to a maximum of 20 points may be imposed on a driver in any race for a breach of the NCR's, the Supplementary or Sporting Regulations.
- (xiii) All persons affected by or concerned in an inquiry will be bound by the decision or determination of the Stewards of the Meeting, subject only to rights of appeal pursuant to Part XIII of the NCR's.

2.16 SAFETY CAR

The safety car procedure will be as detailed in the Race Meeting Standing Regulation 6.14 of the 2006 CAMS Manual of Motor Sport, which has been reprinted below for information purposes only and has no regulatory impact:

The Clerk of Course reserves the right to introduce the Safety Car at any time.

Where a Race Director is appointed to an event, the Race Director shall have over-riding authority in all respects of the Safety Car procedures.

The car will be marked 'SAFETY CAR' in letters of similar dimensions to those of the race numbers, on the rear and sides. Alternatively, with the approval of the Clerk of Course an electronic sign may be attached to the roof to display the words "SAFETY CAR".

The car will have three flashing yellow lights on the roof each powered by a different electrical circuit. It will be driven by an experienced circuit driver. It will carry an approved observer capable of recognising all the competing cars and who is in permanent radio contact with race control.

Prior to the start of any race where it may be used, the Safety Car will take up position at the pit exit.

The Safety Car will be brought into operation to neutralise a race upon the decision of the Clerk of Course. It will normally be used if competitors or officials are in immediate physical danger but the circumstances are not such to necessitate stopping the race.

When the order is given to deploy the Safety Car during the race, each flag post will display a waved yellow flag and an "SC" board" until the intervention is over."

When notified of the Safety Car intervention (by flag signals and SC boards), all competing cars will reduce speed and line up behind the Safety Car maintaining the same speed as it. Overtaking of the Safety Car is forbidden unless signalled to do so by the observer in the Safety Car at which time the competing car may do so and continue at reduced speed until it reaches the line of cars behind the Safety Car.

During the race, the Safety Car with its flashing lights on will start from the pit lane and will join the track regardless of where the race leader is.

The Safety Car will be used at least until the leader or other relevant car, is behind it and generally until all remaining cars are lined up behind it.

When ordered to do so by the Clerk of Course, the observer in the Safety Car will use a green light on the rear of the car (or other signal) to signal individual cars between it and the race leader (or other relevant car eg should the leader stop, the next car in the line will take that position, this car may not necessarily be the second place car) that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

All cars must maintain the same speed as the Safety Car whilst in convoy and the same speed as the car in front of it. All drivers should maintain a maximum distance of five car lengths from the car in front before the recommencement of racing.

While the Safety Car is in operation, competing cars may stop at their pit, but may only rejoin the track when the pit exit is open. Pit exit will be open at all times except when the Safety Car and the line of cars following it are about to pass, or are passing the pit exit and also during the re-start. A car rejoining the track must proceed at reduced speed until it reaches the end of the line of cars behind the Safety Car.

When the Clerk of Course calls in the Safety Car, it will extinguish all the revolving lights and enter the pits at the end of that lap. As the Safety Car is entering the pits the yellow flags and "SC" boards at the flag posts will be withdrawn.

When the Safety Car has pulled off the circuit and the cars are approaching the Control (Timing) Line, a green light/green flag will be shown at the Control (Timing) Line to signal the restart. Each flag post will then show a green flag. The green flags will be withdrawn after one lap. No car may overtake or overlap another until it has crossed the Control (Timing) Line after the signal to restart has been given.

If, while the Safety Car is in service, the race is to be stopped after 75% of the race is completed, the Safety Car will take the chequered flag and all cars able to do so must follow it to a parc ferme.

Each lap conducted while the Safety Car is in service will be counted as a race lap.

If regulations for an event specify, the race distance may be extended by a maximum of five laps, or the relevant number of laps completed under Safety Car conditions, should there be less than five laps completed under safety car conditions provided this is specified in event regulations.

Starting the Race behind the Safety Car

In exceptional circumstances (e.g. heavy rain, partially flooded track etc.) a race may be started behind the Safety Car. To facilitate this, the Safety Car may be brought to the front of the grid prior to the warm-up lap. If the Safety Car is not to be used for the start, at the 5-minute signal for endurance races or the 2-minute signal for sprint races, the Safety Car will complete one lap of the circuit and enter Pit Lane

In this case, the Safety Car will be brought to the front of the grid and at any time before the one minute signal, its flashing yellow lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights or green flag is shown, the Safety Car will leave the grid with all cars following in grid order, in single file and no more than 5 car lengths apart. As the field approaches the Starting Line at the end of this formation lap, and after the Safety Car has exited the track into Pit Lane, the starter will show a green flag to indicate the race has started. No car may overtake until it has crossed the Starting Line after the green flag has been displayed.

Overtaking, during the formation lap, is permitted if a car is delayed when leaving its grid position 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.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Starting Line, and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

Any driver not following these Safety Car procedures may be penalised by a stop-go penalty as determined by the Clerk of Course, and/or by some other penalty as may be determined by the Stewards of the Meeting.

CHAPTER 3 AWARDS and POINTSCORE

3.1 RACES TO COUNT

All races in the Championship will count in the determination of the Championship.

3.2 POINTSCORE

Points shall be awarded for each race as follows:

1st – 20pts; 2nd – 16pts; 3rd – 14pts; 4th – 12pts; 5th – 10 pts; 6th – 8pts; 7th – 6pts; 8th – 4pts; 9th – 2pts and 10th – 1pt.

One point will be awarded to the driver achieving pole position for the first race of each round.

3.3 CHAMPIONSHIP DETERMINATION

The driver achieving the highest number of points in the rounds detailed herein shall win the Championship.

3.4 SEPARATION OF TIES

In the event of a tie at the end of the Championship, final positions will be determined by a comparison between the number of first place race results achieved by the drivers involved and, if still not resolved, by a comparison between second places, third places etc. until a result is achieved.

3.5 AWARDS

a) **Trophies - Rounds** Trophies will be awarded to the first three placegetters at each round, based on the addition of championship points allocated to drivers in all races.

Trophies – Series Trophies will be awarded to the first three placegetters in the Championship, based on the addition of championship points allocated to drivers in all races of the Championship.

b) **Prizemoney – Rounds** Each round will attract the following minimum prize money:-
1st - \$500; 2nd - \$300; and 3rd - \$100. The competitor achieving pole position for Race 1 will receive \$100.
Prizemoney is payable by the Championship Manager.

Prizemoney – Championship The following minimum outright Championship Awards will also be paid, based on the Championship pointscore as above:

1st - \$6,000; 2nd - \$2,000 and 3rd - \$1,000.
Prizemoney is payable by the Championship Manager.

c) **Conditional Awards** Details of conditional awards will be included when finalised.

3.6 CHANGE OF DRIVER

Driver changes are permitted, after close of entries and prior to the commencement of the first practice session, subject to the Stewards' approval in accordance with the NCR, PROVIDED that the replacement driver complies with the provisions of Chapter 1 of these Regulations.

CHAPTER 4 TECHNICAL

4.1 ELIGIBLE CARS

All competing cars must comply with the provisions of the 2006 CAMS Manual of Motor Sport – Specifications of Automobiles – 1st Category – RACING CARS – Formula Ford. Each competing car must be the subject of a Certificate of Origin.

4.2 REPLACEMENT CARS

Subject to the approval of the Stewards and prior to the commencement of the first practice session, competitors may substitute another car for that nominated on the entry form, provided that the replacement car complies with the requirements of Article 1 of this chapter.

4.3 NUMBER PANELS

All competing cars must carry competition number backgrounds and numbers that comply with the provisions of Schedule K of the 2006 CAMS Manual of Motor Sport and the Formula Ford Technical Regulations. Championship number allocation will be at the sole discretion of the Championship Manager; only numbers from 2-99 inclusive will be allocated. Please refer to the Car Signage diagram (Appendix A) for detailed placement information.

Each competitor who registers for the full Championship will be issued with two (2) complete sets of numbers. Those registering for only part of the Championship will receive one (1) complete set. Additional number backgrounds and numbers are available from the Championship Manager.

4.4 TYRES

The Technical Commissioner will be a Judge of Fact in relation to any decision relating to a breach of these tyre regulations.

4.4.1 Practice

There will be no restrictions on tyre selection for practice sessions.

4.4.2 Qualifying and Racing

No more than four (4) tyres may be used for qualifying and racing at each round.

Entrants will be required to nominate the identification numbers of each of the four tyres which they propose to use, on a form provided by authorised Championship personnel, to be completed and handed to the scrutineers or authorised personnel no less than ninety minutes prior to the scheduled commencement of the qualifying session. Tyre identification numbers will be checked, at random, during the meeting to ensure that they correspond with the numbers notified by the competitor.

The scrutineers will mark the nominated tyres for ease of identification. Only tyres carrying the appropriate marks are permitted for qualifying and at the start of each race. After the start of a race there is no restriction on the number of tyres used.

4.4.3 Damaged Tyres

If a marked tyre is damaged it may only be replaced by a tyre of similar wear and only at the sole discretion of the Technical Commissioner.

4.4.3 Wet Weather

If the Race Director declares the track conditions to be wet, competitors may use unmarked tyres during that session or race.

4.4.4 Tyre Covers

Protective tyre covers may be used in the paddock area. Their use is prohibited in the assembly, impound and scrutiny areas and they must not be re-fitted until after all post-session checks are completed.

4.5 FUEL

4.5.1 Specified Fuel

For the duration of a Meeting:

Cars must use only the specified control fuel supplied by the official fuel supplier. This fuel complies with the provisions of Schedule G of the 2006 CAMS Manual of Motorsport.

No other substance of any type may be added to the specified fuel and the specified fuel will be available for purchase at all Meetings.

4.6 RE-FUELLING

Refuelling of competing cars in pit lane during practice, qualifying or racing is prohibited. If any car exits pit lane to the paddock during qualifying will not be permitted to re-join that session.

Each Entrant is required to provide, for each car entered, a minimum of one 4.5kg ABE powder fire extinguisher complying with Australian standard AS 1841.5, on display at all times in the car's garage area. It must be clearly marked with the car number and category (e.g. FF 63) in writing not less than 50mm high.

4.7 WEIGHING OF CARS

Cars may be weighed at the end of any or all sessions and races. Any irregularities will be referred to the Stewards of the Meeting.

4.8 ELIGIBILITY CHECKS

The Technical Commissioner may conduct random checks for eligibility compliance of any competing car at any time during the meeting. Any irregularities will be referred to the Chief Scrutineer and to the Clerk of Course, and/or to the Stewards.

Individual components or engines may be sealed for later inspection. Competitors are reminded of the penalties for tampering with scrutineers' seals.

4.9 POST-MEETING ENGINE INSPECTIONS

Competitors may be required to remove the engine, under supervision, from their competition car at the conclusion of the meeting for post-race inspection by the Engine Inspector.

Selected engines will be sealed by the Technical Commissioner and then sealed into a metal container for transport to the Engine Inspector, who will dismantle the engine, check compliance with the Technical Regulations and complete a detailed, written report for the Championship Manager. The Engine Inspector will find an engine to be either eligible or ineligible. Any ineligibilities must be referred by the Championship Manager to the Technical Commissioner and to CAMS for the necessary action.

4.10 IN CAR CAMERAS

In car cameras must be securely mounted to the roll bar and recording devices secured inside the bodywork of the car, to the satisfaction of the Chief Scrutineer. No in-car cameras other than those fitted by personnel authorised by the Ten Network are permitted.

4.11 RADIOS

No signal of any kind may pass between a moving car and any person save for the following:

4.11.1 Legible messages on a pit board.

4.11.2 Body movement by the driver.

4.11.3 Lap trigger signals from trackside to the car.

Lap marker 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 the Pit Lane wall.

4.11.4 Use of the visual and auditory components that are permitted to be fitted to the car under the technical regulations for the category.

4.11.5 Timing transmitters required under Article 14 of Chapter 2 of these regulations, and electronic equipment such as television cameras, fitted in accordance with Article 10 of this chapter, that are required to be fitted by the organisers of the meeting do not constitute a breach of this regulation.

4.12 TESTING RESTRICTIONS

Testing is prohibited in Tasmania, to assist with cost controls.

From May 1, 2006, all competitors registered for more than TWO rounds of the Championship shall be required to nominate, in writing, to the Championship Manager, two test tracks in Australia (other than Tasmania). Testing at venues other than the nominated tracks is prohibited, HOWEVER testing at official category-organised test days is permitted. There will be no limits on testing at the nominated tracks. Testing is prohibited at the venue of any scheduled round on the Monday, Tuesday, Wednesday and Thursday prior to that round.

4.13 DRIVER APPAREL

All competitors will be required to use apparel in compliance with Schedule D of the 2006 CAMS Manual of Motor Sport with the mandatory addition of underwear and balaclava.

CHAPTER 5 *MEDIA and COMMERCIAL REQUIREMENTS*

5.1 SPONSOR IDENTIFICATION

5.1.1 Championship Sponsors

The Championship title will be “**2006 Australian Formula Ford Championship**”. By entering any race in the Championship, entrants and their sponsors agree to refer to it by its full title.

5.1.2 Championship Support Sponsors

When referring to any conditional awards offered in conjunction with the Championship the full title of the Award must be used.

5.1.3 Printed Material

Any advertising, promotional or print material produced by or on behalf of entrants and their sponsors must include the full title. The use of registered trademarks, corporate logos etc. belonging to the Championship or Support sponsors by entrants or their sponsors in the production of print material is subject to the approval of those companies.

5.2 SPONSORS PRESENCE

5.2.1 Start Line

Competitors' sponsors' personnel and assistants may be present on the starting grid e.g. promotional personnel. They are subject to the standard requirements for clearing the grid and must vacate the area at the 2 Minute signal.

5.2.2 Presentation Podium

The only commercial presence permitted on the Presentation podium will be representatives of the Championship sponsors.

5.3 DRIVER RESPONSIBILITIES

5.3.1.1 **Ford Driving Suit Badge**

All competitors are required to attach a woven **Ford** badge to the **collar** of their driving suits, in a visible position. The collar must be secured into position during interviews, presentations, etc. Badge will be supplied by the Championship Manager.

5.3.1.2 **Avon Driving Suit Badge**

All competitors are required to attach a woven **Avon** badge to the front of their driving suits, in a visible position. Badges will be supplied by the Championship Manager.

5.3.1.3 **Attachment of Badges**

Driving suit badges are to be SEWN to the TOP LAYER of the fabric of the driving suit, using non-flammable thread. Any attachment method which penetrates the flame resistant layers of the suit is prohibited. NO HEAT BONDING (Iron-on) material or GLUE of any type is to be used.

5.3.2 Availability

Competitors are required to make themselves available, at the request of the Championship Personnel, at agreed times and locations, for media interviews, photographs, autograph sessions and to participate in activities as part of any television coverage of the Championship.

5.3.3 Specific Function Attendance

By registering for the Championship, competitors agree, subject to availability, to attend promotional functions or activities to promote the involvement of the Championship sponsors.

5.3.4 Driver Profile Form

All drivers must complete a Driver Profile Form, for use in media releases and information kits.

5.3.5 Television

No entrant, driver or team member shall be permitted to access the television OB van or to gain access to race footage directly from the broadcaster during an event, without the express permission of the Race Director and the broadcaster's Executive producer.

5.4 CHAMPIONSHIP LOGO USE

No entrant, driver, or entrant's or driver's sponsor may use any Championship logo without the prior permission of the Formula Ford Association Inc.

5.5 CAR SIGNAGE REQUIREMENTS

5.5.1 All competing cars must comply with the provisions of Schedule K 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.

5.5.2 Each competing car must display the driver's name ON EACH SIDE, adjacent to the cockpit, 3 Ford Decals at the locations detailed on the enclosed placement diagram (Appendix A), two Avon decals, one on each side of the nosebox of the car and other support sponsor decals, as required.

5.6 PENALTIES FOR NON-COMPLIANCE

Any entrant or driver who fails to comply with any of the provisions of these Sponsor, Media and Car Identification Requirements may be ineligible for points or prize money and may, at the discretion of the Stewards of the Meeting, be excluded from the competition until such time as compliance is achieved

Appendix A FORMULA FORD 2006 COMPETITION NUMBER AND CHAMPIONSHIP DECAL PLACEMENT

NOTE: Drawing is NOT TO SCALE

Decal Placement		Competition Number Background Details		
1. Driver's Name – 1 Each Side	Height	230mm	Width	190mm
2. Ford Decal – 1 on nose – immediately above number		BLACK NUMBERS ON A WHITE BACKGROUND		
3. CAMS Decal (2) – 1 each side, below number	Side Numbers	<u>NUMBER PLACEMENT</u>		
4. Avon Decals (2) – 1 each side of nosebox		Minimum height from BASE OF CAR – 300mm		
5. Sponsor Decal (2) – 1 on each side at top of engine cover	Front Numbers	Must be ABOVE any lateral protection structures		
		Positioned in a location visible to a person standing directly in front of the car at a distance of at least 10m		

