

2023 Australian Formula Open Series

Sporting Regulations



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S4 AUTOMOBILE ELIGIBILITY

Each automobile must comply with the provisions of 1st Category Racing Cars Formula Libre (Free Formula) as detailed in the Motorsport Australia Manual of Motor Sport and the applicable MA and/or FIA Technical Regulations, relevant to the particular car, to be eligible to compete in the Series.

In essence Australian Formula Open will cater for any suitable under 2 litre open wheel automobile recognized by MA and/or the FIA.

Each automobile shall at all times comply with the relevant MA/AFO technical regulations.

The Category will appoint a Tech Commissioner to oversee the enforcement of regulations.

The Tech commissioner is deemed judge of fact at each round and should any breach of tech regulations occur, the matter will be dealt with either through the CM by way of internal penalty or in the event of serious or multiple offences, referred to the stewards of the meeting.

There shall be four (4) primary classes for eligible automobiles within the Series as follows:

AFO1:

This class is for automobiles constructed in accordance with the FIA Formula 3 regulations that applied in the year of manufacture between 1st January 2002 and 31st December 2012, and as specified in any technical regulations, bulletins, amendments, clarifications or directives thereto.

AFO2:

This class is for automobiles constructed in accordance with the appropriate regulations that applied in the year of manufacture as specified in any technical regulations, bulletins, amendments, clarifications or directives thereto, and subject to a current log book issued by MA or the relevant ASN. (including, but not limited to Toyota Racing Series, Formula BMW, Formula Renault, Formula Ford 2000, etc.). Where two (2) or more automobiles, from an Invitation category, register for the Series, a separate class within this class will be considered.

AFO3:

Invitational Class. This class is for automobiles constructed in accordance with the technical regulations issued by MA and any further technical regulations, bulletins, amendments, clarifications or directives thereto, and subject to a current log book issued by MA or the relevant ASN.

AFO4:

Dedicated Formula 4 class consisting of previous generation (2015) Mygale and Tatuus Formula 4 run in accordance with AFO regulations. These cars must retain bodywork in accordance with the MA/FIA rules but with allowance for the power upgrade supplied by AGI Sport.

S4.2 Replacement Automobiles

Following the commencement of the first qualifying session of each round of the Series, any automobile that has been entered to compete at that Round may not be replaced with another automobile.

S5 DRIVER ELIGIBILITY

Each Driver must hold the appropriate Motorsport Australia licence in accordance with the 'General Appendix – Competition Licences'.

S5.1 Substitute Drivers

Prior to the commencement of the first qualifying session at each Round of the Series, each Competitor may nominate a substitute Driver who may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting.

SERIES ROUNDS / REGISTRATION

S6 The Series will be conducted over six (6) rounds. This will be a combination of Motorsport Australia Nationals and State level events.

SERIES CALENDAR

S7 The Series will be conducted over the following Rounds:

Round	Date	Circuit
1	3-5/3/23	Winton Raceway
2	14-16/4/23	Sydney Motorsport Park
3	9-11/6/23	The Bend Motorsport Park
4	4-6/8/23	Queensland Raceway
5	8-10/9/23	Sandown Raceway
6	24-26/11/23	Phillip Island GP Circuit

S8 ROUND FORMAT

The number, length and format of track sessions will ultimately be negotiated between the CM and the event Organiser prior to a Round of the Series and will be advised in the relevant Supplementary / Further Supplementary Regulations issued for a meeting.

S8.1 Round Format

Generally, the format for each round of the Series will be as follows:

- Practice - Minimum three (3) x 20 minute sessions
- Qualifying - Minimum one (1) x 20 minute session

Races - Three (3) races of approx 25 minutes, expressed as a number of laps as detailed in the relevant Supplementary/Further Supplementary Regulations issued for each meeting.

S8.2 Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards of the Meeting.

S9 GRID DETERMINATION

The grid for each race will be determined as detailed in the Race Meeting Standing Regulations (RMSR) – Progressive Grid.

S10 START PROCEDURE

The start procedure for each race will be as detailed in the RMSR –Non-Championship Start – The formation lap will commence when the green flag/light is displayed by the Starter.

S11 AWARDS and POINTSCORE

S11.1 Prizes and Trophies

Prizes, trophies and awards will be as determined by the CM and shall be advised to each Competitor.

S11.2 Series Pointscore

- (a) Points will be awarded to each Driver of an eligible automobile based on their relative finishing position for each race, within their class.
- (b) Points will be awarded to each Driver for **Race 1 and Race 2** at each round in the Series, within their class, according to the table below.

Finishing Position	Points	Finishing Position	Points
1st	12	6th	5
2nd	9	7th	4
3rd	8	8th	3
4th	7	9th	2
5th	6	10th	1

- (c) Points will be awarded to each Driver for **Race 3** at each round in the Series, within their class, according to the table below.

Finishing Position	Points	Finishing Position	Points
1st	20	6th	6
2nd	15	7th	4
3rd	12	8th	3
4th	10	9th	2
5th	8	10th	1

- (d) In addition to the above, one (1) point will be awarded to the Driver that sets the fastest qualifying lap time, within their class, at each Round of the Series.
- (e) In addition to the above, one (1) point will be awarded to the Driver that sets the fastest race lap time, within their class, at each Round of the Series.
- (f) The results for each Round of the Series will be determined by the number of points scored by each Driver, within their class, at that Round.
- (g) In the event of a tie at the end of any Round of the Series, the final positions for that Round will be determined by comparing the results of each of the tied Drivers in the final race of that Round. The higher place in the Round results will be awarded to the Driver with the higher finishing position within their class in the final race.
- (h) In the event of a tie at the end of any Round of the Series, the final positions for that Round will be determined by comparing the results of each of the tied Drivers in the final race of that Round. The higher place in the Round results will be awarded to the Driver with the higher finishing position in the final race.
- (i) In the event of a tie at the end of the Series, final positions will be determined by comparing the race results achieved by each tied Driver, with the Driver with the highest number of first places within their class being awarded the higher Series position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied Driver within their class until all positions have been determined.

S12 EVENT OPERATIONS

S12.1 Registration and Entry

The Series will operate under MA Series Registration and Entry Process. Series Registration and Entry Forms will be available from the CM with document checking being conducted by the CM prior to the first official track session at each Round of the Series.

S12.2 Driver Briefings

Each Driver must attend the compulsory Drivers' briefing. The time and location of this briefing will be detailed in the Supplementary or Further Supplementary Regulations for the meeting. The attendance sheet must be signed by the Driver to confirm attendance. Other compulsory briefings may be convened as required and will be advised to each Competitor accordingly.

S12.3 Impound/Parc Ferme

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Officials of the Meeting) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (b) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Officials of the Meeting) at the conclusion of the race, without returning to pit or paddock areas and

without interference from any third party (other than an Official of the Meeting).

- (c) Automobiles may not be removed from impound/Parc Ferme except with the express permission of the Chief Scrutineer (or nominee).

S12.4 Qualifying

During qualifying, automobiles may not return to the paddock area or pit lane garage without the express permission of the Chief Scrutineer (or nominee). If an automobile exits pit lane to the paddock or its pit lane garage, without express permission from the Chief Scrutineer (or nominee), during qualifying it shall not be permitted to re-join that session.

S12.5 Pit Lane

- (a) Each Pit Crew member is required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the Organiser.
- (b) Each Competitor must appoint a Car Controller who shall be solely responsible for the stopping of, and the safe release of the automobile at all times whilst the automobile is in pit lane.
- (c) The pit lane speed limit of 60 km/h must be respected at all times while an automobile is in pit lane

S12.6 Removal of Automobiles from the Circuit

Following the commencement of the first qualifying session, it is not permitted to remove any automobile from the circuit prior to the completion of the meeting without the prior express written approval of the Chief Scrutineer (or nominee).

S12.7 Radio Communication to/from Automobile and Team

- (a) A race management radio is mandatory. Each Competitor must monitor the Race Management Channel, on a strictly listening basis only, during each session or race from at least 15 minutes prior to the scheduled start time until the automobile is released from Parc Ferme. All relevant track messages received on the RMC must be relayed to the Driver as well as the Team Manager. The RMC frequency is XXXX MHz XXX Hz.
- (b) Two way radio communications between the driver and a member of the pit crew is compulsory at all times when the driver is in the automobile during each practice session, qualifying session and race

S12.8 Signals to/from Automobile

- (a) No signal of any kind, other than a lap trigger signal for data logging purposes, may pass between a moving automobile and any person or equipment connected with the competitor or driver save for legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by means of radio using an approved frequency.
- (b) The download/upload of data in the Pit lane must be through a hard link-up only. Infra-red or other non-contact transmission methods are not permitted.

S13 TYRES

- (a) Each automobile must only be fitted with the specified control tyres supplied by Hankook unless otherwise authorised by the CM in writing.
- (b) Unless stated otherwise in the event Supplementary or Further Supplementary Regulations, a maximum of four (4) new dry tyres (2 front & 2 rear) will be marked for each automobile for each Round of the Series. With the exception of treaded tyres used on a damp or wet track, these marked tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that Round. Previous marked tires are compulsory for practice except for round 1 where new tires may be used for practice.
- (c) Each Competitor must present all tyres to the Chief Scrutineer (or nominee) for marking at the front of their respective garage/paddock bay a minimum of one (1) hour prior to qualifying.
- (d) Each Competitor is responsible for ensuring that all tyres are marked or re-marked as appropriate. If any tyre is not marked for any reason or the markings become illegible, the Competitor must notify the Chief Scrutineer (or nominee) immediately.
- (e) Replacement tyres will only be permitted if the Chief Scrutineer (or nominee) is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The Chief Scrutineer (or nominee) will ensure that the tyre to be replaced has been rendered unusable and that the replacement tyre is of the same specification and of similar wear to the tyre being replaced.
- (f) Should a Competitor be permitted to replace a marked tyre with a previously marked tyre of similar condition, the automobile concerned shall incur a two (2) grid position penalty for the next race at that Round of the Series.
- (g) Should a competitor be permitted to replace a marked tyre with a new tyre, the automobile concerned must start the next race at that Round of the Series from the rear of the grid.
- (h) The use of any tyre heating or heat retention devices, or chemical treatments is prohibited.
- (i) An unlimited number of the nominated wet tyres may be used for each round of the Series. Each nominated wet tyre must have an average tread depth across the working face of the tyre of not less than 80% of a new tyre.

Please note: The Chief Scrutineer (or nominee) shall be sole arbiter with regard to the interpretation and application of these tyre regulations. Any decision made by the Chief Scrutineer in this regard shall not be subject of any protest or appeal.

S14 FUEL

- (a) Fuel may be purchased from the Categories Preferred Supplier, Race Fuels Pty Ltd. The Category Manager will communicate information for the placement of orders, payment, delivery methods and operating hours.
- (b) If fuel is to be transported or stored in a container the containers must meet AS2906. Metal containers are preferred.
- (c) Fuel must be stored in accordance with each circuit's requirements.
- (d) All bulk supply of fuel to be stored must be stored in the fuel depot area.
- (e) Fuel samples taken from competition automobiles will be compared with samples from the circuit supply and any discrepancies will be referred to the Stewards of the Meeting by the Chief Scrutineer.
- (f) Each Competitor is responsible for fuel samples being able to be obtained safely and promptly upon request by the Chief Scrutineer.
- (g) A one (1) kg sample of fuel must be available to be taken from an automobile at any time during a round.
- (h) Each automobile must be fitted with a FEMALE "dry break" coupling to allow fuel sampling to be undertaken from the fuel cell. The competitor must provide a one metre long hose with the MALE coupling fitted to enable fuel samples to be taken at any time during the meeting.
- (i) When transporting fuel within a public area, i.e. the Paddock or access roads, the transportation must be conducted by a minimum of two (2) team personnel. A minimum of one (1) suitably attired pit crew member to push the trolley/drum and a minimum of one (1) suitably attired pit crew member acting as a spotter carrying a minimum of one (1) operational 4.5kg Dry Chemical Fire Extinguisher is required at all times.
- (j) In all areas where fuel is being stored it must be in a location which is adequately ventilated, have unimpeded access and is clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc. Smoking must be strictly forbidden.

S15 REFUELLING AND DEFUELLING

All refuelling and defuelling must be carried out in the Pit Garage or the paddock area and must conform to the following requirements:

- (a) The automobile's engine must be switched off; and
- (b) All refuelling and defuelling must be performed in accordance with relevant OH&S laws, regulations and compliance codes; and
- (c) Two (2) team personnel are to be attired to the same standard as a driver as set down in Schedule D of the MA Manual of Motor Sport (suitably attired). One (1) to conduct the refuelling or defuelling and one (1) in attendance with a minimum of one (1) operational 4.5kg Dry Chemical Fire Extinguisher available for use in an emergency.; and

- (d) During any draining or refuelling procedure, the automobile and all vessels where fuel is being transferred must be earthed to a suitable earth point; and
- (e) All personnel handling fuel must discharge themselves of static electricity prior to participating in any refuelling or fuel transferring procedures; and
- (f) Mobile phones must be switched off in the immediate vicinity of the draining or refuelling procedure; and
- (g) Any device and substance, which changes the temperature of the fuel from the ambient air temperature, is prohibited. All fuel being placed in the automobile must be done so at ambient temperature.

S16 ELECTRONIC TRACTION ENHANCEMENT DEVICES

The fitment and use of electronic traction enhancement devices such as traction control, launch control and anti-lock braking systems (ABS) is prohibited.

S17 VIDEO CAMERA & RECORDING DEVICE

- (a) Each automobile must carry a fully operational digital video camera and recording device and any associated Camera equipment to ensure the full functionality and recording capability of the Camera in all practice, qualifying and racing sessions at each round.
- (b) The Camera system must be supplied by the competitor and authorised by the CM.
- (c) In-car camera chips must be labelled with the automobile's racing number.
- (d) The Camera and its associated equipment shall be installed in the automobile with the Camera pointed in a forward direction with a field of vision sufficiently wide to record clearly, and without obstruction at all times, the Driver's view of the race track ahead.
- (e) The Competitor shall be required to ensure that the Camera is switched on and functioning in the correct manner prior to the automobile entering the Circuit for all practice, qualifying and racing sessions and remain operational for the entirety of each session.
- (f) Access to the Camera must be provided to technicians appointed by the CM at any time upon request.
- (g) No person other than authorised personnel shall interfere with the Camera, other than to remove and replace the flash card.
- (h) When requested, Teams must immediately provide the flash card to the Steward of the Meeting upon request.
- (i) No Camera may be transferred to any Team, other Entity or person without the written approval of the CM.

S18 RAIN LIGHT

The fitment of a rain light on each automobile is compulsory. The rain light must be illuminated at all times whilst the automobile is fitted with wet weather tyres and is being driven on the race circuit or as otherwise directed by Race Control.

S19 DATA LOGGERS

- (a) A maximum of two (2) wheel speed sensors may be fitted to an automobile and these sensors shall only be fitted to the front wheels.
- (b) Data Collection – the CM reserves the right, with the prior approval of MA, to require that any automobile be fitted with such data logging device as may be specified from time to time.

S20 AUTOMATIC TIMING TRANSMITTER

- (a) At all times when an automobile is on the circuit at a meeting it must have the correct fully charged timing transmitter fitted and operating.
- (b) The leading edge of the timing transmitter (the short side) must not be fitted any further forward than 300mm rearward of the foremost part of the bodywork. Each transmitter must be in place for each practice and qualifying session and race.

S21 SPECIFIED COMPONENTS

- (a) Each automobile must at all times be fitted only with the front wing mainplane, the steering rack assembly, front and rear uprights (including hubs) and engine/gearbox assembly as MA and/or FIA homologated by the manufacturer.
- (b) Any specified measurement/dimension in relation to bodywork must comply with measurements taken with equipment approved by the CM.
- (c) Any kind of third element on the front or rear suspension is prohibited.
- (d) Aero components will be defined as, and same configuration will mean either:
 - (i) As supplied by the manufacturer; or
 - (ii) Having the same aerodynamic form and same aerodynamic function as the original component as supplied by the manufacturer.

S22 AUTOMOBILE FIXINGS

- (a) Each Competitor must ensure that any item on or attached to their automobile (including but not limited to a wheel, shock absorber cover, engine cover and other bodywork) that may present a risk of an impact injury to a driver, pit crew, official or spectator should it

detach from the automobile while it is under its own power is securely fixed to the automobile before any session.

- (b) Any item that detaches from the automobile without any interference from another automobile or leaving the track, as defined in the RMSR Code of Driving Conduct, while it is on the track or in the pit lane under its own power shall be considered a breach of this regulation.
- (c) The minimum penalty for a breach of this regulation shall be:
 - (i) During any practice or qualifying session: Loss of five grid positions for the automobile's next race
 - (ii) During any Race: Sixty (60) seconds added to the automobile's race time.

S23 WEIGHING OF AUTOMOBILE

The racing weight obtained from the scales provided by the organiser and/or the CM shall be viewed as fact and are the only weights recognised at each event. At any time during a qualifying session, or while under parc ferme conditions, competitors may be directed to have their cars placed onto the scales for weight checks.

S24 ENGINE SEALING

- (a) Any engine supplied by a manufacturer or serviced by an engine rebuilder that is supplied with seals must have those seals in place at all times.
- (b) Where engines are sealed by an overseas engine builder, the Chief Scrutineer may require documentary evidence to demonstrate the eligibility of these engines for this series.

S25 AUTOMOBILE MARKINGS

Each automobile must comply with Schedule K of Motorsport Australia Manual of Motor Sport. Specific Series requirements will be advised prior to the first round of the Series.