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1. TITLE AND JURISDICTION

1.1 Title

This Series shall only be known as and referred to as the “2022 Australian Formula Ford Series” (AFFS).

1.2 Jurisdiction

The Series constitutes the national pointscore for the Motorsport Australia Series for Formula Ford.

Each event in the 2022 Australian Formula Ford 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 (MOTORSPORT AUSTRALIA), the promoter of the event or governing body; the Sporting Regulations for this Series are issued by the : Formula Ford Association Inc (FFA); the technical regulations published by MOTORSPORT AUSTRALIA; 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 FFA Official at a meeting.

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2. ADMINISTRATION

2.1 Personnel

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

Category Administrator (CA)	Phil Marrinon
Category Manager (CM)	Iccy Harrington
Technical Delegate (TD)	Scott Black
Driving Standards Observer (DSO)	Steve White
Media Representative	Tony Schibeci

3. VEHICLE ELIGIBILITY

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

3.1 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.

4. DRIVER ELIGIBILITY

4.1 Licence Requirements

To be eligible to compete in the Series each driver must be a current financial member of the FFA, hold a current Motorsport Australia Provisional Circuit Licence or higher and be nominated by an eligible Competitor where required.

4.2 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/DSO

5. SERIES ROUNDS/REGISTRATION

The Series for Formula Ford cars shall be conducted over seven (7) as detailed in the Series Calendar below. Each race conducted as a part of the Series shall count in determining the final results. The Formula Ford 1600 Series will be conducted over three (3) rounds as indicated below.

Each driver participating in all or part of the 2022 Australian Formula Ford Series is required to register their entry with the FFA. The registration fee can be paid as a one-off fee of \$1900 (inc. gst) prior to the first round of the Championship. Alternatively, a fee of \$300 (inc. gst) can be paid prior to their first round and a further \$300 (inc. gst) per individual round thereafter.

Competition Numbers will be confirmed upon receipt of your registration payment.

Each driver participating in all or part of the Series for Formula Ford 1600 (Kent) is required to register their entry with the FFA. A one-off registration fee of \$110 (inc. gst) is required prior to their first round of the Series.

Any driver who fails to register seven (7) days prior to the intended date of competition may not be eligible to score points in the Series (at the discretion of the FFA).

5.1 Calendar

2022 Australian Formula Ford Series Calendar

Round 1	26-27 February	Sandown Raceway (Vic)	Vic State Championship	
Round 2	19-20 March	Phillip Island GP Circuit (VIC)	Shannon's Nationals	
Round 3	21-22 May	Winton Motor Raceway (VIC)	Supercars	
Round 4	6-7 August	Sydney Motorsport Park (NSW)	NSW State Championship	
Round 5	27-28 August	Morgan Park Raceway (Qld)	Qld State Championship	* FF 1600 R 1
Round 6	17-18 September	The Bend Motorsport Park (SA)	NSW State Championship	* FF 1600 R 2
Round 7	29-30 October	Sydney Motorsport Park (NSW)	NSW State Championship	* FF 1600 R 3

Each race ranging in distance between 30 and 40km expressed as either a number of laps or a period of time appropriate to the host circuit distance.

6. 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 Series.

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

7. 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 MOTORSPORT AUSTRALIA RMSR 5.3 – Progressive Grid, that is by qualifying order for Race 1 and previous race finishing order for Races 2 and 3.

8. START PROCEDURE

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

9. AWARDS AND POINTSCORE.

9.1 Prize and Trophies

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

9.2 Series 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 Series for each race as follows:

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

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(b) Points shall only be awarded to drivers 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 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) Series point shall be awarded to the driver achieving the fastest lap time in qualifying in each Category of each round of the Series.
- (h) 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.
- (i) 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.
- (j) The driver gaining the highest points totaled over the seven (7) rounds in Formula Ford Series shall be declared the winner of that Category of the Series.
- (k) The driver gaining the highest points total over the three (3) rounds of the Formula Ford 1600 Series shall be declared the winner of that Category of the Series.
- (l) 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.
- (m) Any points scored by a driver within a Category shall not be transferred if that driver changes to a different Category during the Series.

9.3 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 Series 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 Series points but only 50% Series 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 Series points shall be awarded.

All races will be scheduled as a defined number of laps or a defined time period. In the event of meeting delays or other unforeseen circumstances the Event Secretary or Clerk of Course may vary race distances/durations.

10. EVENT OPERATIONS

10.1 Series Registration and Entry

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

Registration for the Series is compulsory for all rounds of the Series.

The event entry fee shall vary dependent on the round.

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

10.2 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:

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

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

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

10.3 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 the event drivers briefing. The time and location of such is typically detailed in the Supplementary, Further Regulations or by an official of the FFA, 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.

10.4 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.

10.5 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 2019 Australian Formula Ford Series.

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 2021 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 2

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.

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.

Friday sessions Categories shall be gridded Formula Ford ahead of Formula Ford 1600 in order of attendance
Saturday Warm up

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

10.6 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.

10.7 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 Series) without the prior approval of the TD.

10.8 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.

10.9 Race Management Channel. (RMC)

The official Formula Ford and Formula Ford 1600 Race Management Channel (RMC) frequency is 450.1125. This will be used at all rounds unless advised otherwise. Access to the RMC may be scanned on team radios or by use of a Receiver device.

For the 2022 Series it will be compulsory for each Team/Driver to monitor the RMC on a listening basis only for all Sessions from ten (10) minutes before the time Cars are released.

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 Series the FFA will have a limited number of Race Receivers available for hire at a cost of \$50.00 per round.

11. ROUND FORMAT

11.1 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 Series DSO will implement penalties accordingly.

12. TYRES

12.1 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.

12.2 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). Only tyres nominated under the circumstances described below may be used during a round.

12.3 Tyre Identification

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

12.4 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.

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

Each driver may have EIGHT sets of tyres for the entire Series.

12.6 Practice – First Round (Formula Ford ONLY)

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

12.7 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 practice sessions. Different tyres from within the eight (8) nominated may be used for each practice session.

12.8 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.

12.8a 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.

12.9 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 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.

12.10 Tyre Covers

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

12.11 Heating of Tyres

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

12.12 Tyre Bank

It is the drivers/competitor's 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.

12.14 Tyre Requirements for joint state Series competition

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

13. FUEL

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

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.

14. ENGINE and GEARBOX OIL (Formula Ford only)

For the duration of an event, each Formula Ford Category automobile must use only Castrol Edge Sport 5W/30 engine oil and Castrol Syntex 75/90. Random sampling and testing of engine and gearbox oil shall be conducted.

15. AUTOMOBILE MARKINGS

15.1 General

Each automobile must comply with the provisions of Schedule K of the MOTORSPORT AUSTRALIA 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 Series Sponsor decals/signage will result in the competitor receiving a penalty.

15.2 Competition Numbers

Number 1 shall not be eligible for use

Each Competitor may nominate a number on registration for the Series. 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 1,4,5,6 and 7 shall be for state competitors.

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

16. 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 Series/Championship Regulations the Supplementary Regulations and/or Further Regulations may result in a loss of points in the Series.

Competitors and teams are reminded that the various Social Media platforms are important tools to share and promote the Series 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 MOTORSPORT AUSTRALIA Social Media Policy and guidelines linked below are understood and followed.

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

17. Judicial On-Car Camera System

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

The On-Carboard camera **MUST BE MOUNTED CENTRALLY** (on top of the roll hoop or engine cowling) as per the MOTORSPORT AUSTRALIA regulations. All cameras must 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 requires 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 Series 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.

18. TESTING RESTRICTIONS

Each driver contesting more than two rounds of the Series shall be permitted a maximum of twelve (12) test days. Testing restrictions commence from the 21st February 2022.

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.

2022 Australian Formula Ford Association Series Sporting Regulations



Each driver who intends to test at any circuit is required to advise 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 INCIDENT ENQUIRY 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 one 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.

APPENDIX ONE 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: <input type="checkbox"/> Yes <input type="checkbox"/> No

Car numbers involved:

Description of incident and circumstances:

.....
.....
.....
.....
.....
.....
.....
.....

Diagram

Findings/DSO comments:

.....
.....
.....

APPENDIX TWO CATEGORY SIGNAGE REQUIREMENTS

