

FORMULA TASMAN

2008

Sporting and Technical Rules

Administered by
Formula Tasman

A Category of the
Independent Race Series

FORMULA
TASMAN

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INDEPENDENT
RACE
SERIES

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Introduction

FORMULA TASMAN - is based on a concept developed in Europe and expanded to the USA, and now coming to an Australian circuit near you.

FORMULA TASMAN revives the original roots of Australian Open-Wheeler racing, the FORMULA TASMAN Championship is an exciting new development in Australian Motor Racing. FORMULA TASMAN caters for a wide variety of single seaters, and it's that diversity that makes the championship such an exciting prospect. FORMULA TASMAN will feature the very fastest Motor Racing in Australia. The category will be open to cars from the following International series:

- Formula One
- Indy Car
- Champ Car
- Formula 3000
- Formula Nippon
- Formula 5000
- Formula Atlantic
- Formula 3
- Formula R

A short list, but undoubtedly the most exciting open-wheeled categories on the planet, and it sets the stage for some awesome David-and-Goliath battles - reminiscent of the days when Frank Matich in his little Formula 2 took on the big boys of Formula 1.

FORMULA TASMAN is seen as a unifying move in Australian Open-Wheeler Motor Sport, and you have the chance, in 2008, to be a part of it's growth...

The FORMULA TASMAN Championship will be conducted as part of the Independent Race Series.

1. Sporting Rules - General

1.1 Title

1.1.1 The 2008 Formula Tasman Championship is a National Championship. The Championship will be run as part of the 2008 Independent Race Series (iRace).

1.2 Officials

1.2.1 Category Director	:	Mr Rod Dale
1.2.2 Competitor Liaison	:	Mr Rod Dale
1.2.3 Series Public Relations	:	Mr Sam Dale

1.3 Other Relevant Documents

1.3.1 The Formula Tasman Championship will be run as part of the 2008 Independent Race Series. Meeting Rules, and Further Rules, promulgated for each round of the Championship will contain information relevant to Formula Tasman competitors and personnel.

1.3.2 The Formula Tasman Championship will be run as part of the Independent Race Series. The 2008 iRace competition rules will be in force at all events.

1.3.3 Race meeting, and race procedures will be in accordance with the procedures and regulations outlined here, as modified by the documents listed at paragraphs 1.3.1 and 1.3.2

1.3.4 It is the responsibility of the competitor to obtain and be familiar with all relevant documents as described here, and promulgated from time to time.

1.3.5 Special bulletins may be issued throughout the year. Bulletins will either be delivered to competitors at race meetings, or promulgated via the official iRace website: www.iRace.net.au

1.4 Registration

1.4.1 Formula Tasman Category registration incurs no stand-alone registration fee. To be considered registered for the Formula Tasman Championship and eligible for points, trophies and other awards, and giveaways that may be available from time to time, competitors must complete a 2008 iRace Driver Profile and Series Registration form, available to complete electronically from the Admin section of the iRace website.

1.4.2 Competitors must be registered to accumulate points in the Formula Tasman Championship.

1.5 Calendar

1.5.1 The 2008 Formula Tasman Championship Calendar is as follows:

ROUND 1	Oran Park, NSW	11 October 2008
ROUND 2	Morgan Park, QLD	15-16 November 2008

1.6 Pointscore

1.6.1 Points will be awarded for each race as follows:

1st place	: 10 points
2nd place	: 8 points
3rd place	: 6 points
4th place	: 5 points
5th place	: 4 points
6th place	: 3 points
7th place	: 2 points
8th place	: 1 point

1.6.2 The same points scale will be awarded to placegetters in each sub-category (F1, Indy Car, Champ Car, F3000 V6, F3000, F5000, Indy Lights, Formula Atlantic, Formula 3, ANF2, Formula R).

1.7 Awards

1.7.1 Awards will be at the discretion of the Series Director.

1.7.2 Unless otherwise determined by the Series Director, awards will be given for the top three outright placings. Where the number of competitors in a particular sub-category is three or greater, a separate award for the round winner of that sub-category will be presented. Where the number of competitors in a sub-category is six or greater, awards will be presented for first, second and third placings for the round for that sub-category.

1.7.3 Awards for the season outright and sub-category pointscores will be given to the championship placegetters in accordance with paragraph 1.7.2.

1.8 Championship

1.8.1 The pointscore for the Formula Tasman Championship will be determined by adding the points for each round. The competitor with the highest number of points will be awarded first place in the Championship. In the event of a tied pointscore, the competitor with the greater number of race wins will be awarded the higher place. If the number of race wins is equal, it will be based on the number of second places, and so on down the placings.

1.8.2 Sub-category pointscores will be determined in accordance with the procedure outlined at para 1.8.1

2. Sporting Rules – Race meetings and Race procedures

2.1 Scrutineering

2.1.1 Scrutineering paperwork must be completed before the vehicle is scrutineered. An approved circuit racing licence and iRace Vehicle Logbook must be provided for inspection.

2.1.2 Scrutineering of vehicles will take place on Saturday and Sunday mornings. The exact timing and location of vehicle scrutineering will be advised in meeting rules.

2.2 Driver's Briefing

2.2.1 The Clerk of Course will conduct a driver's briefing at each round of the Championship. Attendance at the briefing is compulsory, and non-attendance may attract a fine or other penalty.

2.3 Practice Starts

2.3.1 Practice starts may only be conducted at the exit of pit lane.

2.4 Unofficial Practice

2.4.1 On the Friday immediately preceding each round of the Championship, the circuit will normally be available for unofficial practice (or in the case of a three day meeting, official practice – refer section 2.5.). A minimum of 3 x 20 minute unofficial practice sessions will normally be scheduled.

2.5 Official Practice

2.5.1 Official practice will normally be scheduled during Saturday morning of each round of the Championship. Official practice will consist of a minimum of 1 x 15 minute (or greater) session.

2.6 Official Qualifying

2.6.1 Official qualifying will normally be scheduled during Saturday afternoon of each round of the Championship. Official qualifying will consist of a minimum of 1 x 15 minute (or greater) session.

2.6.2 Four tyres (two front and two rear) will be marked before the commencement of official qualifying, and these tyres must then be used throughout the qualifying session and during all races. Cars must comply with, and may be randomly checked for, minimum weight limits at all times during official qualifying.

2.6.3 In the event a tyre is damaged, an application may be made to the Category Director to substitute a tyre of equivalent wear and condition (sans damage), and for this replacement tyre to be marked. The Category Director or his delegate will be the final authority on assessment of the damage and the replacement tyre.

2.7 Grid Allocation

2.7.1 Grid positions for the first race will be determined by times set during the official qualifying session. The driver with the fastest qualifying time will start from grid position one, next fastest from position two and so on.

2.7.2 Grid positions for subsequent races will be determined by the finishing positions from the preceding race.

2.7.3 Any competitor failing to either set a time in the official qualifying session, or record a finishing position in the preceding race, must obtain permission from the Clerk of Course to start from the rear of the grid.

2.8 Safety Car

2.8.1 A safety car may be used during all races in accordance with the 2008 iRace rules. Where possible and safe to do so, the safety car will maintain not less than 100km/h on the straights.

2.9 Race Format

2.9.1 A normal race weekend will consist of the following:

2.9.1.1 Race One – Rolling start, 15 minute duration race.

2.9.1.2 Race Two – Standing start, 25 minute duration race.

2.9.2 An alternate race format may be used at up to 2 selected rounds at the discretion of the Series Director. The alternate race weekend will consist of the following:

2.9.2.1 Race One – Standing start, 35 – 40 minute duration race.

2.10 Start Procedures

2.10.1 Rolling starts will be conducted as follows:

2.10.1.1 2 minute, 1 minute and 30 second boards displayed in the marshalling area or pitlane.

2.10.1.2 Vehicles proceed onto circuit and conduct two warmup laps. On completion of second lap, vehicles stop on their designated grid spots.

2.10.1.3 Once the grid is set, vehicles proceed behind the safety car for the race rolling start. The safety car will leave the circuit before arriving at the start/finish line, and vehicles are under control of the starter.

2.10.1.4 Once the starter is satisfied that cars are in the correct formation the green flag will be waved and racing is to commence.

2.10.1.5 Correct formation is defined as cars 2 by 2, with no overlap, and not greater than 5 car lengths between rows.

2.10.1.6 After the green flag is waved, it is not permitted for a competitor to pass cars from any rows ahead of his or her own row until after crossing the start/finish line.

2.10.1.7 In the event of an aborted start, the car in grid position one will take control, leading the field around again to the start/finish line to attempt another start. Laps after an aborted start will count towards race distance.

2.10.2 Standing starts will be conducted as follows:

2.10.2.1 2 minute, 1 minute and 30 second boards displayed in the marshalling area or pitlane.

2.10.2.2 Vehicles proceed onto circuit and conduct two warmup laps. On completion of the second lap, vehicles stop on their designated grid spots.

2.10.2.3 Once the grid is set the starter will give the 5 seconds signal. The red starting light will illuminate shortly afterwards, and when the light extinguishes racing is to commence.

2.11 Oversubscribed Grid

2.11.1 In the event of entries exceeding approved track density, registered competitors will receive priority. Order of preference will then be determined by qualifying positions, with excess cars held as reserves.

2.12 Parc Ferme

2.12.1 At the completion of any official qualifying session or race, at the direction of the Chief Scrutineer and/or Technical Commissioner, vehicles may be required to attend Parc Ferme. When directed, all vehicles must attend the Parc Ferme area, and not be accessed by any pitcrew, and must not be removed from the area unless authorised by the Chief Scrutineer. Failure to comply with Parc Ferme procedures may result in exclusion from the event or other penalty.

3. Technical Rules

3.1 Introduction

3.1.1 Any modification or change not expressly permitted by these rules should not be carried out before consulting the Series Director.

3.1.2 Eligibility of vehicles not specifically mentioned in the following rules will be determined by, and is at the sole discretion of, the Series Director. Due regard will be given to the history of the car and its compatibility with other competing cars.

3.2 General Description

3.2.1 Formula Tasman is for competitors driving single seater racing cars of the following types:

Formula 1 type Car - 1.5 litre Turbo / 3 litre / 3.5 litre / 4.0 Litre
 Formula 3000 V6 Car – cars formerly from Formula Brabham, Formula Holden,
 Formula 4000

Formula 3000 Car
 Formula Nippon Car
 Formula 5000 Car
 Formula Atlantic Car
 Formula 3 Car
 CART Car
 Champ Car
 Indy Lights Car
 IRL Car
 ANF2
 Formula R

3.2.2 The Chassis of Formula 1 type cars must have been built before January 1st 1998. Any Formula 1 type chassis built after this date will not be allowed to compete in Formula Tasman unless express permission of the Series Director is granted. Permission may be granted in accordance with paragraph 3.1.2, and subject to the requirements of paragraph 3.16.

3.2.3 The freedoms granted in paragraphs 3.5 through 3.13 apply only to vehicles competing for **outright** Formula Tasman points. In order to qualify for sub-category points and awards, vehicles must comply with the technical rules of the particular sub-category applicable during the last year the vehicle competed in that category. A master copy of the sub-category technical rules must be lodged with the Series Technical Commissioner.

3.2.4 The sub-category technical rules may be amended from time to time via technical bulletin. For vehicles competing in the Formula 3000 V6 sub-category the only standing amendment is the revision of minimum weight for all vehicles to 665kg.

3.3 Safety Requirements

3.3.1 All cars must comply with the safety requirements of the relevant sections of FIA Appendix J (Article 277 - Category II cars). Particular attention should be paid to Appendix J Article 259 Section 14.2.1 regarding seat belts which must be to FIA standard No. 8853 / 98.

3.3.2 Provided that it can be demonstrated that the car ran in an FIA Championship and was fitted with a cutaway steering wheel, then it may continue to be so equipped, provided that a Vehicle Log Book is issued for the car and the fitment of such a steering wheel is recorded in that Log Book.

3.4 Chassis

3.4.1 It is a **mandatory** requirement that **all cars** have all major components crack tested. Dye penetrant testing is deemed suitable, and a record of inspection must be kept by the competitor and produced upon request. Crack testing must be carried out every two years.

3.5 Bodywork: Free

3.6 Engine: Free

3.6.1 To be eligible for sub-category points and championship, vehicles must be fitted with an engine complying with the rules of that sub-category.

3.6.2 To be eligible for outright Formula Tasman points and championship, the original engine may be used, or any naturally aspirated engine may be used to replace the original engine. The replacement engine must have capacity of not greater than 4000cc.

3.6.3 Permitted Modifications: Free.

3.6.4 Prohibited Modifications: None.

3.6.5 Location: As original.

3.6.6 Oil/Water Cooling: Free.

3.6.7 Induction Systems: Free.

3.6.8 Exhaust Systems: Free

3.6.9 Ignition Systems: Free.

3.7 Suspensions

3.7.1 Free except that ACTIVE SUSPENSION, TRACTION CONTROL & ABS are prohibited. Any competitor found to be using traction control will be excluded from the Series.

3.8 Transmissions: Free. All cars must have an operational reverse gear.

3.9 Electrics: Free.

3.10 Brakes: Free, except ABS is prohibited.

3.11 Wheels/Steering

3.11.1 Steering - Free.

3.12 Weight

3.12.1 Free.

3.13 Silencing: Free, subject to EPA requirements.

3.14 Fuel Tank/Fuel

3.14.1 Fuel tank type and location - as original.

3.14.2 FUEL: Commercially available Unleaded Pump Fuel (Gasoline) (in the event the Series receives support from a fuel supplier, this may be a control premium unleaded fuel). If the type of engine used requires use of an alternative fuel and/or an alternative fuel is specified in the original sub-category regulations, competitors must apply in writing to the Series Director for permission to use the alternative fuel. The written response from the Series Director will be considered approval to use the specified alternative fuel, and should be kept with the vehicle passport.

3.14.3 For any competitor using Methanol, a 3" diameter day-glow orange disc must be affixed immediately adjacent to the competition number on both sides of the car and the Race Organisers, the Race Director and the Raceday Scrutineers MUST be advised accordingly.

3.15 Tyres

3.15.1 Tyres must be supplied by Dunlop. Where a suitable sized tyre is not available from Dunlop, a request may be made to the Series Director to use an alternative tyre. Formula 3 cars are automatically granted dispensation to use Kumho tyres. In the event an adequate supply of the control Dunlop tyres is unavailable, the Series Director may nominate an alternate control tyre for one or more rounds.

3.16 Parity Adjustment

3.16.1 The Series Director reserves the right to make a parity adjustment in the event of a car enjoying a performance advantage deemed excessive. The competitor concerned will be consulted, and asked to give advice on the best method for adjustment. Possible methods include: RPM limit, ballast, boost limit (where applicable), aerodynamic limit (eg; static ride height). The final parity adjustment will be promulgated via special bulletin.

3.17 Numbers, Series Decals and Promotional Material:

3.17.1 Series Numbers will be allocated by the Series Director.

3.17.2 To be eligible to compete in a Series Race and to obtain Series points and / or prize and bonus money, competitors must comply with the following:

- a) **All race numbers must be of the correct size, on a clearly contrasting background.**
- b) **Tobacco advertising is completely prohibited on all cars, transporters and clothing.**
- c) Each car may be required to carry series stickers as supplied by the Series Director. Positioning of series stickers will be promulgated via bulletin.