

2009 FORMULA FORD 1600 HANDBOOK

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2009 FORMULA FORD 1600 RACING CALENDAR

NSW STATE CHAMPIONSHIP		
Round 1	March 21/22	Eastern Creek *
Round 2	April 18/19	Wakefield Park
Round 3	May 30/31	Oran Park *
Round 4	July 4/5	Eastern Creek *
Round 5	September 12/13	Wakefield Park
Round 6	October 31/Nov. 1	Oran Park *
* Lerner Historic Series Rounds		
QLD STATE CHAMPIONSHIP Including 2009 QLD FF1600 Championship <i>To be Confirmed</i>		
Round 1	March 7/8	Morgan Park *
Round 2	April 25/26	Morgan Park *
Round 3	May 16/17	QLD Raceway
Special Event	June 6/7 QLD 40th Anniversary celebrations	
Round 4	July 4/5	Lakeside Park
Round 5	August 29/30	Morgan Park *
Round 6	September 5/6	QLD Raceway
Round 7	October 3/4	QLD Raceway
Round 8	November 7/8	Morgan Park *
* CAMS QLD FF1600 Championship		
SA STATE CHAMPIONSHIP All rounds at Mallala		
Round 1	February 28	
Round 2	May 32/3	
Round 3	September 12/13	
Round 4	November 14	

VICTORIAN CAMS STATE CHAMPIONSHIP		
Round 1	April 25/26	Phillip Island
Round 2	May 23/24	Sandown
Round 3	July 18/19	Sandown
Round 4	September 26/27	Phillip Island
WASCC FF1600 CHAMPIONSHIP All Championship rounds at Barbagallo		
Round 1	February 21	Short Circuit
Round 2	April 19	
Round 3	May 17	
Round 4	June 14	
Round 5	August 15/16	
Round 6	September 19/20	
Round 7	October 18	
November 8	Collie Motorplex Non-Championship—TBC	
HISTORIC FORMULA FORD Provisional		
Date	Venue	Event
Feb. 7/8	Wakefield Park	
March 13/15	Phillip Island	* FF40—1
April 11/12	Mallala	* FF40—2
May 2/3	Eastern Creek	** LS—2
May 30/31	Winton	
June 27/28	Oran Park TBC	* FF40—3
July 25/26	Morgan Park TBC	* FF40-4
Sept. 19/20	Wakefield Park	** LS—5
Nov. 7/8	Sandown	* FF40-5
Nov. 28/29	Eastern Creek	
* FF40—40th Anniversary Celebration Series ** LS—Lerner Series (includes 4 rounds in conjunction with the NSW Championship)		

2009 FORMULA FORD 1600 HANDBOOK

GENERAL RULES AND INFORMATION

From January 1, 2006, Formula Ford competition at State and club level, using the Ford “Kent” engine, has been known as FORMULA FORD 1600. National — FORMULA FORD —competition is restricted to chassis fitted with the Ford Fiesta “Duratec” engine. A separate national guide is published.

The Formula Ford 1600 Handbook is designed to assist State, club and historic competitors, and to provide an easy guide to the various competition rules and conditions. The Service Directory at the end of the Handbook, including suppliers of parts, tyres, engine parts etc. is compiled from information provided by the suppliers and may well be incomplete.

Calendars for State events are included, but are subject to change. Please check the Web Site for current information.

THE BEGINNINGS

Formula Ford began in England in 1967 as a cost-effective and reliable training formula for pupils at the Brands Hatch-based Motor Racing Stables. It quickly outgrew its origins and is now one of the most recognised racing categories worldwide.

The Late Paul Harrington, who worked at Brands Hatch during the birth of Formula Ford, moved to Australia to run Sandown Raceway in 1968 and was the driving force behind the establishment of the category in this country.

A group of interested parties agreed to establish Formula Ford Australia in 1969, with Paul Harrington as Director. Strict cost controls encouraged locally built chassis, including such well-known marques as Elfin, Wren and Bowin. The first Australian race at Melbourne’s Sandown in 1969 was won by Richard Knight in an Elfin 600.

The category has grown and developed over the past thirty years, encouraged and supported by CAMS and Ford Australia.

Many past and present Australian Champions developed their race skills in Formula Ford, some achieving international success.

The links to the UK have continued, with the engine and chassis regulations being brought into line with British rules in the mid-eighties (with some exceptions, to suit Australian conditions). The most successful chassis in recent times has been Van Diemen, UK-designed and built.

A change of engine in the United Kingdom in 1993 altered Formula Ford world-wide, with a two class structure in place in many countries. Australia continued to use the Kent 1600 engine at all levels until 2005 when a two class structure was introduced—Formula Ford 1600 for State Kent engined competition and Formula Ford for national racing.

FORMULA FORD ASSOCIATION

Formula Ford Australia managed and organised Formula Ford activities until July 1992, when the members decided to incorporate as the Formula Ford Association, a CAMS-affiliated Car Club.

The Formula Ford Association continues its role as a representative body for Formula Ford 1600 and the increasing number of Historic Formula Ford participants. Members include competitors, car owners, parts suppliers and those interested in Formula Ford 1600. The Association offers administrative support, assists with race meeting organization, works with CAMS on category development and provides a central information resource.

All national competitors are required to be a member of the Formula Ford Association.

MEMBERSHIP

MEMBERSHIP FEES

For 2009 the fees (including GST) will be:

Annual Subscription.....\$135

Certificate of Origin.....\$ 88

The Subscription fee include CAMS affiliation.

Subscriptions apply to a calendar year (Jan. 1 to Dec. 31). Members joining after July 1 and before the Annual General Meeting in any year are required to pay all fees on joining and to pay 50% of the Annual Subscription for the following year.

Members joining after the AGM are financial until Dec. 31, the following year.

LIFE MEMBERS

From time to time the Committee grants Life Membership to those who have made an invaluable contribution to the category.

HONORARY MEMBERS

Those who assist the Association during the year are recognised as Honorary members.

The names of the Life and Honorary Members

are listed on page 39 of this handbook.

MEMBERSHIP BENEFITS

State Racing Series, organised and supervised by the Committee delegates in each State provide an introduction to the close competition of Formula Ford 1600.

CARS & PARTS FOR SALE

A list of classified advertisements can be found on the Marketplace section of the Web Site. Members may use this service to advertise vehicles or components. Listings are free and remain on the Site for three months.

COMMUNICATIONS

Notification of specific events or activities is circulated to Members by email.

FFA WEB SITE

There are three Web Sites for Formula Ford 1600 competition. The general Site, which includes the Marketplace, technical information and rules, information about State and Historic competitions and other information of interest to members is at www.formulaford1600.com.au

NSW information can be found at



CONTROL & CAMS AFFILIATION

www.ff1600.org.au and QLD competition is covered at www.formulafordqueensland.com.au

CONTROL

The Formula Ford Association is controlled by a Committee of Members, elected at the Annual General Meetings in each State. Representation is based on the number of financial members in that State.

For 2009 Queensland has two delegates, New South Wales - two, Victoria - two, South Australia - one and Western Australia - one, a total of eight.

State Committee delegates select one of their number to act as State Liaison Officer, the initial contact point for members seeking information about State matters.

RULES

The aims, objectives and rules of the Association are detailed in the Statement of Purposes and Rules of Association, published in a separate section of this Handbook.

These Rules outline the rights of members, the holding of meetings, voting information and the operations of the Committee.

OFFICERS

The Committee appoints an Administrator, whose duties are outlined in the Rules of Association, to oversee day-to-day activities of the Association.

The Administrator is responsible to, and under the direction of, the Committee for the conduct of FFA activities.

2009 COMMITTEE MEMBERS

Contact details for the 2009 Committee members and Officers can be found on page 39 of this Handbook.

COMMITTEE MEETINGS

The Committee holds an annual policy setting meeting, to consider and make recommendations about competition and technical rules for the following year. Other meetings are held as required.

Each Committee member receives reports on current activities and provides written responses on matters which require an executive decision.

SUB-COMMITTEES

From time-to-time Sub-Committees may be appointed to advise on specific matters.

Sub-Committees do not have the authority to make changes to the Rules or to make decisions affecting the Association as a whole. Any recommendation made by a Sub-Committee must be considered and approved by the full Committee before being effective.

CONTACT

The initial point of contact for Formula Ford is through the Administrator.

AFFILIATION

The Formula Ford Association became a CAMS-affiliated Car Club in January 1997.

This affiliation provides members with direct input



CARS, ENGINE PARTS, TYRES

CAMS Officers and allows members to affiliate with CAMS Ltd., through the Association, for the purposes of obtaining a racing licence.

IMPORTED CARS

You should ensure, when importing cars, that they comply with Australian Rules.

Some cars built in the UK for the American market will certainly not be built to the Australian Regulations, although UK chassis builders generally ensure that cars built for the Australian market do comply.

The Australian Rules generally reflect those in the UK but there may be a time delay in the introduction of any changes because of the different racing seasons.

FFA makes every effort to ensure problems don't arise but it is ultimately YOUR responsibility to present a car that complies with Australian rules. Ignorance is not accepted as a defence for ineligibility.

CERTIFICATES OF ORIGIN

All Formula Ford racing cars competing in Australia must be the subject of a current Certificate of Origin (issued by FFA), including the Age, Manufacturer, Chassis Number and Owner of the vehicle.

The information obtained from these Certificates is used to maintain a register of Australian

vehicles, and is often the only way to trace some of the earlier cars.

Please note that this is **NOT** the same as the Vehicle Log Book, issued by CAMS.

A new car must be registered by completing a form available from the FFA and payment of the \$88 fee.

Members buying secondhand cars should ask for the certificate when the car is delivered, complete the details on the reverse and return it to the Administrator, with the fee.

A Certificate reflecting the change of ownership will then be issued.

ENGINE PARTS

Some Ford dealers can supply spare parts however the best source for Formula Ford specific components is through Larner Engines. Contact them at 03 9439 8986

TYRES

Formula Ford competes on a control tyre, the Avon ACB10 compound cross-ply. A Specification Sheet for the tyre is included at the end of the Technical Regulations.

Gordon Leven Motorsport Tyres (the Australian Avon distributor) will provide trackside service, either directly or through nominated dealers during 2009. A fitting and rotating service is provided free of charge for new tyres purchased at the outlet. Details of your local Avon Motorsport outlet are listed in the Service Directory.

Sponsorship from Avon and Gordon Leven



TECHNICAL, SCRUTINEERING, ENGINE INSPECTIONS

Motorsport Tyres provides support funding for State competition.

SCRUTINEERING

General

All State competition in 2009 will be conducted under the CAMS Targeted Scrutiny system. Members are reminded that it is their responsibility to ensure that their car has been through the Pre-Target process **PRIOR** to the first meeting for the season. If you have any questions about the process please contact your State CAMS Office to make the necessary arrangements.

Eligibility

Any car in **any** Formula Ford 1600 event may be the subject of eligibility scrutineering checks. All competitors agree to be involved in this checking by entering and competing at the meeting.

Checks may include (but are not limited to) the measurement of ride height, differential checks, weight, fuel testing and inspection of other components which can reasonably be undertaken at a circuit.

If fuel testing is to be conducted, samples may be taken in the assembly area prior to qualifying or racing. All competitors are required to have a screwdriver with them to allow approx. 500ml of fuel to be removed from the carburettor. Please allow for the possibility of testing when calculating fuel loads.

Initial tests undertaken at the circuit will establish whether samples are required for laboratory analysis. If further testing is needed, samples will be collected in sealed containers, as required under CAMS Rules, the competitor

receiving one sample.

The selection of vehicles for scrutineering checks will be made by the State Liaison Officer and CAMS Scrutineers, with guidance from a Committee Member.

The selection normally includes the winner or fastest qualifier, other placegetters and random selections from amongst the remaining cars, however selection is not limited to these groups and may, if deemed necessary, involve a check of every car in the field for a particular item.

Engines in some cars **may** be sealed with the intention of checking components after racing. You are reminded of the CAMS penalties for tampering with seals.

If, in the opinion of the Scrutineers, there is the possibility of a component irregularity in any engine, then the Scrutineer **may** decide that the engine should be removed and sent for post-race inspection by the Engine Inspector. The procedures for such an inspection are listed in the following section.

Please note that while, in general, these scrutineering checks will be more regularly undertaken at major meetings, similar checks may be carried out at any meeting involving Formula Ford competition.

Competitors in **any** Formula Ford 1600 event may be required to remove the engine from their competition car to be sent for post-race inspection.

POST-RACE ENGINE INSPECTIONS

SELECTION PROCESS

Selection of engines for post race inspection shall be made by the CAMS Scrutineer for Formula Ford 1600, or, if no scrutineer is appointed, by the senior non-competing Committee member at the meeting, along with the Chief Scrutineer.

POST RACE ENGINE INSPECTIONS

ENGINE SEALING

In certain circumstances, and at the discretion of the CAMS Scrutineers, the engine may be sealed in the car, for removal, under supervision, at another time. However this requires certain supervisory processes to be in place and will only be approved under exceptional circumstances.

INSPECTION PROCESS

REMOVAL OF ENGINE

When it is decided that an engine should be referred to the Engine Inspector for complete examination the following steps will be taken:

- (a) Under the supervision of a CAMS Scrutineer the competitor (and/or his crew) will drain the sump, empty water reservoirs & remove the engine, as quickly as possible.

Neither the oil or water pump is required for the inspection - these should be removed to avoid damage in transit.

- (b) The engine will then be sealed, placed in a Formula Ford 1600 engine box & the box sealed with aircraft seals. FFA will provide engine boxes as required.

TRANSPORT

The engine box will be transported to Melbourne and sent to Andrew Hallam, the category's independent engine inspector.

INSPECTION PROCEDURE

The Engine Inspector, Andrew Hallam, with no other person present, will dismantle the engine, check compliance and complete a scrutiny report. An engine will be either eligible or ineligible. The results will be reported to the Technical Commissioner.

If ineligible, the matter will be referred by the Administrator to the CAMS Stewards of the Meeting or other CAMS body for action.

RETURN OF ENGINE

After the inspection the dismantled engine will be returned in the same box.

The box must be returned to the nominated location within five days.

ENGINE SCRUTINY FORMS

Engine Scrutiny Check Lists are confidential and will (if the engine is eligible) be limited to FFA, the CAMS Scrutineer and CAMS Ltd. If an ineligibility is found the report will require wider distribution.

A copy of the Report will be made available to the bona fide owner of the engine (or his nominated engine builder) on provision of proof of ownership to the Administrator.

COSTS

If the engine is eligible, the Association pays inspection and transportation costs.

If the engine is found to be ineligible, a charge of \$600 will be levied on the competitor, by FFA, to cover inspection and freight costs.

BREACHES OF REGULATIONS

TECHNICAL REGULATIONS

AT RACE MEETINGS

Occasionally ineligibilities will be detected during scrutineering at race meetings.

The Formula Ford 1600 Scrutineer will, in conjunction with the Chief Meeting Scrutineer, recommend that charges be laid against the competitor concerned, in accordance with the procedures laid down in Section 5 of the 2009 CAMS Manual of Motor Sport.

The competitor will be required to attend a Stewards Hearing, normally held during or at the conclusion of the race meeting.

If the matter which has led to the charges being laid requires further investigation then the Hearing may be postponed until those investigations are completed.

The Stewards may also choose to postpone the Hearing, at their discretion, for any other reason.

POST MEETING CHECKS

If an ineligibility is reported as a result of post race engine inspection, then the matter will be referred to the Race Promoter, who will arrange

a Stewards meeting to consider the matter.

Engine ineligibilities are sometimes referred to the CAMS Eligibility Committee for determination. The competitor concerned will have the opportunity to present evidence to the Eligibility Committee hearing. You are reminded that there is no appeal against a decision of this Committee.

If the ineligibility is confirmed then the Stewards of the Meeting will decide a penalty, as outlined in NCR 194.

A competitor is entitled to appeal against the severity of the penalty, if he believes there are grounds for an appeal (CAMS Manual Section 5).

PROTESTS

An individual competitor always has the right to protest, as provided under the National Competition Rules of the Confederation of Australian Motor Sport. The Association does recommend that the competitor concerned discusses the matter with Committee members or the Clerk of Course before taking such action.

BREACHES OF FFA RULES

The Rules of the Association (detailed later in this Handbook) provide that a Member may be charged before the Committee, who will make whatever decision seems to them to be appropriate in the circumstances.

The Member concerned has the right to appeal such decisions, firstly to the Committee and then to the membership of FFA.

COMPETITION – GENERAL

Please note that such action is only taken in exceptional circumstances. Most incidents which involve the need for any penalty to be applied occur at race meetings and are resolved through the CAMS Judicial system.

ENTRY MAILING LISTS

Entry forms for most meetings are posted on the Web Site, available to download as Acrobat documents. Members are advised, by email, once the information is available.

Entries for State Championship rounds are lodged with the meeting organisers —details will be listed on the Entry Form.

Please note that late entries are generally not accepted.

PAPERWORK

You are required to present relevant documents at every race meeting:

You will need the following:

CAMS Entrant/Driver Licence (if it's your car);

OR

CAMS Entrant Licence (in owner's name — Owner is defined as the person named in the Log Book) AND

CAMS Driver Licence (in your name);

CAMS Log Book, issued for your car;

Targeted Scrutiny Declaration Form;

CAMS Club Membership Card;

FFA Certificate of Origin, for your car.

JACK GODBEHEAR AWARD

The Association presents an award, in memory of the late Jack Godbehear, a foundation member of FFA.

Jack was an engineer and a true supporter of Formula Ford, particularly of competitors who he felt were 'battlers'. His definition of a battler was a competitor who, through his own resources & personal efforts, successfully prepared his own engines and chassis. The award recognizes the level of sportsmanship and co-operation with fellow competitors shown by the winner.

Winners:	1990	Vin McNair
	1991	Garry Gosatti
	1992	Clive Peasey
	1993	Peter Fitz-Gerald
	1994	Ray Cutchie
	1995	Cameron Partington
	1996	Michael Borland
	1997	Brett Lupton
	1998	Ty Hanger
	1999	Justin Cotter
	2000	Paul Mulhearn
	2001	Ash Lowe
	2002	Neil McFadyen
	2003	Francis Family
	2004 – 6	Not Awarded
	2007	Tony Chapman
	2008	TBA

NATIONAL FORMULA FORD SCOREBOARD

2009 is the 39th year of the National Series, a National Championship since 1993.

CHAMPIONS

Year	Name	Sponsor
1970	Richard Knight	Motorcraft
1971	Larry Perkins	TAA
1972	Bob Skelton	TAA
1973	John Leffler	TAA
1974	Terry Perkins	TAA
1975	Paul Bernasconi	TAA
1976	Richard Carter	TAA
1977	John Smith	TAA
1978	John Wright	TAA
1979	Russell Norden	TAA
1980	Stephen Brook	TAA
1981	Philip Revell	TAA
1982	Jeff Summers	Ian D. McKnight
1983	Bruce Connelly	ID Promotions P/L
1984	Ron Barnacle	FFA
1985	Tomas Mezera	Motorcraft
1986	Warwick Rooklyn	Motorcraft
1987	Peter Verheyen	Motorcraft
1988	David Roberts	Motorcraft
1989	Mark Larkham	Motorcraft
1990	Russell Ingall	Motorcraft
1991	Troy Dunstan	Motorcraft
1992	Cameron McConville	Motorcraft
1993	Craig Lowndes	Motorcraft
1994	Steven Richards	Motorcraft
1995	Jason Bright	FordCare
1996	David Besnard	Ford Motorsport/Slick 50
1997	Garth Tander	Ford Motorsport/Slick 50
1998	Adam Macrow	Ford Motorsport
1999	Greg. Ritter	Ford Racing
2000	Luke Youlden	Ford Racing
2001	Will Davison	Ford Racing
2002	Jamie Whincup	Ford Racing
2003	Neil McFadyen	Ford Racing
2004	David Reynolds	Ford Racing
2005	Daniel Elliott	Ford Racing
2006	John Martin **	Ford Australia
2007	Tim Blanchard **	Ford Australia
2008	Paul Laskazeski **	Genuine Ford Parts

** Formula Ford 1600 Graduate

2007 TOP TEN

1.	Paul Laskazeski	NSW	342 pts
2.	Nick Percat	SA	274 pts
3.	Kristian Lindbom	NSW	222 pts
4.	Daniel Erickson	NSW	198 pts
5.	Ben Morley	NSW	151 pts
6.	Adam Graham	QLD	146 pts
7.	Scott Pye	SA	137 pts
8.	Bradley Lowe	NSW	99 pts
9.	Jake Chapman	VIC	90 pts
10.	Robert Storey	VIC	52 pts

ROOKIE OF THE YEAR

1992	Scott Rowe
1993	Mathew Martin
1994	Stephen Boulden
1995	Mal. Rose
1996	David Besnard
1997	Garth Tander
1998	Christian Murchison
1999	Stuart Kostera
2000	Luke Youlden
2001	Jamie Whincup
2002	Mark Winterbottom
2003	Bryce Washington
2004	Dean Fiore
2005	Shane Price
2006	John Martin **
2007	Tim Blanchard **
2008	Daniel Erickson **

** Formula Ford 1600 Graduate

BEST PRESENTED VEHICLE AWARD

1995	Greg. Brewer
1996	No Award
1997	Phillip Scifleet
1998	Robert Jones
1999	Robert Jones
2000	Robert Jones
2001	Andrew Jones
2002	Neil McFadyen
2003	Neil McFadyen
2004	Michael Trimble
2005	Fastlane Racing
2006	Mid-Coast Ford Racing
2007	Taz Douglas
2008	Sonic Motor Racing Services

BILL REYNOLDS CHAMPION CONSTRUCTOR

1998	Spectrum
1999	Mygale
2000	Mygale
2001	Van Diemen
2002	Van Diemen
2003	Van Diemen/Fastlane
2004	Van Diemen
2005	Van Diemen/Fastlane
2006	Spectrum
2007	Mygale
2008	Spectrum

CHAMPION TEAM

2008	Synergy Motorsport	NSW
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FORMULA FORD 1600 SCOREBOARD

NEW SOUTH WALES CHAMPIONS

Year	Winner
1991	Wayne Boatwright
1992	Wayne Boatwright
1993	Wayne Boatwright
1994	Leif Corben
1995	Mark Lowing
1996	Phillip Scifleet
1997	Rodney Forbes
1998	Stewart McColl
1999	Wayne Stoddart
2000	Jack Lynch
2001	Justin Watt
2002	Matthew Howard
2003	John Pettit
2004	Joel Spychala
2005	Paul Laskazeski
2006	Ben Morley
2007	Robert Storey
2008	Ryan Simpson

QUEENSLAND CHAMPIONS

Year	Winner
1991	Jamie McHugh
1992	N/A
1993	Greg Fahey
1994	N/A
1995	Rod Green
1996	Greg Fahey
1997	Rod Green
1998	Peter Roggenkamp
1999	Peter Roggenkamp
2000	Will Power
2001	Kurt Wimmer
2002	Ash Lowe
2003	Chris Gilmour
2004	Trent Usher
2005	Trent Usher
2006	Martin Swindells
2007	Yianni Cassimatis
	Roman Krumins
2008	James Mann
	David Lawrence

SOUTH AUSTRALIAN CHAMPIONS

Year	Winner
1991	Neil Richardson
1992	Al Callegher
1993	Paul Burfitt
1994	Ricky Goddard
1995	Peter Fitz-Gerald
1996	Adam Wallis
1997	Andrew Heathershaw
1998	Stephen Lee
1999	Stephen Lee
2000	Jamie Carter
2001-4	No Series conducted

SOUTH AUSTRALIAN CHAMPIONS contd.

2005	Nick Percat
2006	Jake Chapman
2007	Barry Pinder
2008	Matthew Roesler
	Aidan Zanotto

VICTORIAN CHAMPIONS

Year	Winner
1991	Craig Lowndes
1992	Darren Hossack
1993	Harold Roberts
1994	Paul Stephenson
1995	Dean Lindstrom
1996	Brendan Richards
1997	Dean Lindstrom
1998	Tom Ceveri
1999	Timo Hulkko
2000	Will Davison
2001	Richard Chamberlain
2002	Glen Hastings
2003	Adrian McCurdy
2004	Troy Woolston
2005	John Martin
2006	Taz Douglas
2007	Jake Chapman
	Martin Swindells
2008	Andrew Beams
	Luke Ellery

WESTERN AUSTRALIAN CHAMPIONS

Year	Winner
1991	Michael Henderson
1992	Garry Gosatti
1993	Garry Gosatti
1994	Ray Stubber
1995	Ray Stubber
1996	Garth Tander
1997	Kerry Wade
1998	Christian Murchison
1999	Steve Baxter
	Simon Wheeler
2000	Steve Baxter
2001	Daniel Elliott
2002	Dean Fiore
2003	Dean Fiore
2004	Nathan Caratti
2005	Mark Douglas
2006	Michael Epple
2007	Cade Bell
2008	Jason Youd

2008 FORMULA FORD 1600 SCOREBOARD

NEW SOUTH WALES CHAMPIONSHIP

Top Ten Pointscorers

1.	Ryan Simpson	530 pts
2.	Tom Tweedie	414 pts
3.	Bruce McCabe	354 pts
4.	Daniel Lewis	344 pts
5.	Nathan Morcom	329 pts
6.	Adam Lucas	234 pts
7.	Derryn Harrison	227 pts
8.	James Stewart	191 pts
9.	Russell Newell	163 pts
10.	Matthew Howard	132 pts

PAUL MULHEARN PERPETUAL TROPHY

The NSW Champion receives the Paul Mulhearn Award, acknowledging Paul's support and encouragement for young drivers.

STEWART McCOLL AWARD

This Award honoring the late Stewart McColl, 1998 NSW Formula Ford Champion is presented to the driver who is liked and respected by his fellow competitors and officials and improved throughout the season.

Year	Winner
2004	Dane Rudolph
2005	Brad Lowe
2006	Nick Lowe
2007	Chris Goodman
2008	Daniel Lewis

QUEENSLAND CAMS CHAMPIONSHIP

Major Pointscorers

1	James Mann	165 pts
2	David Lawrence	113 pts
3	Roman Krumins	110 pts
4	Andre Borell	102 pts
5	Nicholas Foster	95 pts

QUEENSLAND STATE SERIES

Major Pointscorers

1	David Lawrence	326 pts
2	James Mann	320 pts
3	Roman Krumins	248 pts
4	Andre Borell	200 pts
5	Nicholas Foster	151 pts

SOUTH AUSTRALIAN CHAMPIONSHIP

Pointscorers

1.	Matthew Roesler	430 pts
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SOUTH AUSTRALIA contd.

2.	Daniel Ramerman	419 pts
3.	Pat Mullins	351 pts
4.	Bo Jensen	311 pts
5.	Michael Mohr	275 pts

STILLWELL FORD DURATEC TROPHY

1.	Aidan Zanotto	454 pts
2.	Roger l'Anson	434 pts
3.	Ben Forgan	200 pts
4.	Rob Short	122 pts
5.	Ray Chamberlain	88 pts

VICTORIAN CAMS CHAMPIONSHIP

Major Pointscorers

1.	Andrew Beams	343 pts
2.	Luke Ellery	332 pts
3.	Ben Small	228 pts
4.	Leigh Nicolaou	212 pts
5.	Jordan Skinner	183 pts

VICTORIAN SERIES

Major Pointscorers

1.	Luke Ellery	518 pts
2.	Andrew Beams	489 pts
3.	Ben Small	346 pts
4.	Jordan Skinner	289 pts
5.	Leigh Nicolaou	283 pts

Silver Star—Pre'96 Class

1.	Doug Williams	455 pts
2.	Jason McGrath	393 pts
3.	Phil Marrinon	257 pts

WESTERN AUSTRALIAN CHAMPIONSHIP

Top Ten Pointscorers

1.	Jason Youd	559 pts
2.	Rhys McNally	500 pts
3.	Christopher Reindler	452 pts
4.	Robert McLean	379 pts
5.	Simon Cassell	292 pts
6.	Ashley Bettridge	263 pts
7.	William Hall	238 pts
8.	Hollie Tucker	232 pts
9.	Jordan Oon	228 pts
10.	Damon Bland	220 pts

Silver Star—Pre'88 Class

1.	Joel Faas	496 pts
2.	Allan Beats	378 pts
3.	Ray Stubber	330 pts
4.	Matthew Lyford	268 pts

2009 FORMULA FORD 1600 COMPETITION

Formula Ford 1600 State Championships will be held in all States except Tasmania during 2009.

Most State competitions offer separate classes for drivers with earlier model and Historic cars. Actual class definitions vary from State to State, depending on the number of entries in each group. Please check with your State representative for more information.

Conditions vary from State to State so check with your Liaison Officer if you plan to compete.

A brief summary of each Series is included and the proposed calendar is on Page 4.

SILVER STAR CLASS

The Silver Star class recognises the efforts of drivers of older cars.

Silver Star classification varies from State to State depending on the number of cars entered from each period. Please check with your State Liaison Officer for more information.

NEW SOUTH WALES CHAMPIONSHIP

The NSW Championship will be conducted under special Series Regulations, available from the State Liaison Officer and on the NSW Web Site.

Classes are offered for drivers of older and Historic cars.

QUEENSLAND STATE CHAMPIONSHIP & SERIES

In 2009 Formula Ford 1600 competitors will be eligible to score points in the QLD Racing Car

Championship, conducted over four rounds, and in the QLD FF1600 Series, held over 8 rounds. The Regulations for the Racing Car championship can be found on the CAMS Web Site, under the QLD link and Special Series Regulations are available from the State Liaison Officer. If insufficient Formula Ford 1600 entries are received to stage a separate race, then the cars will be combined with other categories, however points will only be allocated to FF competitors.

SOUTH AUSTRALIAN CHAMPIONSHIP

The South Australian Series will be held over four rounds at Mallala Raceway, under the provisions of Championship Sporting Regulations, available from the Web Site.

VICTORIAN CHAMPIONSHIP

The Victorian Championship, over four rounds, will be conducted as part of the 2009 State Motor Racing Championships.

Special Awards will be presented to Historic competitors and other classes as decided by the Committee.

WA SPORTING CAR CLUB CHAMPIONSHIP

The Western Australian Series will be held over a number of rounds at Barbagallo Raceway under the provisions of special Regulations available from the State Liaison Officer and on the Web Site.



HISTORIC FORMULA FORD COMPETITION

The Formula Ford Association is actively involved in representing the interests and activities of members who own Historic Formula Fords. These cars are welcome and encouraged in state series throughout the country and, given sufficient entries, are likely to be recognised with separate awards. Historic Formula Ford is also well catered for at many dedicated historic events throughout Australia and internationally, which provides vast competition opportunities for owners of these popular racing cars.

The Formula Ford Association keeps a register of Formula Fords that have competed in Australia through the Certificate of Origin system, which has proven to be of great benefit in tracing vehicle competition history.

In the 5th Category, Historic Cars, Formula Fords are recognised as Group F.

Current Eligible Vehicles (In the 5th Category)

Group Fa (PRE-1978)

Group Fb (1978—1983)

Detailed information regarding the above groups is available at www.camsmanual.com.au Vehicle Eligibility, Historic Cars, Page 9.

General Overview

Historic Formula Ford chassis will be the subject of a CAMS Certificate of Description and Historic Log Book. Historic classification is restricted to cars constructed prior to December 31, 1983.

Eligibility

1. Engines must comply with the current Formula Ford 1600 Technical Regulations, save that the water pump must be mechanically driven and in the original location.
2. Cars must compete on the recognized Historic Formula Ford control tyre—the Dunlop CR82 9092.
3. Ride Height must comply with the Formula Ford 1600 Technical Regulations.
4. All driver safety and protection equipment must comply with the provisions of the relevant Schedules of the CAMS Manual of Motorsport.

FFA Historic Competition Sub-Committee

The Formula Ford Association has established a sub-Committee specifically to assist and encourage the ongoing development of Historic Formula Ford competition and to provide guidance and advice to current and potential competitors.

Please do not hesitate to contact these representatives for specific assistance.

National FFA Historic Representative

John Van Leeuwen (FFA Committee)

dsa@southwest.com.au

08 9525 2252

0418 903 154

State FFA Representatives

Victoria & TAS Phil Marrinon
(FFA Committee) (03) 9675 8976 BH

New South Wales Grant Burford
& ACT (02) 9520-4935

Queensland Ian Mayberry
0412 563932

South Australia Daniel Smith

ashton@skymesh.com.au

Western Australia John Van Leeuwen
As above

FORMULA FORD ASSOCIATION INC.

STATEMENT OF PURPOSES

1. To acquire and take over as a going concern the property and affairs of the unincorporated Association known as Formula Ford Australia, including all rights privileges contracts and other liabilities and other assets liabilities and obligations whatsoever of the said unincorporated Association.
2. To promote and foster the interests of owners and drivers of Formula Ford racing cars and the consideration and free discussion of all matters and questions relating to or affecting the interest of owners and drivers of motor cars.
3. To consider initiate and support improvements and alterations to and comply with the rules and regulations of CAMS Limited and in the laws of the Commonwealth of Australia and of the several States of the Commonwealth and the by-laws of local governing bodies whether directly or indirectly to advance or protect the interests of owners and drivers of motor cars.
4. To co-operate in securing rational legislation and the formation of proper rules and regulations governing the use of motor cars.
5. To devise advocate promote and encourage the adoption of precautionary measures of all kinds which may seem to the members calculated to prevent accidents arising from the use of motor cars.
6. To purchase hire make or provide and maintain all kinds of furniture implements tools utensils and other things required for the orderly conduct of members' activities.
7. To buy prepare make supply sell and deal in all kinds of apparatus appliances and accessories and all kinds of provisions required or used by members.
8. To hire and employ administrators secretaries clerks managers servants and workmen and to pay to them and to other persons in return for services rendered salaries wages gratuities honoraria and pensions.
9. To establish rules and regulations for the proper conduct of members.
10. To promote and hold either alone or jointly with any other Associations Clubs or persons exhibitions competitions tournaments meetings lectures workshops dinners balls dances and concerts and to give prizes medals and awards.
11. To print and publish any newsletters circulars books or leaflets for the promotion of its objects.
12. To raise or borrow money in such manner and upon such security as the Committee may deem fit.
13. To invest and deal with monies not immediately required upon such securities or otherwise in such manner as the Committee may determine from time to time.
14. To do any act matter or thing which may appear to the Committee to be conducive towards carrying into effect the objects of Formula Ford.

FORMULA FORD ASSOCIATION Inc.

RULES OF ASSOCIATION

1. The name of the incorporated Association is FORMULA FORD ASSOCIATION INC. (in these Rules, called FFA).
- 2.1 In these rules, unless the contrary intention appears:
 - `Committee' means the National Committee of Management of FFA.
 - `Administrator' shall also mean Secretary and Treasurer.
 - `Financial year' means the year ending on June 30.
 - `General Meetings' means general meetings of members convened in accordance with Rule 14.
 - `Member' means a member of FFA.
 - `Ordinary member of the Committee' means a member of the Committee who is not an officer of FFA under Rule 21.
 - `The Act' means the Associations Incorporation Act 1981.
 - `The Regulations' means regulations issued under the Act.
 - `CAMS' shall mean the Confederation of Australian Motor Sport.
 - `State' shall mean any State or territory of the Commonwealth of Australia, but shall not include the Australian Capital Territory.
 - `State Liaison Officer' shall refer to the Committee member for that State elected by the members of the Committee for that State and who shall act as the senior member of the Committee for that State. Where a State has only one Committee member, that person shall be that Officer.
- 2.2 In these Rules, a reference to the Administrator of FFA is a reference to:-
 - (a) where a person holds office under these rules as Administrator - to that person; and
 - (b) in any other case, to the public officer of FFA.
- 2.3 Words or expressions contained in these rules shall be interpreted in accordance with the provisions of the Acts Interpretation Act 1958 and the Act in force from time to time.

APPLICATION FOR MEMBERSHIP

- 3.1 A natural person who applies for membership as provided in and subject to these rules is eligible to be a member of FFA on payment of the entrance fee and annual subscription payable under these rules.
- 3.2 A person who is not a member of FFA at the time of incorporation of FFA (or who was such a member at that time but has ceased to be a member) shall not be admitted to membership:
 - (a) unless he applies as provided in sub-clause 3.3; and
 - (b) his admission as a member is not refused by the Committee.

- 3.3 An application by a person for membership of FFA:-
 - (a) shall be made in writing in the form as prescribed by the Committee from time to time: and
 - (b) shall be lodged with the Administrator of FFA.
- 3.4 As soon as is practical after the receipt of an application, the Administrator shall refer the application to the Committee.
- 3.5 Upon an application being referred to the Committee, the Committee shall determine whether to approve or reject the application.
- 3.6 Upon an application being approved by the Committee, the Administrator shall, with as little delay as possible, notify the applicant in writing that he is approved for membership of FFA, and if the appropriate fees have not been paid, request payment within the period of 28 days after receipt of the notification of the sum payable under these rules as the entrance fee and the first year's annual subscription.
- 3.7 The Administrator shall, upon payment of the amounts referred to in sub-clause 3.6, enter the nominee's name in the register of members kept by him and upon the name being so entered the applicant becomes a member of FFA.
- 3.8 A right, privilege or obligation of a person by reason of his membership of FFA:-
 - (a) is not capable of being transferred or transmitted to another person;
 - (b) terminates upon the cessation of his membership whether by death or resignation or otherwise;
 - (c) terminates if the annual subscription is not paid within one month of the due date for payment, but shall remain liable for payment of the subscriptions then due.

ENTRANCE FEE & SUBSCRIPTION

- 4.1 In December 1992 the entrance fee is \$30.
- 4.2 In December 1992, the annual subscription is \$130 and is payable in advance on or before the 1st day of January in each year.
- 4.3 The Committee may, from time to time, vary the entrance fee & the annual subscription.

REGISTER OF MEMBERS

- 5 The Administrator shall keep & maintain a register of members in which shall be entered the full name, address & date of entry of the name of each member. The register shall be available for inspection by members at the address of the Public Officer or at his advertised office as advised from time to time.

RESIGNATION OF MEMBERS

- 6.1 A member of FFA who has paid all monies due and payable by him to FFA may resign from FFA by first giving notice in writing to the Administrator of his intention to resign & the member shall cease to be a member.
- 6.2 Upon receipt of a notice given under sub-clause 6.1, the Administrator shall make in the register of members an entry recording the date on which the member by whom the notice was given, ceased to be a member.

EXPULSION OF MEMBERS

- 7.1 Subject to the Rules, the Committee may by resolution:-
- (a) expel, subject to the approval of CAMS, a member from FFA;
 - (b) suspend a member from membership of FFA for a specified period (save that where such period of suspension prevents a member from competing in a CAMS authorised event, then subject to the approval of CAMS); or
 - (c) fine a member in accordance with the Regulations; & in the event that FFA has incurred expense in relation to establishing an ineligibility of the member's competition car or cars;
 - (d) require the member to reimburse FFA for its and its officers or commissioners, or CAMS and its officers or commissioner, out-of-pocket expenses.
- 7.2 A resolution of the Committee under sub-clause 7.1:-
- (a) does not take effect unless the Committee, at a meeting held not earlier than 14 & not later than 28 days after the service on the members of a notice under sub-clause 7.1 confirms the resolution in accordance with this clause; and
 - (b) where a member exercises the right of appeal to FFA under this clause does not take effect unless FFA confirms the resolution in accord with this clause.
- 7.3 Where the Committee passed a resolution under sub-clause 7.1, the Administrator shall, as soon as practical, cause to be served on the member a notice in writing:-
- (a) setting out the resolution of the Committee and the grounds on which it is based;
 - (b) stating that the member may address the Committee, or its representatives in the State of residence of the member, at a meeting to be held not earlier than 14 nor later than 28 days after service of the notice;
 - (c) stating the date, time and place of the meeting;
 - (d) informing the member that he may do one or more of the following:-
 - (i) Attend that meeting;
 - (ii) Give to the Committee before the date of that meeting a written statement seeking the revocation of the resolution;
 - (iii) Not later than 24 hours before the date of the meeting, lodge with the Administrator

a notice to the effect that he wishes to appeal to FFA in general meeting against the resolution.

- 7.4 At a meeting of the Committee held in accordance with sub-clause 7.2, the Committee:
- (a) shall give the member an opportunity to be heard;
 - (b) shall give due consideration to any written statement submitted by the member; and
 - (c) shall by resolution determine whether to confirm or revoke the resolution.
- 7.5 Where the Administrator receives a notice under sub-clause 7.3, he shall notify the Committee and the Committee, or the Committee members in the State of residence of the member, shall convene a general meeting of FFA, or a general meeting of members in the State of residence of the member, to be held within 21 days of the date on which the Administrator received the notice.
- 7.6 At a general meeting of FFA, or at a general meeting of members in the State of residence of the member, convened under sub-clause 7.4:-
- (a) no business other than the question of the appeal shall be transacted;
 - (b) the Committee may place before the meeting details of the grounds for the resolution and the reasons for the passing of the resolution;
 - (c) the member shall be given the opportunity to be heard; and
 - (d) the members present shall vote by secret ballot on the question of whether the resolution should be confirmed or revoked.
- 7.7 If at the general meeting:-
- (a) two thirds of the members vote in person or by proxy in favour of the confirmation of the resolution, the resolution is confirmed; and
 - (b) in any other case, the resolution is revoked.
- 7.8 Notwithstanding anything stated in any sub-clause, nothing shall prevent the Committee or the Administrator from referring any matter to CAMS, when at its discretion, and in accord with its rules and regulations, such matter may be determined by it.

LIFE MEMBERS

- 8.1 Any person who is declared by a resolution of the Committee to be a person of distinguished position or attainments or to have rendered conspicuous services to Formula Ford may be elected by the Committee as a Life member & shall thereafter be exempt from the payment of entrance fees & annual subscriptions & may hold any office in FFA & shall, subject to these rules, be entitled to the rights & privileges of a member.

HONORARY MEMBERS

- 9.1 The Committee may elect Honorary members of FFA.
- 9.2 Such persons may be:-
- (a) overseas visitors to Australia;
 - (b) persons temporarily living in Australia; or
 - (c) members of Clubs Associations or Bodies which in the opinion of the Committee co-

operate with FFA in the organisation of sporting events or who assist in the promotion of Formula Ford.

- 9.3 Honorary members of FFA shall not be entitled to hold any office in FFA or be elected a member of the Committee or to vote at any meeting.
- 9.4 Honorary members shall be elected to membership for a period of one year and may be re-elected at the expiry of each period of membership.

ANNUAL GENERAL MEETING

- 10.1 FFA shall in each calendar year convene annual general meetings of its members.
- 10.2 The annual general meetings shall be held on such day or days as the Committee determines.
- 10.3 The annual general meetings shall be specified as such in the notices convening them.
- 10.4 The ordinary business of the annual general meetings shall be:
- (a) to confirm the minutes of the last preceding annual general meeting and of any general meeting held since that meeting;
 - (b) to receive from the Committee reports upon the transactions of FFA during the last preceding financial year;
 - (c) to elect ordinary members of the Committee, on the basis specified in sub-clause 11.2; and
 - (d) to receive and consider the statement submitted by FFA in accordance with Section 30 (3) of The Act.
- 10.5 The annual general meeting may transact special business of which notice is given in accordance with these rules.
- 10.6 The annual general meeting shall be in addition to any other general meetings that may be held in the same year.

ELECTION OF COMMITTEE

- 11.1 The Committee shall comprise no more than fourteen persons.
- 11.2 Members of FFA in each State shall be entitled to elect ordinary members of the Committee on the basis of one member for the first ten financial members, and one member for each fifteen financial members thereafter, with a maximum number, subject to sub-clause 11.5, of two persons to be elected by any one State.
- 11.3 In the event that a State has nine or less financial members, then that State shall be considered to be part of the State with ten or more members with its capital city closest to the capital city of the State with nine or less members.
- 11.4 At the time of incorporation, the representation of each State of Australia was New South Wales - three persons; Victoria - three persons; Queensland - one person; Western Australia - one person and South Australia - one person.
- 11.5 In the event that the total number of members of the Committee elected in the manner defined in sub-clause 11.2 exceeds the maximum number of persons stated in sub-clause 11.1, then the maximum number of members elected from any one State and defined as three persons in sub-clause

11.2 shall be reduced to two persons.

- 11.6 For the purposes of election of members of the Committee, members resident in the Australian Capital Territory shall be regarded as residents of New South Wales.
- 11.7 In each State in which elections are held, the members of that State shall also elect one only alternate Committee member who shall act, in the absence of an ordinary member of the Committee, as an ordinary Committee member at meetings of the Committee.
- 11.8 In the event that an alternate Committee member replaces an ordinary Committee member at meetings of the Committee, he shall have the same rights, privileges & obligations as if he was an elected ordinary member of the Committee.

SPECIAL GENERAL MEETING

12. All general meetings other than the annual general meeting shall be called special general meetings.
- 13.1 The Committee may, whenever it thinks fit, convene a special general meeting of the Association and, where, but for this sub-clause, more than 15 months would elapse between annual general meetings, shall convene a special general meeting before the expiration of that period.
- 13.2 The Committee shall, on the requisition in writing of members representing not less than 5% of the total number of members, regardless of their State of residence, convene a special general meeting of the Association.
- 13.3 The requisition for a special general meeting shall state the objects of the meeting and shall be signed by members making the requisition and be sent to the address of the Administrator and may consist of several documents in like form, each signed by one or more members making the requisition.
- 13.4 If the Committee does not cause a special general meeting to be held within one month after the date on which the requisition is sent to the address of the Administrator, the members making the requisition, or any of them, may convene a special general meeting to be held not later than three months after that date.
- 13.5 A special general meeting convened by members in pursuance of these rules shall be convened in the same manner as nearly as possible as that in which those meetings are convened by the Committee and all reasonable expenses incurred in convening the meeting shall be refunded by FFA to the persons incurring the expenses.

NOTICE OF MEETING

- 14.1 The Administrator of FFA shall, at least 14 days before the date fixed for holding a general meeting of FFA, cause to be sent to each member of FFA at his address appearing in the register of members, a notice by pre-paid post stating the place, date and time of the meeting and the nature of the business to be transacted at that meeting.
- 14.2 No business other than that set out in the notice convening the meeting shall be transacted at the meeting.
- 14.3 A member desiring to bring any business before a meeting may give notice of that business in writing

to the Administrator, who shall include that business in the notice calling the next general meeting after the receipt of the notice.

PROCEEDINGS AT MEETINGS

- 15.1 All business that is transacted at a special general meeting and all business that is transacted at the annual general meeting with the exception of that specially referred to in these rules as being the ordinary business of the annual general meeting shall be deemed special business.
- 15.2 No item of business shall be transacted at a general meeting unless a quorum of members entitled under these rules to vote is present during the time when the meeting is considering that item.
- 15.3 Five (5) members personally present, or 30% of the membership in a State, whichever is the lesser, personally present (being members entitled under these rules to vote at a general meeting) constitute a quorum for the transaction of the business of a general meeting.
- 15.4 If within half an hour after the appointed time for the commencement of a general meeting, a quorum is not present, the meeting if convened upon the requisition of members shall be dissolved and in any other case shall stand adjourned to the same day in the next week at the same time & (unless another place is specified by the Chairman at the time of adjournment or by written notice to members given before the day to which the meeting is adjourned) at the same place and if at the adjourned meeting a quorum is not present within half an hour after the time appointed for the commencement of the meeting, the members present (being not less than 3) shall be a quorum.

CHAIRMAN

- 16.1 The Chairman, or in his absence, the Administrator, or in his absence, the State Liaison Officer, shall preside as Chairman at each general meeting of FFA.
- 16.2 If the Chairman, Administrator & the State Liaison Officer are absent from a general meeting, the members present shall elect one of their number to preside as Chairman at the meeting.
- 16.3 The Chairman of a general meeting at which a quorum is present may, with the consent of the meeting, adjourn the meeting from time to time and from place to place, but no business shall be transacted at an adjourned meeting other than the business left unfinished at the meeting at which the adjournment took place.
- 16.4 Where a meeting is adjourned for 14 days or more, a like notice of the adjourned meeting shall be given as in the case of a general meeting.
- 16.5 Except as provided in sub-clauses 16.3 and 16.4 it is not necessary to give notice of an adjournment or of the business to be transacted at an adjourned meeting.

VOTING

17. A question arising at a general meeting of FFA shall be determined by show of hands and unless before or on the declaration of the show of hands a poll is demanded, a declaration by the Chairman that a

resolution has, on a show of hands, been carried or carried unanimously or carried by a particular majority or lost, and an entry to that effect in the Minute Book of FFA is evidence of the fact.

- 18.1 Upon any question arising at a general meeting of FFA, a member has one vote only.
- 18.2 All votes shall be given personally or by proxy.
- 18.3 In the case of an equality of voting on a question, the Chairman of the meeting is entitled to exercise a casting vote.
- 19.1 If at a meeting a poll on any question is demanded by not less than three members, it shall be taken at that meeting in such manner as the Chairman may direct and the resolution of the poll shall be determined to be a resolution of the meeting on that question.
- 19.2 A poll that is demanded on the election of a Chairman or on a question of an adjournment shall be taken forthwith and a poll that is demanded on any other question shall be taken at such time before the close of the meeting as the Chairman may direct.
20. A member is not entitled to vote at any general meeting unless all monies due and payable by him to FFA have been paid.
- 21.1 Each member shall be entitled to appoint another member as his proxy by notice given to the Administrator no later than 24 hours before the time of the meeting in respect of which the proxy is appointed.
- 21.2 In the event that the Administrator is not available to receive such proxy, be he travelling to the State or for whatever reason, the lodgement of the proxy with the State Liaison Officer in the State in which the general meeting is being conducted shall be deemed to be as if it had been lodged with the Administrator.
- 21.3 The notice appointing the proxy shall be in the form set out in Appendix 2.

COMMITTEE OF MANAGEMENT

- 22.1 The affairs of FFA shall be managed by a Committee of Management constituted as provided in Rule 23.
- 22.2 The Committee:-
 - (a) shall control and manage the business and affairs of FFA;
 - (b) may, subject to these rules, the regulations, and the Act, exercise all powers and functions as may be exercised by FFA other than those powers or functions that are required by these Rules to be exercised by general meetings of members of FFA;
 - (c) subject to these rules, the regulations and Act, has power to perform all such acts and things as appear to the Committee to be essential for the proper management of the business and affairs of FFA;
 - (d) may appoint a Chairman or Acting Chairman who shall chair all General and Committee meetings. The Chairman so appointed shall not vote deliberatively on any matter, but may exercise a casting vote as required, provided that any Committee member so appointed shall

still be entitled to a deliberative vote in his position as a Committee member;

- (e) may appoint an Administrator and such other personnel as it deems desirable to carry out the day to day management of FFA, and any such Administrator and other personnel so appointed by the Committee shall be solely responsible to the Committee no matter whether or not he or they be members of FFA and whether or not they be remunerated or recompensed by whatever means by FFA and any other person, body or company.

- 23.1 Subject to Section 23 of the Act, the Committee shall consist of up to fourteen ordinary members, each of whom shall be elected at the annual general meetings of FFA in each year.
- 23.2 Each ordinary member of the Committee shall, subject to these rules, hold office until the annual general meeting next after the date of his election but is eligible for re-election.
- 23.3 In the event of a casual vacancy occurring in the office of an ordinary member of the Committee of a State, the position shall be taken by the alternate Committee member for that State
- 23.4 In the event of a further casual vacancy occurring in the office of an ordinary member of the Committee of a State, the Committee may appoint a member of FFA resident in that State to fill the vacancy and the member so appointed shall hold office, subject to these rules, until the conclusion of the annual general meeting next following the date of his appointment.

COMMITTEE ELECTIONS

- 24.1 Nominations for candidates for election as members of the Committee shall be proposed and seconded by members of FFA in and for the State at the annual general meeting.
- 24.2 In the event that a candidate for nomination is not present at the meeting his consent to stand must be produced in writing at the meeting prior to his nomination.
- 24.3 If the number of nominations received is equal to the number of vacancies to be filled, the persons nominated shall be deemed to be elected.
- 24.4 If the number of nominations exceeds the number of vacancies to be filled, a ballot shall be held.
- 24.5 The ballot for election of members of the Committee shall be conducted at the annual general meeting in such usual and proper manner as the Committee may direct.

COMMITTEE VACANCIES

- 25. For the purposes of these rules, the office of a member of the Committee becomes vacant if the member:-
 - (a) ceases to be a member of FFA;
 - (b) becomes insolvent under administration within the meaning of the Companies (Victoria) Code; or
 - (c) resigns his office by notice in writing given to the Administrator.

COMMITTEE MEETINGS

- 26.1 The Committee shall meet at least once every twelve months at such place and at such times as the Committee may determine.
- 26.2 Special meetings of the Committee may be convened by the Chairman or by any four members of the Committee.
 - (a) The Committee may meet together for the despatch of business, adjourn and otherwise regulate their meetings as they see fit. The Committee may conduct the meetings by telephone, or by whatever means desired, without a Committee member being in the physical presence of another Committee Member or other Committee Members.
- 26.3 Notice shall be given to members of the Committee of any special meeting specifying the general nature of the business to be transacted and no other business shall be transacted at such a meeting.
- 26.4 Any six members of the Committee constitute a quorum for the transaction of the business of a meeting of the Committee.
- 26.5 No business shall be transacted unless a quorum is present and if within half an hour of the time appointed for the meeting a quorum is not present the meeting shall stand adjourned to the same place and at the same hour of the same day in the following week unless the meeting was special meeting in which case it lapses.
- 26.6 At meetings of the Committee:-
 - (a) the Chairman or Acting Chairman shall preside; or
 - (b) in their absence, the Administrator shall preside; or
 - (c) if the Administrator is absent, such one of the other persons in attendance shall be chosen by the members of the Committee present.
- 26.7 Questions arising at a meeting of the Committee or of any sub-committee appointed by the Committee shall be determined on a show of hands or if demanded by a member, by a poll taken in such a manner as the person presiding at the meeting may determine.
- 26.8 Each member of the Committee present at a meeting of the Committee or any member of any sub-committee appointed by the Committee is entitled to one vote and, in the event of an equality of votes on any one question, the person presiding may exercise a casting vote.
- 26.9 Written notice of each Committee meeting shall be served on each member of the Committee by delivering it to him at a reasonable time before the meeting or by sending it to him by pre-paid post addressed to him at his usual or last known place of abode at least six business days before the date of the meeting.
- 26.10 Subject to sub-clause 26.4 the Committee may act notwithstanding any vacancy on the Committee.

ADMINISTRATOR'S DUTIES

- 27.1 The Administrator of FFA or his nominee shall keep minutes of the resolutions and proceedings of each General meeting and each Committee meeting in books provided for that purpose together with a

record of the names of persons present at Committee meetings.

27.2 In the absence of the Administrator or his nominee, a member of the Committee shall be chosen by the members of the Committee present at the meeting to act in his place.

28.1 The Administrator or his nominee of FFA:-

(a) shall collect and receive all monies due to FFA and make all payments authorised by FFA; and

(b) shall keep correct accounts and books showing the financial affairs of the Association with full details of all receipts and expenditure connected with the activities of FFA.

28.2 The accounts and books referred to in sub-clause 28.1 shall be available for inspection by members.

REMOVING COMMITTEE MEMBERS

29.1 FFA in general meeting may by resolution remove any member of the Committee before the expiration of his term of office and appoint another member in his stead to hold office until the expiration of the term of the first-mentioned member.

29.2 Where the member to whom a proposed resolution referred to in sub-clause 29.1 makes representations in writing to the Administrator of FFA or the State Liaison Officer of the State in which the member concerned resides (such representations not exceeding a reasonable length) and requests that they be notified to the members of FFA in that State, the Administrator, or failing him the State Liaison Officer, may send a copy of the representations to all members of the Committee and to each member of FFA in that State or, if they are not sent, the member may require that they be read out at the meeting.

CHEQUES

30. All cheques, drafts, bills of exchange, promissory notes and other negotiable instruments shall be signed by the Administrator and any one member of the Committee, or any two members of the Committee.

SEAL

31.1 The Common Seal of Formula Ford Association Inc. shall be kept in the custody of the Administrator.

31.2 The Common Seal shall not be affixed to any instrument except by the authority of the Committee and the affixing of the Common Seal shall be attested by the signatures either of two members of the Committee or of any one member of the Committee and the Administrator or of one member of the Committee and the Public Officer.

ALTERATION OF RULES AND STATEMENT OF PURPOSES

32. These rules and the statement of purposes of FFA shall not be altered except in accordance with the Act.

NOTICES

33.1 A notice may be served by or on behalf of FFA upon any member either personally or by sending it by

post to the member at his address shown in the Register of members.

33.2 Where a document is properly addressed pre-paid and posted to a person as a letter, the document shall, unless the contrary is proven, be deemed to have been given to the person at the time at which the letter would have been delivered in the ordinary course of post.

WINDING UP OR CANCELLATION

34. In the event of winding up or cancellation of the incorporation of the Association, the assets shall be disposed of in accordance with the provisions of the Act.

RECORDS AND FUNDS

35. Except as otherwise provided in these Rules, the Administrator shall keep in his custody or under his control all books, documents and securities of FFA.

36. The funds of FFA shall be derived from entrance fees, annual subscriptions, donations and such other sources as the Committee determines.

COMPETITION AND CARS

37.1 All Formula Ford racing cars being the property of a member of FFA shall be the subject of a Certificate of Origin.

37.2 Certificates of Origin shall be issued to the member by the Administrator on application by the member and after payment of the fee prescribed by the Committee from time to time.

38. No person shall be permitted to compete in any CAMS authorised competition in a Formula Ford racing car unless he is a member of FFA and his car, or the car which he is driving, has been issued with a Certificate of Origin.

2009 FORMULA FORD 1600

TECHNICAL REGULATIONS

From time to time, clarification of various Regulations may be required. This can ONLY be given with the prior written approval of CAMS and any such changes will be advised, IN WRITING, to all Members.

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Formula Ford has been adopted by CAMS as its progressive level open wheel circuit racing formula. CAMS is ultimately responsible for the approval of the regulations and changes thereto, and responsible for publishing the regulations via the CAMS Manual and associated bulletins as necessary. The Formula Ford Association Incorporated (FFA) is recognised by CAMS as the sole entity representing competitors in Formula Ford 1600 competition.

CAMS will consult with the FFA exclusively regarding the maintenance and/or proposed changes to the Formula Ford 1600 technical regulations.

The FFA will be responsible for consultation processes within its membership and with other interested parties as may be appropriate from time to time.

Vehicles shall conform with the General Requirements of Automobiles as laid down in Section 6 of the CAMS Manual and these regulations.

Prior to being issued with a log book, each Formula Ford car must be issued with a certificate of origin. For details of the certificate of origin please contact the FFA.

These regulations shall be effective from 1 January 2008, until further notice.

I. DEFINITION

FORMULA FORD 1600 is open to single-seater cars with open coachwork as defined by CAMS and complying with its Vehicle Regulations, using standard 1600cc crossflow engines of the types described in Article 2 below (refer also to Schedule A, B & C and the specifications for 1st Category - Racing Cars).

2. ENGINE

2.1 Only the Ford 1600cc crossflow unit fitted to the Capri XL and the Escort Ghia (1975) is permissible. See Ford Motor Co. of Australia

Bulletins: "1971 Capri" (January 1971) and "1975 Escort Ghia" (October 1974).

The nominal bore will be 81mm & stroke 77.62 mm

2.2 Engines will be mounted upright, and aligned fore and aft in the chassis, save that cars manufactured prior to 1 January, 1988, and complying with the requirements published in the 1987 FFA Handbook, may continue to race until further notice.

2.3 **The addition of any material**, be it metal, plastic or composite etc, by any means be it welding, bonding, encapsulation or encasement to any component is prohibited. However, specific repair of castings may be allowed with written approval of a FFA Technical Commissioner.

2.4 Balancing of reciprocating and rotating parts is permitted only by the removal of metal from locations so provided by the manufacturer.

2.5 Non-standard rocker covers are permitted provided that they in no way improve the performance of the engine. Water passages are not permitted in rocker covers.

2.6 Standard valve spring retainers must be used. Only single valve springs are permitted. Shims are permitted, otherwise valve springs are free.

2.7 Pushrods, rockers, tappets, pedestals & shaft must remain standard. Re-profiling of the valve stem contact pad on the rocker arm is permitted, provided that the maximum specified lift at the spring cap is not exceeded. No polishing, profiling, lightening or other modification to the standard part is permitted, save that the rocker pedestals may be shimmed (with a parallel strip of steel) to compensate for the surfacing of the cylinder head.

Cam followers may be replaced by after-market units of equivalent design & standard dimensions.

2.8 Carburettor

Type: Weber 32/36 DGV or DGAV (from 1600 GT Kent or 2000 NE Engine).

Number on engine:	1
Number of main venturi:	2
Max. dia. of main venturi:	26.0/27.0 mm
Max. dia. of carb. outlet to inlet manifold	32.0/36.0 mm

It is permitted to change jets, open both throttles together, remove cold start devices and diffuser bar, fit internal and external surge compensation pipes and to remove or modify the power valve system to accommodate such pipes. It is permitted to remove the seals from emission control carburettors.

No other modifications are permitted.

Chokes must remain standard & no polishing or re-profiling is permitted. Any means of reducing intake air temperature is prohibited. Any form of water injection is prohibited.

Carburettor to inlet manifold gasket: Ford part No 1663371, Ford part no. XE 9447A or Ford part No. 76XF 9447AA. Maximum thickness 6.7 mm

The air cleaner may be removed or replaced and a trumpet fitted.

2.9 The **exhaust system and manifold** are free, subject to their compliance with the vehicle dimension restrictions laid out in figure 1 of these regulations.

A muffler complying with the requirements of CAMS must be fitted at all times during practice and racing.

2.10 The **lubrication system**, external to the engine, is free. Existing standard production oilways, linings or oil grooves may be enlarged or reduced but no additional ones are permitted. Standard friction surfaces must remain unchanged.

Dry sump is permitted: Oil coolers are free.

2.11 A liquid **cooling system** is mandatory. Radiator and water pump are free, save that the water pump must be in the original location

The radiator if housed in or incorporating a cool air scoop or deflector must comply with the bodywork regulations.

2.12 The only permitted **camshaft** is a Ford production camshaft or a billet camshaft, registered through the Formula Ford Association Inc, being part no. FFAC1 - nnn (*nnn representing a three-digit number unique to each individual camshaft*) which number is stamped on the camshaft.

The camshaft will be ground from a master cam approved by CAMS and held by the FFAI. Each unit will be the subject of a "cam doctor" report.

The min. base circle diameter will be 25.900mm.

"Tuftriding" or "Parkerising" is permitted. Shot peening, shot blasting or polishing are prohibited. Offset dowels are permitted.

Notwithstanding anything else in this Regulation, modification of the camshaft is expressly prohibited.

Camshafts may be tested & measured on an approved "cam doctor" as nominated by FFAI or CAMS & may be compared with the original report for that camshaft &/or with a report from the master camshaft.

- Max. permitted lift at the top of the pushrod:
 - inlet **5.917mm**
 - exhaust **5.943mm**
- Maximum permitted lift at the spring cap:
 - inlet **9.042mm** with zero tappet clearance:
 - exhaust **9.093mm**

Measurement of Lift

Where any engine valves, up to a maximum of two being inlet and/or exhaust, are found to have lift in excess of that permitted, then the lift on all four inlet valves or all four exhaust valves is to be added and divided by four. The average lift as determined may not exceed that permitted for the relevant valve. If more than two valves are measured as having excess lift, then the foregoing does not apply and the engine is prima facie ineligible.

2.13 A standard **crankshaft** must be used. Localised spot machining of the outer (ie, larger) circumference of the counterweights, or the outer face of the inner (ie, smaller) circumference of the big end surfaces may be undertaken only to achieve balance.

Crankshafts may be ground to reclaim damaged surfaces in accordance with normal reconditioning procedures, provided always that the stroke is standard.

Tuftriding, shot peening and shot blasting are permitted. Polishing is prohibited.

Minimum Weight:**11.1kg**

Crankshaft pulley is free as is the toothed belt drive. It is not permitted to alter the number of bearings or fit bearings of less than standard production width.

Standard oversize & undersize bearings are permitted.

Main bearing cap bolts may be replaced by ferrous bolts of similar type and dimension.

It is permitted to dowel the **rear crank seal housing** and to machine the rear seal housing to allow external removal and fitment of the seal.

2.14 The **flywheel and clutch pressure plate assembly** must be standard components. The **ring gear** is free but must be directly fitted to the flywheel and must have a minimum ID of 215mm.

It is permissible to mill or machine the flywheel only to achieve minimum weight and balance.

For rectification the clutch mating face may be resurfaced. It is permitted to use a similar pattern replacement clutch (ie, conventional single diaphragm spring) driven plate with more than one shock absorber spring. Organic friction material only is permitted.

Racing clutches are prohibited.

Flywheel bolts are free. Locating dowels are permitted. The addition of a single flat washer under the head of each bolt is permitted. Maximum dimensions for these washers are:

ID:	9.7mm
OD:	16mm
Thickness:	2.5mm

It is permitted to secure the starter ring to the flywheel.

Flywheel and clutch assembly (ie, complete unit, including flywheel to crankshaft mounting bolts) minimum permitted weight: **11.79kg**

2.15 The maximum compression ratio will be controlled as follows:

- minimum combustion volume in piston 41 cc (with piston at TDC in cylinder & no account taken of volume down to top piston ring), measured in "as run" condition (e.g., without removal of carbon);
- standard Ford cylinder head gasket part no. 781 M6051 AA, 931M6051AA or ACL Part No. AS 590; minimum compression thickness, 0.85mm; minimum diameter of cylinder aperture, 82.5mm;
- pistons must not protrude above the cylinder block face at TDC. The cylinder block surface may be machined;
- maximum permitted protrusion of the valves into the combustion chamber: 1.2mm;
- notwithstanding the requirements herein & in other relevant regulations, including those of cylinder head, pistons, cylinder blocks etc, engines prepared for competition in accordance with the eligibility requirements published in the 1987 FFA Handbook may continue to race until further notice provided such engines comply with all such requirements. It is not permissible for engine specifications to be selected from both these & earlier Regulations.

2.16 It is permissible to reshape inlet and exhaust ports by removal of metal within limits.

Any chamfering of ports at manifold faces will be included in port measurements. Addition of material in any form is prohibited.

Maximum port diameter at inlet manifold face:

inlet **36.12mm**

exhaust **29.41mm**

Inlet and exhaust port diameter may be exceeded in isolated spots if the original casting is visible and untouched at the gasket face.

2.17 It is permitted, as a means of repair, to replace damaged valve guides to standard dimensions, and to fit hardened valve seat inserts, with a maximum depth of 8.5mm.

It is permitted, as a means of repair, to replace damaged cylinder bores with cast iron cylinder liners, all to standard dimensions.

Localised machining of the **cylinder block** is permitted to allow fitting of a dry sump system.

The crankcase breather may be altered or removed, but all breathers must discharge to a catch tank. The block may be machined to maintain deck height.

Pedestal and cylinder head bolts may be replaced by ferrous bolts of similar type and dimension.

2.18 Standard Ford production **inlet manifold** for 1600 GT Kent engine, unmodified in any way must be used; save that it is permissible to match the manifold ports to the cylinder head ports by machining the manifold ports to a distance not exceeding 35mm from the manifold head inner face, including polishing.

The mounting holes of the inlet manifold may be enlarged and/or bushed to achieve adjustment. Dowelling of the inlet manifold to the cylinder head is permitted.

The carburettor seat face may be machined to horizontal in the fore and aft plane, save for those cars exempted in Regulation 2.2 which may have the carburettor seat face machined to the horizontal in all planes.

The water passage in the inlet manifold may be blanked off or plugged.

The manifold may be machined externally sufficiently to clear the throttle mechanism in the case of both throttles being opened together.

The thickness of the inlet manifold to cylinder head gasket Ford part no. EEG 64, 931M9441AA or ACL part no. JA 613B must be no more than 0.86mm.

The **brake vacuum entry** in the inlet manifold may be blanked off or plugged. Other than as provided above, manifolds must remain standard.

2.19 **Pistons** must be standard Ford production pistons unmodified in any way except for balancing and as detailed herein.

All three **piston rings** must be fitted, which must be of standard production or similar pattern replacements, ie; the compression rings must be one-piece, single-material type with conventional plain gaps. Chromium plating of the top ring is optional. The oil control rings must be either single-piece twin land or apex three-piece (two rails and an expander) type.

Molybdenum-faced top compression rings are permitted.

Machining of the top and bottom of the crown (including the bowl) & the gudgeon pin bosses of the piston to achieve volumetric and weight balance and minimum weight is permitted.

Minimum weight complete with pistons rings and gudgeon pin: **520g**

Weight of gudgeon pin:**113g**

2.20 **Valves** must remain standard. No re-profiling or polishing is permitted. The original 45° seat angle must be maintained.

Distance apart at the centres: **39.12 ± 0.5mm**

Maximum face diameter: inlet **39.62mm**

exhaust **34.00mm**

Valve stem seals are optional.

Valves with oversize valve stems are permitted, provided that they either are standard Ford Motor Co. replacement parts or FFA replacement parts, identified with the marking FFAu, available from the Formula Ford Association.

2.21 **Connecting rods** must be standard Ford parts. Machining is permitted to remove metal from the balancing bosses on the big end cap & at the little end to achieve balance only. Polishing is prohibited. Connecting rod bolts may be replaced by ferrous bolts of similar type and dimension.

Min. weight (including bolts and small end bearing): 640g.

2.22 The timing chain cover may be altered or replaced. The timing chain tensioner and tensioner pad may be replaced with an after-market component, provided the replacements are of similar design and operate in an identical manner to the original component. Mechanical tachometer drives may be fitted.

2.23 The **use of non-standard replacement** fasteners, nuts, bolts, screws, studs and washers which are not connected with or which do not support any moving parts of the engine or its compulsorily retained accessories is permitted.

Gaskets are free and must be of approximate production thickness except for the cylinder head, carburettor to inlet manifold, and inlet manifold to cylinder head gaskets which must be of standard Ford manufacture for the engine.

Pump, fan and generator drive pulleys and their retention bolts, washers and belts are free.

The use of thread locking compounds is permitted.

Any process of **cleaning** may be used providing the surface finish on any component which must remain standard is not affected.

Forced induction e.g., supercharging, is prohibited.

3. FUEL SYSTEM

3.1 Only the standard mechanical fuel pump or an after-market unit with similar dimensions and operation and fitted in the original location for the engine is permitted.

3.2 Fuel **pipes** are free.

3.3 Fuel **cooling radiators** are not permitted.

3.4 Fuel **tanks** are free.

Maximum capacity of fuel tank: 41 litres.

3.5 Only **fuel** as defined in Schedule G may be used unless otherwise specified by CAMS.

4. TRANSMISSION

4.1 The gearbox must contain not more than four forward gears and include an operable reverse gear, capable of being engaged by the driver whilst normally seated.

Gear selection mechanism must be mechanical in operation. Electronic, sequential, hydraulic or pneumatic systems are prohibited.

Notwithstanding, cars which are the subject of a Certificate of Origin dated prior to 1 January 1988, and fitted with gearboxes incapable of carrying a reverse gear may continue to race without an operable reverse gear until further notice.

4.2 The **ratios** are free.

4.3 **Rear-wheel** drive only is permitted.

4.4 Final Drive **Ratio** is free

Torque biasing, limited slip and locked differentials are prohibited. The use of non-ferrous material in differential components is prohibited, save that the Thrust Washer, Hewland Part No. HC8-214-5R, manufactured from plastic, is permitted.

5. CHASSIS

From 1 January, 1999, all new Formula Ford chassis will be required to be constructed incorporating lateral protection structures as prescribed as follows:

A lateral protection structure is defined as continuous panels whose projection on a vertical

plan parallel to the longitudinal axis of the car shall be at least 15cm high, shall extend on either side of the car, at a minimum distance of 55cm from the car's longitudinal centre line between at least the transverse planes passing through the fuel tank rear face and the frontal extremity of the minimum cockpit overall opening length, and at a minimum distance of 35cm from the car's longitudinal centre line between at least the transversal planes passing through the above extremity and the front rollover bar hoop.

These panels shall be made from a composite material of 30cm² minimum cross section with a honeycomb core in metal or nomex giving adequate resistance to compression. The external skins shall be of aluminium alloy or plastic of a minimum thickness of 0.5mm or made up of another assembly of materials of equivalent efficiency. The panels must be securely attached to the bottom and at the upper extremity to the main structure of the car in such a manner as to ensure absorption of a lateral impact.

The radiators may play the role of protective panels or of transversal struts.

The periphery of the bodywork covering the lateral protection structure, when viewed from below, must be curved upwards with a minimum radius of 5cm, and a maximum radius of 7cm with the exception of air entry and exit openings into the lateral protection structure. The floor of the side pod must reflect the plan of the upper surface.

The floor is to be in the same plane as the undertray in both directions, ie transverse and longitudinal, subject to all points being within 2.54cm of any flat plane situated under the car (see 5.1 below).

Chassis with a Log Book issued prior to 30 June 1998 and constructed in accordance with the relevant regulations published in the 1997 and 1998 editions of the CAMS Manual of Motor Sport may continue to race until further notice, subject to their continued compliance with these regulations.

5.1 The chassis must be of tubular steel construction with no stress-bearing panels except bulkheads & undertray; curvature of the undertray must not exceed 2.54cm.

Monocoque chassis construction is prohibited. Stress-bearing panels are defined as sheet metal affixed to the frame by welding, bonding or rivets or bolts or screws which have centres closer than 15.24cm. Bodywork must not be used as stress-bearing panels.

5.2 Notwithstanding the provisions of Regulation 5.1 above, cars manufactured (and subject to a Certificate of Origin dated) prior to 1 January, 1985 and complying with the requirements published in the 1984 CAMS Manual of Motor Sport may continue to race until further notice.

5.3 The use of stabilised/composite materials using carbon and/or Kevlar reinforcement is prohibited.

5.4 No engine oil or water tubes are permitted within the cockpit.

5.5 All cars manufactured on or after 1 January, 1987, must also comply with the following:

* the internal cross-sectional area of the cockpit from the soles of the driver's feet to behind his seat shall nowhere be less than 700 sq. cm. The minimum width must be 25cm over the whole length of the cockpit. The only intrusion permitted into the cross-sectional area is the steering column;

* the driver's feet (in normal position, pedals not depressed) must be located behind a line drawn through the front wheel axis.

5.6 No part of the car, except for tyres, may be closer to the ground than 40mm. This measurement will be taken with the driver seated at the steering wheel, the car in race trim and with the wheels pointed straight ahead.

6. WHEELS AND TYRES

6.1 Wheels must have a diameter of 13" and a maximum rim width of 5.5". They must be of either steel or alloy construction.

- Steel wheels must be of conventional construction utilising welding and/or riveting to attach the steel rim to the centre, which must also be of steel.

- Alloy wheels must be manufactured entirely from a single casting of aluminium alloy (not less than 90% aluminium content) and be mass produced in Australia, SAVE THAT OZ Racing Wheels, model Formula Junior – F1, part no 01478001, are permitted.

Steel reinforcements around the mounting holes are permitted.

6.2 For safety reasons, it is strongly recommended that weekly checks are carried out and that wheels are renewed at least once every year.

6.3 The make, type, specification and dimensions of the tyres permissible for use in Formula Ford racing shall be advised from time to time.

The permissible tyres are: Avon ACB10 SemiSlick compound cross ply

Front	7317 MX	6.0/21.0 x 13
Rear	7319 MX	7.0/22.0 x 13

6.4 At the start of any race or timed official practice the depth of tread must be at least 1mm, save that isolated flat spots may not render a tyre ineligible.

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

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

7. STEERING GEAR

The complete steering system is free.

8. BRAKES

The complete braking system is free, save that:

- it must be a dual system;
- only calipers and/or caliper pistons made predominantly from ferrous material are permitted.
- only brake discs made predominantly from ferrous material are permitted.
- cross-drilling of brake discs is prohibited

9. SUSPENSION AND RUNNING GEAR

9.1 All parts of the suspension system must be of steel or ferrous material, with the exception of bellcranks, tracking or alignment arms, hubs, hub adaptors, hub carriers, bearings and bushes, spring caps, abutment nuts and anti-roll bar links.

9.2 Active suspensions are prohibited, as is any system which allows control of the flexibility of the suspension springs, shock absorption and trim height whilst the car is moving.

9.3 The use of titanium is prohibited.

9.4 Shock absorbers are free, save that vehicles cannot be fitted with more than four, ie, no more than two at the front and rear.

Interconnection of fluid between units and mechanical interconnection between front and rear units is not permitted.

10. ELECTRICAL EQUIPMENT

10.1 **Generator** is optional.

10.2 **Distributors** are free provided that they retain the original drive and location. The distributor is defined as the component which triggers the LT current and distributes the HT ignition current.

The ignition timing may be varied only by vacuum and/or mechanical means.

It is prohibited to use any other method or component to trigger, distribute or time the ignition. It is permitted to mount a simple indicating pointer to the engine to facilitate the timing of the distributor with respect to the crankshaft/flywheel.

Transistorised ignition is not permitted.

The use of a rev-limiter is optional. If used, a rev-limiter must only have three wires, one of which must be an earth.

10.3 A starter motor, capable of starting the engine at the start of and during an event, must be fitted.

II. BODY

11.1 Any **device** designed to

aerodynamically augment the downthrust on the vehicle is prohibited. These devices specifically include aerofoils, venturi tunnels, skirts, nose fins and spoilers of any kind. Integration of aerofoils and spoilers by design or the mismatching of bodywork and/or chassis panels and members is also prohibited.

11.2 The **upper rear** bodywork (located above the wheel centreline) is permitted to extend rearwards for a maximum of 375mm from a line drawn through the rear wheel axis. The maximum height at any part wider than 110cm ahead of the front wheels is not to exceed the front wheel rim height.

11.3 The **shape** of the bodywork behind a vertical line drawn from the highest point of the roll-over bar must not include any reflex curves or flat surfaces which are capable of augmenting downthrust.

11.4 The **lower rear** bodywork (located below the wheel centreline) is only permitted alongside and beneath the engine and may only extend from behind the cockpit to a line drawn through the rear wheel axis. The incorporation of suspension or other fairings in this bodywork is prohibited.

11.5 It is not permitted to construct any suspension member in the form of an aerofoil or to incorporate a spoiler in the construction of any suspension member.

The use of suspension fairings separate from this bodywork is prohibited.

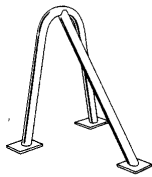
11.6 The use of composite materials using carbon fibre reinforcement is prohibited

11.7 Roll Over Protection. A Roll Bar is required to be fitted behind the driver's head. It must be configured so that the top of the driver's helmet is 50mm vertically below the top of the Roll Bar, and at least below a line drawn from the top of the roll hoop to the top of the front bulkhead (see points 1 and 2 on the diagram accompanying the table of dimensions).

The Roll Bar must be either:

1. made from 38mm x 2.5 mm cold drawn seamless tubing, and comply with the configuration shown as Type 1; or

2. an alternative design capable of withstanding a vertical load of 36.4 kN and a load of 26.7 kN applied at the top of the roll bar and directed horizontally to the rear. Such a design must be certified by CAMS, or another ASN.



Type 1: Solo Roll Bar

11.8 Seat belts must be fitted in accordance with the requirements of Schedule I

11.9 Nose boxes/cones manufactured in ferrous materials (e.g. steel) are prohibited.

12. WEIGHT

The minimum racing weights at any time including the driver with helmet and wearing all apparel (e.g., as at the end of a race or practice) shall be 495 kg as recorded on the scales at the circuit on the day of the meeting. Any ballast which is carried must be securely fixed (e.g. welded, riveted or bolted) and located in a position able to be readily checked.

13. ENGINE SEALING

All engines must have provision for scrutineers' wire seals – 2mm (5/64”) holes pre-drilled in readily accessible locations on installed engines must be available if requested by the scrutineers. The following are required:

Sump:	two holes through the cylinder block/sump joint flange, one either side of the engine.
Timing Cover:	at least two retaining screw heads must be cross-drilled.
Rocker Cover:	at least two retaining screw heads must be cross-drilled.
Carburettor:	at least two of the retaining nuts must be cross-drilled.
Distributor:	no special requirement

Bell housing:	at least two of the bolts fastening the housing to the engine must be cross-drilled to provide sealing of the clutch/flywheel assembly; alternatively entrants may provide for sealing of the clutch and flywheel by cross-drilling at least two of the clutch cover retaining bolts.
Inlet Manifold:	the heads of at least two of the retaining bolts must be cross-drilled.
Cylinder Head:	at least the rear exposed cylinder head retaining bolt must be drilled.

14. MISCELLANEOUS

14.1 Engine components not covered by these Regulations must remain standard and unmodified. The requirement for the use of standard parts is deemed to mean the part, as defined by the part number, prescribed by the Ford Motor Co. spare parts listing for the appropriate engine. Unless otherwise specified herein, all parts shall be “standard” parts and further, unless specifically authorised they shall not be altered in any way; and they shall be assembled and fitted in the manner intended by the Ford Motor Co.

14.2 The use of titanium, high-strength composites and similar material is prohibited

14.3 Each car may only be fitted with one data recording unit and unless otherwise specified one of each of the following sensors:

Engine Sensors	Engine RPM; Throttle Position; Coolant Temperature; Oil Pressure; Oil Temperature; Lambda.
General Sensors	Front Wheel Speed; Steering Angle; G-Force Longitudinal; G-Force Lateral; G-Force Vertical; Suspension Position (x4); Brake Line Pressure Front; Brake Line Pressure Rear; Battery Voltage; Cockpit Temperature; Beacon Input.

Random data sampling may be undertaken by the Technical Commissioner. Telemetry devices are prohibited.

Random data sampling may be undertaken by the Technical Commissioner. Telemetry devices are prohibited.

The fitment of an electronic timing device as required by the circuit timing systems is permitted. Timing transmitters must be fitted, in accordance with the manufacturer's instructions, at a position no less than 1.6 m behind the point of the nose of the car, unless otherwise directed by meeting officials.

14.4 Electronic systems (e.g., radio, mobile phone etc), designed to provide communication between car and pit during competition, are not permitted.

14.5 Competition Nos & Backgrounds
All competitors (save historic and older cars as provided below) in all competitions shall use competition numbers and backgrounds of common design and size.

The backgrounds shall be white, rectangular & defined by a 3mm black border. The background including border shall measure 190mm x 230mm. The numbers shall be 165mm high, black, of the typestyle known as ZURICH BOLD (example shown here):

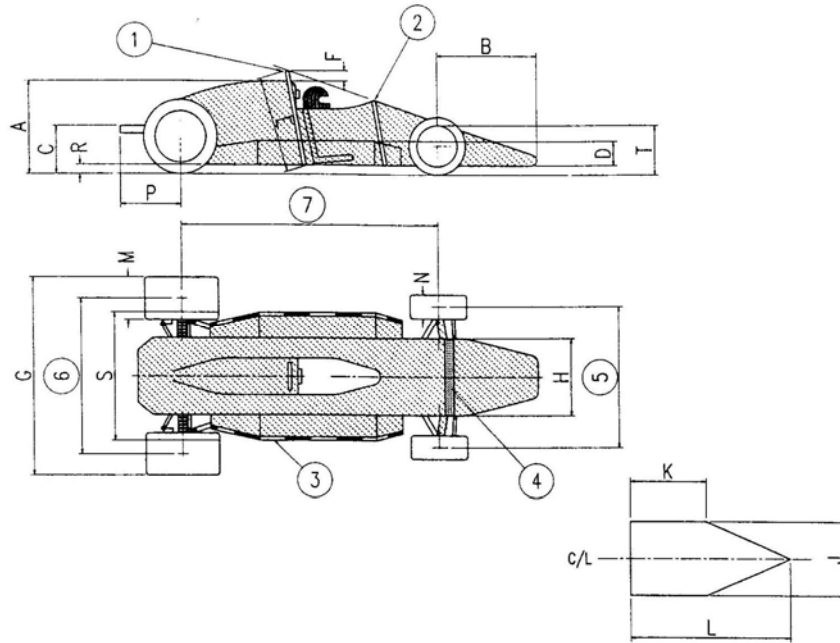
1 2 3 4 5 6 7 8 9 0

Each car must display its competition number in three locations: on the nose of the car, in a location visible to a person standing directly in front of the car at a distance of at least 10m; and one on each side of the car at a position between the rear of the driver and the leading edge of the rear wheel, at a minimum height of 300mm above the bottom of the car and above any sidepods.

Competitors in historic and older cars constructed without engine covers are required to display the side backgrounds and numbers on the side of the car in the most prominent position possible.



Table of Single Seater dimensions



- | | |
|---------------------------------|----------------------------------|
| 1. Safety roll over bar | 2. Substantial support structure |
| 3. Lateral Protection structure | 4. Substantial structure |
| 5. Front track | 6. Rear track |
| 7. Wheelbase | |

Notes

- Maximum height is measured with the driver aboard.
- Maximum height excludes safety roll-over bar on which there is no maximum height.

Single Seater dimensions – refer to drawing

(A)	Maximum body height measured from ground	900
(B)	Maximum front overhang from front wheel axis	1000
(C)	Exhaust height measured from the ground	600 Max
(D)	Minimum height of Lateral Protection Structure	150
(E)	Minimum safety roll-over bar length in line with drivers spine	920
(F)	Minimum allowed helmet clearance	50
(G)	Maximum width	1850
(H)	Maximum body width behind front wheels	950
(J)	Minimum cockpit opening	450
(K)	Minimum cockpit parallel opening length	300
(L)	Minimum cockpit overall opening length	600
(M)	Maximum rear wheel width	5.5 inch
(N)	Maximum front wheel width	5.5 inch
(P)	Maximum exhaust length from rear wheel axis	600
(R)	Minimum ground clearance	40
(S)	Maximum width including lateral protection structure	1300
(T)	The maximum height of any part wider than 1100mm ahead of the front wheels is not to exceed the front rim height	

Minimum wheelbase 2000
 Minimum track 1200
 Wheel diameters 13 inch

ALL dimensions in **mm** unless specifically stated



Exclusive Australian Distributors

GORDON LEVEN MOTORSPORT TYRES

133 Russell St Emu Plains NSW 2750 Australia
Phone 61 2 4735 4500 Fax 61 2 4735 2698
Mobile 0407 35 4500 Email gordon_leven_tyres@hotmail.com

AVON ACBIO FORMULA FORD CONTROL TYRE

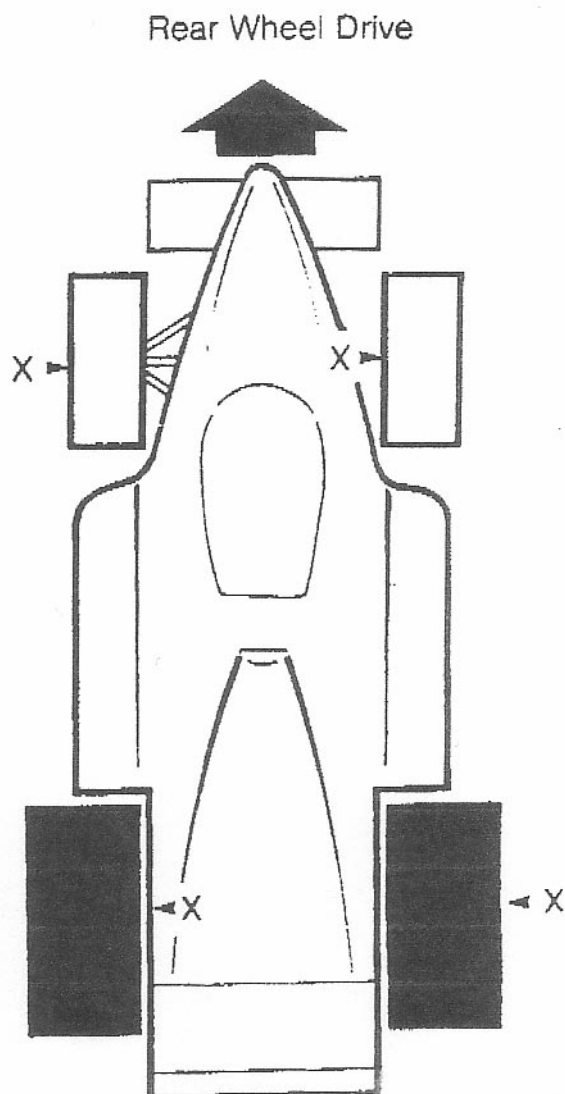
FORMULA FORD I600 TECHNICAL DETAIL

	FRONT TYRE	REAR TYRE
Spec. Number:	7317MX	7319MX
Nominal Size:	6.0/21.0x13	7.0/22.0x13
Pattern:	ACB10	ACB10
Rim:	5.5"	5.5"
Overall Diameter:	20.80" (528mm)	21.95" (561mm)
Tread Width:	6.00" (152mm)	7.00" (178mm)
Section Width:	7.25" (184mm)	8.13" (206mm)
Suggested Pressure (cold)	15psi (1-02bar)	15psi (1-02 bar)
Suggested Pressure (hot)	19psi (1-29bar)	21psi (1-43bar)
Suggested static Camber:	-1.25/-1.5 deg	-0.75 deg

**To ensure consistency of wear and performance
it is strongly recommended that all
AVON RACING TYRES
are gently "SCRUBBED IN" for some laps before being raced.**



FITTING INFORMATION DIRECTION OF ROTATION



X = Colour Code and/or specification number, located on the sidewall of the tyre

2009 FORMULA FORD SERVICE DIRECTORY

The Directory has been prepared from information supplied by the various companies. Whilst every effort has been made to check the information, the Association accepts no responsibility for any errors or omissions. There may well be suppliers not included.

ASSOCIATED MOTOR SPORT SERVICES

RP MOTORSPORT DEVELOPMENTS P/L

(Gear Box Ratios)

Unit 3, 78-80 Bayfield Rd.

Bayswater VIC

Ph: 0407 951 990

Fax: 03 9874 6606

E: Robert@rpmotorsportdevelopments.com.au

Web: www.rpmotorsportdevelopments.com.au

EASTERN RACEPARTS MOTORSPORT SUPPLIES

(Recognised HEWLAND Agent)

Mobile: 0417 274 507

Email: easternraceparts@hotmail.com

GMP RACING PRODUCTS

37A Fenton St. Oakleigh VIC 3166

Ph: 03 9543 6222

Fax: 03 9543 6244

WebSite: gmpracingproducts.com.au

Email: @gmpracingproducts.com.au

REVOLUTION RACEGEAR

Outlets all around Australia and New Zealand

Phone 1800 804 778 (FREE CALL) for the address of your local store

CAMS LTD. NATIONAL AND STATE OFFICES

Website: www.cams.com.au

National:

851 Dandenong Rd. Malvern East VIC 3145

(P.O. Box 147, Caulfield East VIC 3145) Ph: 03 9593 7777

Fax: 03 9593 7700

Email: info@cams.com.au

Queensland:

Cnr Castlemaine & Caxton Sts, Milton 4064

(P.O. Box 1859, Milton QLD 4064)

Ph: 07 3368 2911

Fax: 07 3368 2378

Email qld@cams.com.au

New South Wales:

6A Figtree Dve Sydney Olympic Park NSW 2127
(P.O. Box 4025, Parramatta NSW 2150)

Ph: 02 9635 1366

Fax: 02 9635 8537

Email: nsw@cams.com.au

Victoria:

851 Dandenong Rd. Malvern East VIC 3145
(P.O. Box 147, Caulfield East VIC 3145)

Ph: 03 9593 7777

Fax: 03 9593 7700

Email: vic@cams.com.au

Tasmania:

136 Davey St. Hobart TAS 7000

Ph: 03 6224 0420

Fax: 03 6223 7952

Email: tas@cams.com.au

South Australia:

3/43 King William St. Kent Town SA 5067

Ph: 08 8232 4855

Fax: 08 8232 4818

Email: sa@cams.com.au

Western Australia:

Suite 7, 21 Wanneroo Rd. Joondanna WA 6060

(P.O. Box 265, Osborne Park WA 6917)

Ph: 08 9444 3188

Fax: 08 9444 3688

Email: wa@cams.com.au

MEMBER HOTLINE

Ph: 1300 883 959

ON LINE CAMS MANUAL

www.camsmanual.com.au

CHASSIS MANUFACTURERS AND AGENTS

Comtec Spirit (United Kingdom)

Anglo Australian Motor sport
Ph. /Fax. 02 9838 7979

Listec (Australia)

Paul Liston
Ph (02) 9973 2486

Mygale (France)

G-Force Motorsport
Ph: 03 9580 7047
Fax: 03 9580 7050

Spectrum (Australia)

Borland Racing Developments
Ph: 03 9580 5236
Fax: 03 9580 5331
Website: www.borlandracing.com

Van Diemen (United Kingdom)

www.vandiemen.co.uk

CIRCUITS

QUEENSLAND

Morgan Park Raceway

PO Box 16, Warwick QLD 4370
Ph: 0408 718 866
Website: www.morganparkraceway.com.au

Queensland Raceway

Motorsport Queensland P.O. Box 100
Amberley QLD 4306
Ph: 07 5461 9100
Fax: 07 5461 9111
Website: www.queenslandraceway.org.au

NEW SOUTH WALES

Eastern Creek

Australian Racing Drivers Club
P.O. Box 6747 DC Blacktown NSW 2148
Ph: 02 9672 1000
Fax: 02 9672 0209
Website: www.eastern-creek-raceway.com

Oran Park

Oran Park Motorsport P/L
P.O. Box 23 Narellan NSW 2567
Ph: 02 4646 1004
Fax: 02 4646 1674
Website: www.oranpark.com

Wakefield Park

Wakefield Park Management
PO Box 151 Goulburn NSW 2580
Ph: 02 4722 2811
Fax: 02 4822 2812
Website: www.wakefieldpark.com

VICTORIA

Phillip Island

Phillip Island Motor Sports
RMB 500GP Cowes VIC 3922
Ph: 03 5952 2710
Fax: 03 5952 3160
Website: www.phillipislandcircuit.com.au

Sandown

Cnr. Princes Highway & Springvale Rd.
Springvale 3175 VIC
Ph: 03 9518 1300
Website: www.sandown.net.au

Winton

Benalla Auto Club
P.O. Box 249 Benalla VIC 3672
Ph: 03 5766 4235
Fax: 03 5766 4249
Website: www.wintonraceway.com.au

SOUTH AUSTRALIA

Mallala

Mallala Motorsport Park
1050 South Rd. Edwardstown SA 5039
Ph: 08 8276 7744
Fax: 08 8276 7290
Website: www.mallala.com.au

WESTERN AUSTRALIA

Barbagallo

WA Sporting Car Club
PO Box 267 Wanneroo WA 6946
Ph: 08 9306 8022
Fax: 08 9306 8539
Website: www.wascc.asn.au

COMPONENT SUPPLIERS

Borland Racing Developments

Ph: 03 9580 5236
Fax: 03 9580 5331
Email: michael@borlandracing.com
Website: www.borlandracing.com

Grant Munday Performance Parts

Ph: 03 9543 6222
Fax: 03 9543 6244
Email: @gmpracingproducts.com.au
Website: gmpracingproducts.com.au

K&A Engineering

Ph: 08 8359 4100
Fax: 08 8359 4199

RACE ENGINE PREPARATION

Cattai Industries

Ph: 02 4572 8889
Fax: 02 4572 8888

Goodman Engines

Ph: 02 6654 2676
Fax: 02 6654 1747
Email: goodies12@hotmail.com

Graham Ritter Engines

Ph: 03 9870 6233
Fax: 03 9812 6773
Mobile: 0412 068 129

Peter Larner Engines

Ph: 03 9439 8986
Fax: 03 9431 2419
Mobile: 0419 379 024
Email: larner@minerva.com.au
Web: www.larnerengines.com.au

Speedtech

Ph: 07 5594 0233
Fax: 07 5594 0176

SPARE PARTS

QUEENSLAND

Southside Ford

Ph: 07 3391 0141
Fax: 07 3393 1803

NEW SOUTH WALES

City Ford

Ph: 02 9666 5544
Fax: 02 9316 6749

VICTORIA & SOUTH AUSTRALIA

Peter Larner Engines

Ph: 03 9439 8986
Fax: 03 9431 2419
Email: larner@minerva.com.au
Web: www.larnerengines.com.au

WESTERN AUSTRALIA

Coventrys

Ph: 08 9276 0111
Fax: 08 9276 1877

TYRES

QUEENSLAND

Tyre Tech Australia

149 Abbotsford Rd. Bowen Hills QLD 4006
Ph: 07 3252 8022
Email: rslynch@optusnet.com.au

NEW SOUTH WALES

Gordon Leven Motorsport Tyres

133 Russell St. Emu Plains NSW 2750
Ph: 02 4735 4500
Email: gleven@bigpond.com.au

VICTORIA

Traction Tyres

65 Kelletts Rd. Rowville VIC 3178
Ph: 03 9764 2811
Email: andrew@tractiontyres.com.au

SOUTH AUSTRALIA

North Terrace Tyres

55 North Terrace Hackney SA 5069
Ph: 08 8362 4417
Email: bmckenna@nttyres.com.au

WESTERN AUSTRALIA

Tyreways

21 Seven Oaks St. Bentley WA 6102
Ph: (H) 08 9458 4586
Email: tyreways@westnet.com.au

WHEELS

OZ Racing Wheels

Barrie Smith Motorsport
Ph: 02 6227 0133
Fax: 02 6227 5810
Mobile: 0418 488 360
Email: barrie@bsmsport.com.au

Performance Wheels

These are available through your tyre distributor.

There are a number of links on the Formula Ford website to various suppliers. This list is regularly updated and amended.

www.formulaford1600.com.au

FORMULA FORD ASSOCIATION INC

ABN 42 015 166 048

ARBN A 0025592Y

Registered Address:

PO Box 3054, Murrumbena Vic 3163

Phone

(03) 9568 8293

Fax:

(03) 9569 1376

Email (Membership):

inquiries@formulaford.com.au

Email (Website):

info@formulaford1600.com.au

FFA Website:

www.formulaford1600.com.au

NSW Website

www.ff1600.org.au

QLD Website

www.formulafordqueensland.com.au

2009 COMMITTEE

Queensland

State Liaison Officer:

Brett Francis

Roman Krumins

Alternate

Brett Francis

07 3807 0527 BH

Greg Fahey

New South Wales

Alternate

Steve Austin

Jeff Senior

State Liaison Officer:

Grant Burford

Jeff Senior

(0412) 580 620

Victoria

Alternate

John Benson

Phil Marrinon

State Liaison Officer:

Peter Larner

Phil Marrinon

(03) 9675 8976 BH

South Australia

Alternate

Trevor Pound

(0407) 396 029 BH

Matthew Roesler

Western Australia

Alternate

John Van Leeuwen

(08) 9525 2252 BH

Brett Lupton

ADMINISTRATION

Margaret Hardy (03) 9568 8293 BH

PUBLIC OFFICER

Robert Simpson

AUDITORS

Smith Taggart, Chartered Accountants

CURRENT LIFE MEMBERS

Greig Black, Margaret Hardy, Terry Morris, Paul Mulhearn Snr, Jeff Senior and John Van Leeuwen

FORMER LIFE MEMBERS

Jack Godbehear, Paul Harrington, Doug Jacobi, John Joyce, Ian McKnight and Bill Reynolds (All Deceased)

HONORARY MEMBERS

Mr Tim Schenken (CAMS), Mr Mark Webber