



Australian Formula Ford Management Pty Ltd

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FIESTA ENGINE DISTRIBUTION SYSTEM

1. Engines arrive at Ford Australia, from the UK, and are collected by AFFM Technical Manager, Frank Lowndes. They are supplied from the factory in road engine configuration.
2. Frank allocates a four digit number to each - in sequential order, as follows:
 - a) The first two digits indicate the year of delivery to the customer, so the first batch has the prefix "05", those distributed in 2006 are identified with "06" and those distributed this year are marked "07". This prefix relates to the Ford 12 month warranty against failure of original engine components. The warranty on engines marked "05" expired at the end of 2006, those marked "06" at the end of this year and those marked "07" expire at the end of 2008.
 - b) The third and fourth numbers identify the specific engine. So far we have receive 60 engines, of which 51 have been distributed. So the engine identification numbers begin at "01" and finish at "60".
 - c) The FF identification numbers are linked to the Original Ford number and are recorded that way.
3. The road engine components are replaced with the specified Formula Ford parts, including oil pump rotors. The engines are prepared in batches, generally three at a time. This work is carried out by Frank Lowndes.
4. The engines are then checked on the approved dyno, again normally three at a time (the number which can be completed in a single day). The power output of each is required to be as close as possible, within the 2% range as originally determined. Any engine which falls outside this range (either under or over power) is set aside and not distributed until the cause of the difference is resolved. If it cannot be resolved then the engine will not be used. In such a circumstance the engine number is not re-allocated.

To date, two engines have failed to meet the specification – one overpower and the other under.

5. Once this process is completed, the engines are stored, ready for distribution as required.
6. On receipt of a confirmed order, an engine with the next available number is allocated. A packing slip, including additional components ordered, is sent to Frank so he can pack the engine in the transport box.

Delivery information is provided at the same time. This will, of course, include the customer name. The majority of the engines have been ordered through teams or third parties and we have no way of knowing which competitor will use which engine. In the case of individual orders we do have this information although, even in those situations, delivery of the engine is often to a third party not to the competitor.

The master engine records include the original purchaser and delivery address. If the engines have changed hands since their original purchase we do not have those details.

The system is designed to minimise any perceived opportunities for "favouritism" or "special treatment".

**THE DISTRIBUTION SYSTEM IS REGULARLY REVIEWED.
IF YOU HAVE ANY SUGGESTIONS FOR IMPROVEMENTS PLEASE CONTACT US.
IT IS OBVIOUSLY MOST IMPORTANT THAT EVERYONE HAS CONFIDENCE IN THE PROCESS AND ITS OPERATION**

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