



REGULATIONS AND SPECIFICATIONS FOR THE 2013 SOUTH AFRICAN SINGLE SEATER NATIONAL CHAMPIONSHIP SERIES

Updated 26/09/2012

1. REGULATIONS

All races will be held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa (MSA), these regulations, event Supplementary Regulations and Final Instructions issued by the Promoters, as well as the applicable technical regulations for Formula Volkswagen and Formula 1600.

2. CONTROLLERS OF THE SERIES

- a) MSA shall have overriding authority in all aspects of the series. The Formula Volkswagen Association (FVWA) and Formula 1600 Association (F1600A) shall be responsible for the normal administration of the series, subject to the aforementioned.
- b) The Associations will be responsible for the appointment of their respective committees, subject to MSA approval. An umbrella body will be formed comprising members from both Associations to manage the South African Single Seater Championship.

3. ELIGIBILITY OF DRIVERS

- a) All entrants and drivers must hold current competition licences issued by MSA.
- b) Competition licences for Formula Volkswagen will only be issued by MSA to fully paid up members of the FVWA who have either previously raced in a National circuit racing series (generally a minimum of 4 events) or have sufficient other racing experience to the satisfaction of the FVWA Committee and MSA Circuit Sporting Services Manager.
- c) No drivers will be eligible to compete unless they are fully paid up members of their respective Associations.
- d) Any driver wishing to make a once-off appearance in any of the race events must apply to the relevant Association's committee in writing for permission to race. Such permission may be withheld if, in the opinion of the committee, granting it is not in the interests of the series or motorsport in general.
- e) Any driver or entrant found guilty of having brought the series into disrepute may have their membership of the association suspended or even terminated by the committee, subject to the competitor's normal rights of appeal to MSA. Refer GCR 172.

4. AIM OF THE CHAMPIONSHIP

- a) To declare a SA National Formula Volkswagen Champion for 2013 (see SSR 82 i). The champion so declared shall also be accorded the title of SA Drivers Champion.
- b) To declare an SA National Formula 1600 Champion for 2013 (see SSR 82 i).

5. CHAMPIONSHIP FORMAT

- a) There shall normally be two races per race meeting with a minimum race distance of 30 km per race.
- b) For reasons of force majeure or as agreed by the committees in consultation with the race organisers, a single longer race may be run, in which case double points shall be scored.
- c) There shall be one qualifying session at any scheduled race meeting. The qualifying session shall be of at least 20 minutes duration (10 minutes per class) and shall determine the starting grids for the first and second race. The quickest lap time posted by each competitor will determine the starting order of Race 1 whilst the second quickest lap times posted will determine the starting order of Race 2.
- d) Any driver not posting a lap time during qualifying will start Race 1 from the back of the class grid. Drivers not posting a time during qualifying will be given a starting position for Race 2 based on their finishing position in Race 1 but they will not start higher than 3rd on the grid, i.e. the front row will not be changed for Race 2. Should a driver only post one lap time in qualifying and therefore not have a time for the Race 2 grid, he/she will start Race 2 from the back of the class grid.

6. PRACTICE / TESTING

- a) At the discretion of the committee, practice/testing days may be authorised for the series.
- b) Formula Volkswagen competitors will be allocated six (6) sets of tyres to practice at any circuit in South Africa during the racing season, except where a circuit is hosting the next round of the championship. This is in addition to the practice which forms part of the SRs for an event, where competitors will practice on the controlled tyres that were marked for use at the previous race meeting.
- c) Any driver participating in the Formula Volkswagen series may not practice in any form of open wheel 'wings and slicks' single seater car (F3, Formula Renault or similar) at the circuit hosting the next round of the series in the current year (see also Article 5 e). In the event of a dispute as to whether a car falls within the aforementioned definition, the decision of the FVW Association in this regard shall be final.
Any driver guilty of contravening this regulation will be precluded from participation in the following three (3) race meetings forming part of the series.
Note: This regulation does not apply to legitimate participation in any bona fide MSA-sanctioned race meeting, with the only practice permitted being as detailed in the SR's for each event.
- d) For Formula Volkswagen, if any unauthorised practice of cars is reported and proved, the guilty driver and car will be precluded from participation in a minimum of the following three (3) consecutive race meetings.
- e) For Formula 1600, inland-based competitors may practice on the inland race circuits (i.e. Kyalami, Phakisa and Zwartkops) at any time during the racing season.
Coastal-based competitors may nominate a coastal circuit (i.e. Killarney, Aldo Scribante or East London) as their 'home' circuit and may practice at this nominated circuit at any time during the racing season.
However, neither a Formula 1600 car (with any driver), nor the driver (with any other car), may practice on a coastal circuit (in the case of inland-based competitors) or on an inland circuit (in the case of coastal-based competitors) within the 30 days prior to the start of official practice for a scheduled championship event at the circuit concerned. The net effect of this is that competitors may not travel to 'away' circuits to practice within 30 days of a scheduled event.

7. SCORING OF THE SERIES

- a) The champion will be the competitor with the greatest number of points scored as at the completion of the last race of the series.
- b) See SSR 82 (i) for the minimum number of starters required.
- c) Points will be scored per class per race as follows

1 st	10
2 nd	8
3 rd	6
4 th	5
5 th	4
6 th	3
7 th	2
8 th	1

- d) Where only one race of longer duration is run, then double the number of points listed above will be scored.
- e) In addition one point will be scored for pole position for each race and one point will be scored for the fastest race lap in each race.
- f) All races will count towards the Championship. There must be a minimum of 10 starters per class for at least 60% of the race meetings making up the series for a champion to be declared – refer SSR 82 (i).
- g) All scheduled races shall count towards the final championship standings.

8. SERIES EXPOSURE AND NUMBERS

- a) The Associations will issue each competitor with a competition number. Numbers complying with SSR 4 are to be displayed on the front and both sides of the car, as per the vehicle layout supplied by the Associations.
- b) The Associations will issue competitors with a decal chart and decals, which must be strictly adhered to, failing which a competitor may not be permitted to start an event, or may be excluded from the results of an event (see also GCR's 246 and 247).

9. ONE CAR PER RACE MEETING

- a) For Formula VW, other than in the case of clause 9 (b), each competitor may only qualify and race one identified car at each race meeting. No substitute cars will be allowed after the commencement of the official qualifying session.
- b) For Formula VW, should a vehicle be extensively damaged (bodywork, not mechanical) beyond immediate repair during Qualifying or Race 1, the Technical Consultant together with the Clerk of the Course, may give permission for a substitute vehicle to be used. In this instance, the competitor will start from the back of the grid for Race 1 if the damage occurred during qualifying (subject to Art. 14 c), and from the back of the grid for Race 2 if the damage occurred during Race 1.

10. TIMING TRANSPONDERS

No competitor may take part in the practice sessions, qualifying session, warm-up or race without the official timing transponder mounted in the correct position in his/her vehicle.

11. DRIVERS BRIEFING

All drivers are required to attend the drivers briefing that is held at each event.

- a) Failure to attend will result in the offending competitor/s receiving a 5 grid place penalty for Race 1.
- b) Lateness will result in the offending competitors/s receiving a fine of up to R1000-00.

12. DRIVER CONDUCT

Refer to SSRs 45 to 66 (where applicable)

- SAFETY CAR
- DRIVERS ON THE COURSE
- RACING CONDUCT
- OVERTAKING, RULE OF THE ROAD
- SAFE DRIVING
- STOPS AT THE PITS
- PUSH START FROM PITS
- INCIDENTS, ACCIDENTS AND RETIREMENTS
- WITHDRAWAL FROM RACE (GCR 110)
- PIT ATTENDANTS

- a) Drivers may only make one (1) change of direction between exiting one corner and approaching the next corner. Any further changes of direction will be regarded as 'weaving' and offenders will be penalised accordingly.
- b) The Associations reserve the right to implement the so-called 'white line rule' outlined in SSR 50 (i) (i), selecting either one or two corners for this purpose. Drivers will be advised in advance where and when this rule will be enforced. In the event that the 'white line rule' is utilised, it shall not apply on the first and last laps of the race/s concerned.
- c) The provisions of SSR 50 i) h) are substituted with the following:
If a car has left the circuit with all 4 wheels, it shall rejoin the circuit at the nearest point to the exit from it, compatible with safety and without prejudicing a fellow competitor. Leaving the circuit (with the resultant effect of missing a corner or skipping a chicane) and in so doing gaining an advantage by effecting an overtaking manoeuvre or preventing another competitor from overtaking, requires that the advantaged competitor will be compelled to allow the following vehicle to overtake him, so as to forfeit any advantage gained. This must be done within the next 2 corners, without any re-overtaking of the vehicle allowed through before a further corner has been taken. Failure by an advantaged

competitor to forfeit the advantage gained as per the aforementioned shall render the offender liable to be penalised by the clerk of the course.

13. SAFETY EQUIPMENT AND APPAREL

Individual competitors are responsible for ensuring their own safety during competition.

The following are specific requirements:

- a) Helmets (which must fit properly and be secured at all times) must be FIA-approved and incorporate a "HANS DEVICE" or "LEATT BRACE".
- b) Fire resistant clothing (minimum 2 layer overall, gloves, racing boots, socks, balaclavas and underwear), is compulsory. Such clothing should ideally be FIA-approved but suitable substitutes may be permitted at the discretion of the series controllers.

14. RACE NUMBERS

Will be allocated by the relevant Associations.

15. STARTING PROCEDURE

Starts may either be standing starts as per SSR 38 or rolling starts as per SSR 39. Competitors shall be notified well in advance what form of starting procedure shall apply for a given race.

16. PIT AREAS

It is mandatory that all entrants and competitors pit in the area designated by the race organisers.

17. ELIGIBILITY OF VEHICLES – FORMULA VOLKSWAGEN ONLY

- a) No modifications or deviations are permitted. Refer GCR 226 - "WHAT IS NOT SPECIFICALLY ALLOWED IS DISALLOWED"
- b) The series is open to all Formula Volkswagen cars constructed by VW Racing and identified as such.
- c) Single seater Formula Volkswagen cars fitted with 5-speed sequential transmission, normally-aspirated 2L engine, adjustable aerodynamic wings front and rear.
- d) Formula Volkswagen will only be allocated to entrants and drivers that are fully paid up members of the FVWA.
- e) Should any driver request the use of another engine, this will be obtained from FVWA at a fee to be decided subject to his original engine being tested and checked as per clause 4 (f) (v) below.
 - An engine will be deemed to have been used once the cars timing transponder has shown that the car has left the pit lane. A built-in transponder is compulsory.
 - The cost of the transponder is for each competitor's account, payable on delivery of the car.
- f) Winners engine claim
Notwithstanding the sales agreement, a competitor has the right to claim the latest race winner's engine, subject to the following:-
 - (i) The request shall be in writing to the FVWA on the day of the race, together with a payment of R 10,000 to the FVWA.
 - (ii) The engine shall be removed from the winner's car immediately after the last FVW race of the day, by his/her team under the supervision of the TC and/or the COC. This competitor will be compensated an amount of R 2,500, and will receive another engine from the FVWA's pool of engines.
 - (iii) The competitor claiming the winner's engine must return his/her engine to the FVWA immediately after the last FVW race of the day.
 - (iv) This returned engine will be removed by the FVWA to VW Racing in Uitenhage where the engine will be dyno-tested.
 - (v) Should the engine be found not to be within spec, the engine will be stripped and examined, if proved that the default in the engine is because of mismanagement or tampering, the competitor will be billed accordingly, for the repair of the engine including labour costs.
 - (vi) If however after examination as per clause (v) it is concluded that the engine was out of spec through no fault of the competitor/team, then he/she will be refunded an amount of R5,000.
 - (vii) Should the engine be found to be within spec as per the engine passport, then no refund will be paid.
 - (viii) The competitor or his/her representative will be entitled to be present during the examination of the engine at his/her own costs.

The examination will generally be conducted during the week following the race meeting.

- (ix) Where a winner's engine has been claimed and he/she wins again at the next race meeting, his/her engine may not again be claimed, i.e. the same competitor's engine may not be claimed at two consecutive race meetings.
- (x) Each competitor may only claim one (1) "winners" engine in a season.
- (xi) Should two or more competitors claim the same winner's engine on the day, the first claim received by the COC (must be dated and timed by the COC) shall be the one accepted.
- (xii) Where an engine claim request is made in *parc ferme* after the completion of the second, or only, Formula Volkswagen race, it must be submitted not more than 20 minutes after the finish of the race in question.

18. ELIGIBILITY OF VEHICLES – FORMULA 1600 ONLY

- a) The championship will be open to all cars complying with MSA specifications and regulations for Formula 1600 cars as per the 2013 MSA Handbook. Organisers may not accept any car that does not comply with these specifications and regulations

19. Winners Engine Claim (Formula 1600)

Should a competitor be of the view that his/her engine is under-powered, he/she can claim the latest race winner's engine, subject to the following:

- i) The request shall be recorded in writing to the F1600A on the day of the race, together with a payment of R5000 to the F1600A.
- ii) The engine shall be removed from the winner's car by his/her team immediately after the second race of the day.
- iii) The competitor claiming the equipment must return his/her existing equipment to the F1600A immediately after completion of the final race of the day.
- iv) A fee of R2500 shall be payable to the owner of the claimed engine, by way of compensation.
- v) A fee of R2500 shall be payable to the F1600A, to defray the cost of testing and compensate for time and effort spent.
- vi) Where a winner's engine has been claimed and he wins again at the next race meeting, his/her engine may not again be claimed, i.e. the same competitor's engine may not be claimed at two consecutive race meetings.
- vii) The competitor who claims a winners engine may retain that engine for minimum of 2 x race events. Thus this competitors engine may not be claimed by another competitor for 2 x race events.
- viii) Should two or more competitors claim the same winner's engine, the first claim received by the COC shall be the one accepted.
- ix) A competitor whose engine has been claimed shall receive a replacement engine from the F1600A's engine pool.

20. VEHICLE TECHNICAL SPECIFICATIONS

Detailed vehicle technical information for each class, which must be complied with at all times during race meetings, will be published separately by MSA.

21. MINIMUM WEIGHT

- a) The minimum weight of Formula Volkswagen car as it crosses the finish line, or at any other time during an event must be 600kg (Note: The specified minimum weight is a combined weight of both the vehicle and the driver in full race apparel).
- b) Ballast can only be incorporated in the designated area.
- c) The minimum weight of Formula 1600 car as it crosses the finish line, or at any time during an event must be 505 kg (Note : The specified minimum weight is car + driver.)

22. TYRES

FORMULA VOLKSWAGEN:

- (a) A total of 2 new sets of tyres (4 front and 4 rear tyres) will be allowed for the first race meeting of the year. These tyres must be used in sets, 1 set for the practice sessions that form part of the SRs for the first race meeting and 1 set for qualifying and the races.

Scrubbing of tyres is not permitted. One new set of tyres (2 front and 2 rear tyres) may be used for each of the remaining events of the year.

- b)
 - i) Only marked tyres in the set from the supplier can be used.
 - ii) Marked tyres raced on at the previous event will be the only tyres permitted for use in the official practice sessions (as per event SRs) at the next event.
 - iii) Should a competitor not have raced the previous event, then the tyres he/she will be permitted to use in practice at the next event shall be at the discretion of the FVWA Committee.
 - iv) Tyre marking will only be done when the set of four tyres is produced for the weekend's racing at the stipulated time and place.
- (c) Only 1 set of wet weather tyres will be allowed per event.
- (d) Any required safety-related tyre replacement will be at discretion of TC.
- (e) Any deliberate flat-spotting of tyres will result in the TC selecting replacement tyres from used tyres available and presented to him.
- (f) All tyre allocations will be car specific and identified (number designated).
- (g) The use of tyre warmers is strictly forbidden.

FORMULA 1600

- a) Competitors will only use the AVON tyres purchased from the Formula 1600 Association, unless otherwise notified in writing. Purchased tyres may be selected at random from the stock.
- b) The serial numbers of all tyres, to be used as specified below, will be recorded. The onus is on the competitor to ensure that these serial numbers are recorded timeously and correctly. The race scrutineers and/or Formula 1600 Association representative/s will check the tyre serial numbers at random at any time. The use of tyres with incorrect serial numbers, during any official practice or race, may result in exclusion from the race meeting concerned as well as the imposition of further penalties.

c) Tyre Quantities

i) **Slick Tyres**

- Competitors shall be permitted to use one set of new tyres (2 x front and 2 x rear) per race meeting during the 2013 season.

Notes:

- Once a new set of tyres has been recorded, it may be used at any time.
- The championship tyre registration of the allocated tyres for races will officially begin at the official qualifying session for the first race of the championship season.

. All race events are New slick tyre races (1x set per competitor)

ii) **Rain Tyres**

Competitors will be limited to the use of one set of specified AVON rain tyres per championship race meeting. Competitors will be required to nominate a set of rain tyres for a particular race meeting, which tyres will be marked by the technical consultant. This marked set of rain tyres will be the only set permitted to be used in the event of wet conditions at any time during the race meeting (official practice, qualifying and races).

Notes:

- Once a set of rain tyres has been recorded, at the event, the set of tyres may only be used at that event. These tyres may be used at next event or any other event providing they are registered with the TC for that event.
- The championship tyre registration of the allocated tyres for races will officially begin at the qualifying session for the first race of the championship season.
- Competitors who enter the series after the start of the season shall be issued tyres at

the discretion of the Formula 1600 Association's Technical Consultant.

- **NB - All Formula 1600 competitors shall use the specified Avon rain tyres should a race be declared a 'wet race' by the Clerk of the Course at any given race meeting.**

d) Competitors may request a replacement tyre or tyres, where tyre/s have become unsafe for use due to bona fide accidental damage. This request must, in the first instance, be made to a Formula 1600 Association representative in writing within two hours after the end of the event in which the tyres were damaged. The onus is on the competitor to check the tyres on his car for damage after each event. The Formula 1600 Association will examine the damaged tyre/s in question and, at its sole discretion, allow replacement tyre/s, which may be selected from any previously used set of tyres. New tyres will only be allowed in exceptional circumstances to be determined by the Formula 1600 Association.

e) The use of tyre warmers is forbidden. g) No mechanical (other than rubber removal by normal wear), heat or chemical treatments are permitted at any time to allocated control tyres.

23. FUEL/LUBRICANTS

- a) Should a fuel sponsor be secured, fuel shall be as supplied by the official fuel sponsor.
- b) On completion of any practice session, qualifying session or race there must be at least 3 litres of fuel capable of being drained from each competitor's car for testing purposes.
- c) Only 95 octane unleaded fuel is permitted – No additives are permitted.
- d) The following procedure will be used to apply control fuel: The Associations representatives / Clerk of Course (COC) will designate which cars are to run on a control fuel at any time before qualifying or a race. The competitors concerned will gather at a place designated by the Associations no later than half an hour before the event. Competitors will then be required to drain all the fuel from their race cars. Competitors are required to provide all the necessary equipment to facilitate draining of fuel. The volume of the fuel to be drained must exceed fifteen litres. Competitors must provide containers to drain the fuel into. Control fuel will then be added to each car under supervision and the fuel filler cap and any pipes to or from the fuel tank will then be sealed. The onus is on the competitor to ensure that they obtain control fuel on time. Competitors should apply all the necessary safety procedures to ensure that the draining of fuel is undertaken in a safe manner. A fully charged and operable fire extinguisher of at least 2kg capacity is to be made available by each competitor during fuel draining and refilling at his/her vehicle.

24. DATA RECORDING

It is each driver's responsibility to ensure that his/her engine and dashboard data is made available to the FVW technical support team directly after each practice session, qualifying session and race. Any deletion of data, or other failure to make it available, will result in offenders being moved to the back of the grid for the next race.(FVW competitors only.)

Formula 1600 competitors will make the recorded data available to the TC in order to check engine parameters.

25. TECHNICAL CONSULTANT

- a) The appointed technical consultant of the relevant Associations will attend all events to ensure continuity regarding all technical aspects. The TC of a category may also appoint and include a deputy at an event.
- b) The TC or his deputy has the right at all times, in consultation with the COC, to refuse to allow any car considered to be un raceworthy to participate in any practice session and/or qualifying session and/or race.

26. TECHNICAL INSPECTION

- a) The TC, in conjunction with the COC, will carry out all post-qualifying and post-race technical inspections.
- b) The TC, in conjunction with the COC, may designate an area of pits for technical inspections to be carried out. He will be in control to police the area as per GCR 252.

- c) The TC, in conjunction with the COC may seal any vehicle or components thereof as per GCR 252 (vi) and remove them for specialised inspections. These inspections will be carried out under supervision of the COC and controlled by the TC.
- d) No travel expenses will be paid by the association to drivers/team owners in regard to any engine or part that is removed by the TC for inspection.
- e) Competitors may elect to utilize the services of a 3rd party at a post race technical inspection. The Association will on request provide a competitor with an independent person who can be used as optional representation during this event. Should any irregularity be found during a strip it will immediately be suspended and all parts sealed and impounded. The competitor will be contacted and offered the opportunity to be present at the continuation of the strip at his/her own expense. Alternatively, the competitor may elect that the technical inspection continue with his/her appointed representative being present.

27. TECHNICAL PROTESTS

Where a protest is lodged based on the technical regulations and specifications, the protestor must be prepared to submit his vehicle to the Technical Consultant for similar technical checks to those outlined in his/her protest to be carried out on his/her vehicle.

28. ECU REPLACEMENT

The appointed Technical Consultant may, at any time during a race meeting (practice or racing), replace or exchange the ECU on any competitor's car, with an ECU of identical make + model. This is only if the TC believes that the competitor's ECU has been tampered with or damaged. The TC may at any given time during an event swap competitor's ECU with other competitors in order for a Fare comparison.

29. AMENDMENTS AND ALTERATIONS TO THE REGULATIONS

The controllers reserve the rights to amend, alter or introduce additional regulations if deemed necessary during the course of the series. Any such amendment, alteration or additional regulation will only come into force once an official MSA bulletin/circular has been issued.

30. VEHICLE & COMPETITOR BRANDING

Each participating vehicle shall display the relevant sponsor related branding on their race cars as indicated in the drawing supplied by the Association.

The racing overall of each driver is to be branded with the relevant sponsor related branding as indicated by the relevant Associations.

With regards to The Sponsor's trademark badge on the drivers overalls, the badge is to be positioned in the right-upper chest with dimensions of at least 120mm x 40mm.

The Association Chairpersons, The Sponsor's and the television production house will be entitled to insist that drivers are correctly attired for television interviews and podium appearances.

31. INTERVIEW AND PRIZEGIVING BRANDING

The Associations shall use their best endeavours to ensure that:

- a) All post-event interviews take place in front of a media backdrop which will include The Sponsor's branding.
- b) The winners' podium and prizegiving events will use The Sponsor's branding.

32. MARKETING MATERIAL

All official marketing material for the category will be branded as follows:

- a) The full name and/or logo of the The Sponsor's of the Super Series is to appear on (or be mentioned in or be displayed at) all promotional material and events including, but not limited to:

- | | |
|--------------------------|----------------------------|
| Posters | Press releases |
| Leaflets / brochures | Promotional Clothing |
| Podium branding material | Billboards |
| Letterheads | Timing and scoring sheets |
| Radio spots | Invitations |
| Track parades | Shopping centre promotions |
| Print advertising | |

- b) All applications of The Sponsor's of the Super Series logo are to be signed off by Te Sponsor's before production / implementation thereof.

33. SPONSOR'S DECALS

The Sponsor's decals will be supplied by the Associations and are compulsory, as per the decal layout given.

33. COMPETITOR SPONSORS

No competitor or team may agree to sponsorships from any brand that may be considered a competitor of The Super Series Sponsor, Volkswagen, or any of the category sponsors, without prior written approval from the Association.

35. JUDICIAL CAMERA OPERATION PROCEDURES

Qualifying sessions and the Races The onus is on the entrant to ensure this Judicial Camera is switched on and recording for all Official Qualifying and Races. This must be done not before five minutes prior to the car leaving the collecting area for Official Qualifying and each Race and must be switched off immediately the car is released from Parc Ferme. Should a car be retired to the Pits or Paddock during Qualifying or Races the Judicial Camera must remain on. It is not permitted to switch off the camera without the permission of the Series Technical Scrutineer. Installation will be approved by a Series Technical Scrutineer and operating procedures for the Judicial Camera will be made available to all entrants in a Championship Information Bulletin. No other in-car video, still or motion picture cameras will be permitted without the written authority of the Championship Organisers. Memory cards will be marked A – Car number. B – Car number and C – Car number e.g. A16, B16, C16. When installed memory cards/cameras will be sealed, the seal may only be broken by the Series Technical Scrutineer, any seal found to be broken will be reported to the Clerk of the Course, penalties may be applied. ALL cameras, mountings and memory cards remain the property of the Championship Organisers. It is the responsibility of the Competitor to ensure the camera is fully charged prior to required use. Any cameras or mountings damaged or broken will be replaced like for like by the teams, at their cost.

Judicial Camera Operation Procedures

- a) Qualifying
The Series Technical Scrutineer will insert a memory card marked "A 1" into the camera prior to Qualifying. It is then the responsibility of the Competitor to start their respective camera prior to the start of the Qualifying session and to ensure it is recording. If there are any problems then immediately contact the Series Technical Scrutineer, who will assist you.
- b) Races
The card marked "A" card has the capacity to record Qualifying and Race 1, If your memory card is required by the Clerk of the Course or Stewards then the 'A' memory card will be replaced by a Series Technical Scrutineer for the 'B' memory card. If your 'B' memory card is required then the same will happen. You are to ensure that all cameras are fully functional at all times and that any problems are reported to the Series Technical Scrutineer immediately you have found that there is an issue. We remind you that your camera(s) need(s) to be set to start recording immediately prior leaving the collecting area for Qualifying and all races. They must be switched-off using the camera 'off' button immediately after all cars have been released from Parc Ferme after Qualifying and each Race.

Only footage from the cameras requested by the Clerk of the Course will be viewed, Competitors are requested not to bring cameras to the Clerk of the Course.

Any footage gained from the Judicial Camera must be made available to the nominated film production company before the conclusion of the meeting. Teams/entrants are reminded that all footage obtained from the Dunlop MSA Formula Ford Championship of Great Britain meeting remains the property of the Championship Organiser and the nominated film production company, and for the avoidance of doubt,

without prior permission from the Championship Organiser you may not use any footage obtained for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, terrestrial, satellite), any other form of internet use, any advertising, sponsorship promotion or for any type of public performance –paying or otherwise.

The Championship Clerk of the Course reserves the right to impose an appropriate penalty on either Entrant and / or driver should the camera:

- i) Not be switched on.
- ii) Have any fitted seal(s) broken.
- iii) Memory card be tampered with, swapped or taken out.
- iv) Be deliberately damaged.

In the event that no data is available on request, sanctions may be applied.

If a Driver does not have an operational camera or memory card in his camera at the start of the meeting they may not be allowed to race.