



## 2010 AUSTRALIAN FORMULA FORD CHAMPIONSHIP CHAMPIONSHIP DRIVER INSTRUCTIONS

These instructions are to be read in conjunction with the CAMS National Competition Rules (NCRs), Race Meeting Standing Regulations (RMSRs), Australian Formula Ford Championship Sporting and Technical Regulations, Supplementary and Further Regulations issued for the meeting plus any Bulletins and Driver Briefing Notes issued at the meeting.

All meetings will also observe the Organiser's and CAMS Occupational Health and Safety Policy.

Any variations to these instructions will be detailed in Driver Briefing Notes at each meeting.

### **Race start procedure**

The starting procedure will be a standing start in accordance with the procedure detailed in RMSR Article 6.4 Step 1. Championship Start - (3 Minute).

The key points are:

- Observation lap will be from pit lane to the grid and care must be taken as there may be service vehicles and marshals on the track.
- After the observation lap and prior to the formation lap, there will be a 3, 2 and 1 minute signal followed by a 30 second signal.
- The pit exit will be closed at the two minute signal and any vehicles qualified to start but which have not taken their position on the grid will be required to start the race from the pit lane. Cars must be in the pit lane at the 5 second signal to qualify to start.
- When the green flag is waved, cars complete 1 formation lap with the pole position driver leading. Passing is only allowed to maintain formation.
- Any driver who is delayed leaving the grid at the start of the formation lap may not overtake another moving vehicle if their vehicle was stationary after the remainder of the vehicles had left the grid and must start the race from the rear of the field.
- When all cars are in correct grid positions at the completion of the formation lap the starter will give a five second signal after which time the red light(s) will be turned on.
- Race start is signalled by the extinguishing of the red light(s)
- Marshals with yellow flags will be positioned at regular intervals on the side of the grid. These marshals will indicate if an incident occurs or a car stalls either prior to the formation lap, the start or immediately following the start. The marshal closest to the incident and the marshals preceding the incident shall wave a yellow flag to warn drivers.
- Any driver not following the correct start procedure may be liable to a pit lane penalty and/or the matter referred to the Stewards of the Meeting.
- For various reasons it may be necessary to start a race behind the Safety Car. Details of this procedure are described in RMSR Article 6.12.

### **False starts**

The position of the front wheels in relation to the grid line will be a determining factor in respect to a false start.

- Cars must be stationary with the front tyre contact patches on or behind the grid line at the time of the start signal (the extinguishing of the red light).
- The cars must also be correctly placed on the grid in respect to their lateral position.

### **Practice starts**

- Practice starts will only be permitted at the pit lane exit or at the start of any formation lap.

## Pit lane

- A pit lane speed limit of **40 km/h** will apply at all times.
- Pit lane penalties will generally be drive through penalties. However, be prepared to stop if so directed by an official. No work may be carried out on the vehicle during a pit lane penalty.
- A stationary blue flag will be displayed at the pit exit to warn vehicles exiting the pits that there are vehicles on the pit straight.
- Any work carried out on Cars in the pit lane is to occur only in their designated pit bay.
- Penalties will apply for crossing blend lines when entering or exiting the pit lane.

## Driving standards

Drivers must abide by the CAMS Code of Driving Conduct as detailed in RMSR Article 7.

The following matters are brought to your attention:

- Weaving on the straight is not permitted. The straight is for overtaking, not for blocking.
- Consistent blocking by driving up to the inside of corners is not authorised save at the end of a race when some discretion may be tolerated.
- If you wish to go off the usual racing line, care must be taken so as not to interfere with a car attempting to overtake. Once committed to an alternative line, you must remain there.
- When overtaking the onus, in general, is on the driver behind to complete the manoeuvre safely. Do not expect the car in front to give way if you are only part way past. As an indicator, the front of the overtaking car must be at least half way along the car in front at the normal turning point. However, both cars should allow each other racing room.
- Cars being lapped in races must allow the faster driver past at the first realistic opportunity. If this does not occur waved blue flags will be displayed. Any driver who appears to ignore the blue flags will be reported to the Stewards of the Meeting.
- If you go off the track, care must be taken before rejoining to ensure you do not interfere with other drivers.
- Forceful driving, such as deliberately pushing cars off the track will not be tolerated.
- Cutting corners, shortening the course and consistent driving over the back of kerbs is not allowed.
- The bad sportsmanship flag may be used as a warning if drivers are not respecting the Driving Code and/or the matter may be referred to the Stewards of the Meeting. Further offences may result in a Car being black flagged for a pit lane penalty or exclusion from the session. This may also include cancellation of relevant lap times.

## Flag signals

It is the drivers' responsibility to observe the flag signals and act accordingly. See Appendix H of the CAMS Manual of Motor Sport for details.

- Be aware of signals being displayed from start podium at all times.
- Slow and do not overtake in yellow flag zone until having passed the green flag.
- During red flag periods slow as much as possible and be prepared to stop. Overtaking is not permitted. Beware of officials and service vehicles on the circuit.
- Black flag and black flag with orange disc will normally be displayed at a location around the track as well as the start podium. Proceed immediately to the pits if these flags are displayed with your vehicle number.

## Safety Car

Safety Car operation procedures are detailed in RMSR Article 6.12.

The main points are:

- Slow and do not overtake as soon as the yellow flags and SC boards are displayed.
- All cars to remain within 5 car lengths of each other and the lead car to remain within 5 car lengths of the Safety Car at all times.
- Beware of officials and service vehicles on the circuit especially at the incident site.
- When the Safety Car lights are switched off, it will have already slowed to a fixed speed which will be maintained until it enters pit lane. The leading Car must then maintain speed or accelerate to the control line. There must not be any deceleration. Cars must not overlap until they pass the control (timing) line.
- All laps behind the Safety Car will count as race laps.

## **Parc Ferme**

- Cars must proceed directly to parc ferme after the chequered flag is displayed at the end of each session unless directed otherwise by officials.
- Team members are not permitted in parc ferme.
- Cars may only be removed from parc ferme with permission of the Technical Commissioner or Chief Scrutineer.

## **Race Management Channel (RMC)**

- A minimum of one (1) senior team member for each competing automobile must monitor RMC at all times during practice, qualifying and racing.
- This team member must monitor RMC from the time the automobiles are released from the pit/paddock area or as advised by the Category Manager.
- Should there be two way radio communication between the pit crew and the driver all relevant track messages received on the RMC must be relayed to the driver.

## **Judicial**

- Where appropriate, penalties for breaches of the rules will be applied during the relevant session.
- Any alleged breach of the rules identified after the session by the Race Director/ Clerk of the Course will normally be dealt with by the Infringement Notice process as described in Appendix 1 of the RMSRs. This will also include the associated penalty.
- A "Request for Investigation" form may be completed by any Driver and submitted to the Category Manager for consideration by the Race Director and Driving Standards Advisor (as appropriate) within 30 minutes of the end of a session in which an offence is alleged to have occurred.
- Any driver or competitor advised that they are under investigation for a breach of the rules must not leave the circuit without permission of the Stewards of the Meeting.

## **Other issues**

- Always drive carefully in the paddock area.
- Drivers must be able to select reverse gear immediately to recover from an on-track incident and penalties may apply if delays occur.
- Drivers abandoning their cars must, as soon as practicable, move behind the first line of protection. Should you decide to stay in the car for safety reasons then indicate to the marshals that you are OK.

Lawrie Schmitt  
**Race Director**