

ARTICLES GOVERNING THE 2026 New Zealand Formula Ford Championship

PREAMBLE

MotorSport New Zealand Inc declares the following articles to be those governing competition for Drivers in the MotorSport New Zealand Formula Ford Championship.

The Championship is held under MotorSport New Zealand Sanctioning Permit No: 259001

The Championship is organised and held in accordance with the current MotorSport New Zealand National Sporting Code, the Standing Regulations applicable to all Races (Schedule Z), these Championship Articles, and any Supplementary Regulations applicable to and issued by the Organising/Inviting Club of each Round of the Series.

These Articles are at all times to be read in conjunction with:

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules, specifically Schedule Z;
- The Technical Regulations – Schedule F;
- The Event Supplementary Regulations; and
- Race Director's Written Drivers' Briefing.

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

MotorSport New Zealand may issue amendments to these Championship Articles or Technical Schedule where it is deemed necessary to amend or clarify any Article. These amendments will be issued by the Chief Executive Officer or their representative in the form of Championship Amendments.

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective Date	Article Reference	Subject/Notes
A001	22 01 2026	Art 5.1	Clarification of dates
A002	13 02 2026	Art 6.1	Provisions for testing

1. INTERPRETATIONS

In these Articles the following expressions shall have the meanings set out:

The **‘Championship’** means the MotorSport New Zealand Formula Ford Championship for cars complying with Schedule F.

‘Inviting Club/s’ means the MotorSport New Zealand Club/s hosting Rounds of the Championship.

‘National Sporting Code’ or **‘NSC’** means the National Sporting Code issued by MotorSport New Zealand.

‘NIFF’ means North Island Formula Ford Inc.

‘NZFF’ means New Zealand Formula Ford Championship.

‘Rookie’ means a Competitor competing in their first season in the New Zealand Formula Ford Championship.

‘Round’ means the Race Meeting at which Drivers may score points towards the Championship.

‘SIFF’ means the South Island Formula Ford Club Inc.

2. ELIGIBILITY

2.1 DRIVER ELIGIBILITY:

2.1.1 All Drivers shall hold a C1 Grade Competition Licence or higher and if the Entrant is other than the Driver, an Entrant’s Licence is required in the name of the Entrant.

Note: Under the provisions of the Trans-Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc, Australian competitors holding both Motorsport Australia General Competition Licences and Trans-Tasman Visas may enter any rounds of the New Zealand Race Championship and be eligible for awards.

2.1.2 Foreign participants may compete in the Championship in accordance with National Sporting Code Appendix One, Schedule L, Article 6.1.

2.1.3 All Drivers shall be financial members of North Island Formula Ford Inc or South Island Formula Ford Club Inc.

2.2 VEHICLE ELIGIBILITY:

2.2.1 Eligibility shall be for Class One and Class Two Formula Ford cars complying with the specifications set out in Schedule F.

2.2.2 Classes: There are two(2) classes as follows:

- (1) Class One:** Eligibility shall be for cars manufactured after 31 December 1999 and complying with the current Schedule F Technical Regulations for Class One cars, and all models of the Van Diemen Stealth, irrespective of their year of production or any modifications made.
- (2) Class Two:** Eligibility shall be for cars manufactured after 31 December 1989 and prior to 1 January 2000 and complying with the current Schedule F Technical Regulations for Class Two cars.

Note: Historic Formula Ford vehicles compliant with Schedule F, or Schedule AA and Schedule K may be invited by the Championship Coordinator to compete at Rounds of the Championship (see Article 5.1.4). Any such competitor shall not be eligible for Overall or Class Round points and shall be ignored for the purposes of calculating Overall and Class Points.

2.2.3 If a Competitor changes a vehicle during the Championship, they must inform the Championship Coordinator.

- (1) If the replacement vehicle remains in the same class, then points shall carry over.
- (2) If the replacement vehicle does not remain in the same class, then points will not carry over.

2.2.4 All Entrants and Drivers shall agree to submit their vehicle for eligibility/safety scrutineering when required by the Championship Scrutineer for compliance to; Schedule F and Appendix Two, Schedule A.

2.2.5 Where it is deemed necessary that a technical inspection needs to be carried out off-site and between rounds, associated costs shall be met by the Competitor. Where the appointed Championship Scrutineer is unable to be present, the technical inspection will be performed by a MotorSport New Zealand-appointed and licenced Technical Officer local to the Competitor, and under the instruction of the appointed Championship Scrutineer.

2.3 A maximum of two(2) engines may be presented by each Competitor for use during the Championship.

- (a) These engines must be presented for sealing (type "C" seal) as per the requirements of Schedule F, Article 3.0. All presented engines will be identified by a serial number allocated to the Competitor and/or Chassis.
- (b) These sealed engines must be used for qualifying and race sessions during any Round of the Championship.
- (c) An unmarked engine may be used during practice sessions only, providing it complies with Schedule F. This engine does not require sealing.

2.3.1 Should it be necessary for a Competitor to introduce a third engine then the following conditions will apply:

- (a) As it is only permitted to have two(2) logged sealed engines at any one time, one(1) of the previous two(2) engines as per Article 2.3 will have their ID recorded and must not be used again in the Championship.
- (b) This previously logged engine must not be disassembled without the approval of the Championship Scrutineer and must be presented at the final round of the Championship for inspection if requested by the Championship Scrutineer.
- (c) The competitor will receive a penalty as per Article 10.1.

2.3.2 In the instance of an engine requiring a rebuild (either partly, or full) during the Championship:

- (a) This must be approved by the Championship Scrutineer in writing, and after any relevant technical inspections are completed.

- (b) The engine's tag must not be removed during the rebuild. The Championship Scrutineer will add another new ID Tag when the engine is presented at the next round (the engine will have two(2) ID tags for the duration of the Championship). It is the Competitor's responsibility to ensure the Championship Scrutineer adds the new tag prior to competing.
- (c) Permission to break the seals to undertake engine work will only be granted in exceptional circumstances and will be decided after consultation with the Championship Scrutineer. The only engine parts that do not require permission to be rebuilt or exchanged are the sump, carburettor, fuel pump, oil pump, water pump and distributor. It is the Championship Scrutineer's expectations that the sealed engines remain that way for duration of the Championship. No permission will be granted to freshen an engine or parts thereof with the exception of the list stated above. In the situation where an engine is stripped down at the request of the Championship Scrutineer, no additional items, other than associated gaskets or seals, can be replaced or repaired without receiving an engine penalty.
- (d) Replacement of crankshaft seals and/or sump gaskets is permitted without penalty.
- (e) With prior written permission from the Championship Scrutineer, cylinder heads may be removed under supervision for maintenance, but not refreshed. Cylinder head componentry shall not be replaced without the express permission of the Championship Scrutineer.

2.3.3 All sealed engines and components used in the Championship must be presented at the last round of the Championship for technical inspection if they have not already been inspected beforehand as described in Article 2.2.4. Failure to do so will result in disqualification from the Championship.

2.4 Decals and advertising for Championship Sponsors shall be attached to all competing vehicles as detailed in Appendix 1. Where a Competitor is also contesting an Island Series at any Event the decal/badge requirements of that Series must be respected.

Note: The Championship Coordinator may permit variation of decal location for individual vehicles upon application.

3. CHAMPIONSHIP PERSONNEL

3.1 At each Round the following personnel, or their approved assistant, shall have responsibilities and authorities set out:

3.1.1 Championship Liaison Manager: Jordie Peters
Phone: 027 479 1510
Email: jordie@motorsport.org.nz

Who is responsible for and authorised by MotorSport New Zealand to:

- (a) Be the contact for liaison with Rodin Cars in relation to the Rodin Cars talent identification and development initiative.

3.1.2 Championship Coordinator: Ian Barlow
Phone: 027 766 4420
Email: ibarlow84nz@gmail.com

Who is responsible for and authorised by MotorSport New Zealand to:

- (a) Deal with all administrative matters pertaining to the Championship;
- (b) Record and publish all Championship points schedules;

- (c) Liaise with Inviting Clubs and Motorsport New Zealand on matters pertaining to the Championship;
- (d) Ensure correct placement of decals on competing vehicles;
- (e) Liaise with event Officials on any sporting aspect for the Category;
- (f) Keeping a record of all Round results and publish as required; and
- (g) Ensure Round award winners attend on-track presentations.

Also, may be required to:

- (a) Attend coordination meetings at Events; and
- (b) Attend Stewards meetings at Events.

3.1.2.1 All correspondence shall be addressed to the Championship Coordinator.

3.1.3 Race Director: Blair Thorpe
Phone: 027 318 3191
Email: blairthorpe@outlook.co.nz

Who is appointed and authorised by MotorSport New Zealand to be responsible for:

- (a) Ensuring compliance with MotorSport New Zealand National Sporting Code and its addendums, and this Schedule;
- (b) Undertaking duties and authorities outlined in NSC 78 & 79;
- (c) Conducting Race Director briefing sessions;
- (d) Liaising with the Championship Coordinator regarding promotional activities;
- (e) Conducting any Inquiries necessary to resolve any issues and imposing any penalties arising therefrom that may arise during the conduct of the Championship;
- (f) Being a Starting Judge;
- (g) Being a Finishing Judge; and
- (h) Being a Judge of Fact (yellow flags redressing).

3.1.4 Championship Scrutineer: Ron McMillan
Phone: 021 931 765
Email: ronroadrace@gmail.com

Who shall have the authority of a Championship Scrutineer set out in the National Sporting Code and who is responsible for and authorised by MotorSport New Zealand to deal with all technical matters pertaining to the Championship including the following duties and procedures:

- (a) Undertake safety audits including management of vehicle logbooks where a Competitor may be requested that any component or vehicle is presented for any required technical inspections, to confirm compliance with all applicable regulations set out in Schedule F and Schedule A.

These inspections may be carried out at any time from the beginning of the official Practice day, at the Championship Scrutineer's sole discretion, including any time the vehicle is stopped within pit lane;

- (b) Affix seals and impound components or vehicles as required, and have them remain under their direct control until the completion of any required inspections;
- (c) Undertake technical eligibility checking;
- (d) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures, and will have complete discretion on reporting a non-compliance where inadvertent on-track failure or damage can be quantifiably attributed as a cause. Where this is not the case, the matter shall be reported to the Race Director;
- (e) Undertake the duties of a Tyre Judge (NSC 86(1)(f));
- (f) The Championship Scrutineer shall only use checking equipment of a type or types approved by MotorSport New Zealand as detailed in NSC Article 84(2);
- (g) Liaise with Race Director on any scrutineering or technical conformity issue for the Category;
- (h) Report to the Race Director prior to the Round commencing their proposed technical checking programs and subsequent results prior to the final Stewards meeting; and
 - (1) Should the Championship Scrutineer decide that the technical inspection(s) will be required to be completed at another time or location, other than from the Parc Ferme area of the event, they will advise the Race Director and will apply any relevant seals or markings, as specified under Schedule F, or Appendix Two, Schedule A, that they deem sufficient to ensure the components required for inspection will remain sealed until presented for inspection at a later time/date and location that will be advised in writing.
- (i) Inspection of any damaged vehicle that requires recovery must comply with Schedule A, Part One Article 3.4(8), by presenting their vehicle and logbook to the Championship Scrutineer who may inspect the vehicle;
- (j) Assist competitors with technical enquiries relative to the Technical Regulations applicable to their vehicle. This does not include the vehicle Safety Audit when required; and
- (k) Keep the Race Director informed of any matters relating to the technical management of the Championship.
- (l) All Technical correspondence shall be addressed to the Championship Scrutineer.

3.1.5 Assistant Championship Scrutineer:

Phone:

Email:

Daniel Cresswell

029 456 2102

danielcresswell75@gmail.com

- (a) Who shall have the authority of a Championship Scrutineer set out in the National Sporting Code;
- (b) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures; and

- (c) Undertake the duties of a Tyre Judge (NSC 86(1)(f)).

4. CHAMPIONSHIP ENTRY

4.1.1 Entry into the Championship shall be made using the method prescribed by the Championship Coordinator.

Championship entrants must either:

- (a) Pay the Championship entry fee of \$5,600.00, where:
- (i) \$2,800.00 is payable by 24 December 2025.
 - (ii) The balance of \$2,800.00 is payable by 22 January 2026.
 - (iii) Any entry will not be deemed valid until payment is received in full by 22 January 2026.
 - (iv) Refunds or credits for future competition may be given at the discretion of the Championship Coordinator. Any refunds given will take into consideration any costs incurred to date.
- (b) Enter the Championship on a Round-by-Round basis, where the entry fee to each Round is as follows:

Round 1:	\$1,650.00
Round 2:	\$1,650.00
Round 3:	\$1,650.00
Round 4:	\$1,650.00

- (i) Any entry will not be deemed valid until payment is received in full, no later than 21 days prior to the commencement of the Round entered.
- (ii) Entry fees paid Round-by-Round are non-refundable.

4.1.2 The entry fees detailed in Article 4.1.1(a) and (b), and Article 5.1.1 shall be payable to:

Account name:	North Island Formula Ford
Account number:	12 3488 0030986 00
Reference:	NZFF [Driver name]

4.1.2.1 The Championship Coordinator may consider the acceptance of a late entry provided that the entry is lodged in full conformity with entry requirements.

4.1.3 The Championship reserves the right to accept or decline entry into the Championship in accordance with NSC 25.

4.2 By entering the Championship, all Competitors/Entrants:

- (1) Are deemed to be in acceptance of these Championship Articles as they are presented;
- (2) Agree to comply with these Articles and those of the National Sporting Code;
- (3) Shall be at all times responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A, ~~Schedule F~~, and eligibility requirements under these Championship Articles; and

- (4) Shall comply with any specific requirements of the official Championship Sponsor(s), as detailed within Appendix 1 to these Championship Articles, and of the Championship Liaison Manager.

- 4.3 Only the official race number registered with the NZFF Race Number register may be used. The North Island Championship Coordinator manages this register. No duplication of race numbers is permitted.

5. CHAMPIONSHIP STRUCTURE

- 5.1 The Championship will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	23-25 January 2026	Teretonga Park	NextGen Promotions
2	30 January – 1 February 2026	Levels Raceway	South Canterbury Car Club
3	14-15 March 2026	Hampton Downs Motorsport Park	NZIGP
4	28-29 March 2026	Taupo Motorsport Park	NZIGP

- 5.1.1 Round 1 is a NZ Formula Ford Championship Round only, however South Island Formula Ford, North Island Formula Ford, and Historic Formula Ford (in accordance with Article 2.2.2 and Article 5.1.4) entries are welcome. The entry fee for Round 1 for non-Championship competitors is \$995.00, payable to the account listed in Article 4.1.2.

- 5.1.2 Round 2 is combined with the 2025-26 South Island Formula Ford Series.

- 5.1.3 Round 3 and 4 are combined with the 2025-26 North Island Formula Ford Series.

- 5.1.4 Historic Formula Ford vehicles are invited to enter Rounds 1, 3, and 4 as per Article 2.2.2.

Note: At these Rounds, Historic Formula Fords are required to qualify within 107% of the fastest Qualifying time in order to compete in the remainder of the Round. The Race Director, in conjunction with the Championship Coordinator, may exercise discretion in specific instances.

- 5.2 MotorSport New Zealand reserves the right to either cancel or amend any Rounds of the Championship due to force majeure without affecting in any way its powers to award any title.

6. ROUND FORMATS

- 6.1 **No testing of a Formula Ford competition vehicle** will be permitted on the circuit at which the Round is scheduled to be held from Monday to Thursday inclusive in the week of the Round for Round 1, 2, and 4, except any test sessions organised by the NZ Formula Ford Championship. For Round 3, no testing of a Formula Ford competition vehicle will be permitted on the circuit at which the Round is scheduled to be held from Monday to Friday inclusive in the week of the Round, except any test sessions organised by the NZ Formula Ford Championship.

- 6.2 Transponders must be fitted and operational in all Practice, Qualifying and Race Sessions.

- 6.3 **Practice:** Official Practice sessions may be provided for at specific Rounds of the Series. When applicable, these will be advised in the Supplementary Regulations.

- 6.3.1 Practice starts during any Practice session are permitted only at the pit exit speed de-restriction line provided that any vehicle that is following is not delayed or hindered at any time.

- 6.4 **Qualifying:** There will be one(1) Qualifying session of twenty(20) minutes duration.

- 6.4.1** Vehicles will assemble at the Assembly Area for Qualifying in any order or as directed by the Championship Coordinator who may use previous practice time or Series points as appropriate.
- 6.4.2** Practice starts when initially leaving pit exit during Qualifying are not permitted. It is permitted to do a practice start on any subsequent leaving the pits at the pit exit speed de-restriction line provided that any vehicle that is following is not delayed or hindered at any time.

6.5 Race lengths: Races are scheduled to run as follows:

Round	Race 1	Race 2	Race 3	Race 4
1	20mins	20mins	20mins	N/A
2	10 laps	10 laps	12 laps	12 laps
3	12 laps	12 laps	12 laps	15 laps
4	12 laps	12 laps	12 laps	15 laps

6.6 At all Rounds the Race Director, and/or the Stewards of the Meeting, following consultation with the Championship Coordinator (where practicable), reserves the right to shorten and/or cancel races in the case of force majeure.

6.7 Assembly and Formation:

- (1) Vehicles will form up at the Assembly Area in starting order.
- (2) Practice starts leaving pit exit and prior to the commencement of each Race are not permitted.
- (3) Upon vehicles being released from pit exit, the Competitor occupying pole position shall set the pace for the entire field. All Drivers should maintain a close but safe distance to the vehicle in front.

Note: As the field approaches the final corner before reaching the starting grid all vehicles shall reduce speed. It is requested that all Drivers form into single file, line astern, and maintain this formation until they approach their designated starting positions. At that point, Drivers may then move into their respective grid boxes.

6.8 Race starting positions: Starts for all races at each round will be a "Standing Start" in accordance with the provisions of Appendix Four, Schedule Z.

- (1) Starting Positions for **Race One** will be determined by the fastest lap time achieved from the Qualifying session, fastest Driver to the front.
- (2) Starting Positions for **Race Two** will be determined by the fastest lap time achieved in either the Qualifying session or Race One, fastest Driver to the front.
- (3) Starting Positions for **Race Three** will be determined by the fastest lap time achieved in either the Qualifying session or Race One or Two, fastest Driver to the front.
- (4) Starting Positions for **Race Four** (where applicable) will be determined by the fastest lap time achieved in either the Qualifying session or Race One, Two, or Three, fastest Driver to the front.

6.8.1 Historic Formula Ford vehicles as outlined in Article 2.2.2 will be gridded following the same method as Article 6.8 above, however will form their own grid one full grid row behind the rest of the NZFF, NIFF, and SIFF vehicles.

7. TYRE TYPE, ALLOCATION AND MARKING PROCEDURES

7.1 Tyre type: Only tyres as specified in Schedule F, Article 23 are authorised for use within the Championship.

7.1.1 Yokohama Control Tyres shall only be purchased from North Island Formula Ford Inc or the South Island Formula Ford Club.

7.2 Tyre allocation: If a Competitor is also contesting either the North Island Formula Ford or South Island Formula Ford Race Series, this allocation is part of that available for their Series and must be used as required in Article 7.3 below.

(a) **Class One:** The maximum number of new tyres that may be used in the Championship is sixteen(16) – eight(8) fronts and eight(8) rears.

(b) **Class Two:** The maximum number of tyres that may be used in the Championship is twelve(12). Out of these twelve(12) tyres, up to eight(8) of them may be new – four(4) fronts and four(4) rears.

7.2.1 These tyres shall be marked in accordance with Article 7.4 and must only be used in the 2026 NZ Formula Ford Championship, until the Championship has concluded.

7.3 Tyre use:

(a) **Class One:**

(i) **Practice Sessions:**

(a) **Round 1:** Any unmarked Control Tyre may be used.

(b) **Round 2, 3 and 4:** Any used marked tyre from the previous Rounds must be used.

(ii) **Qualifying and Races:** At each Round, one(1) new set of marked tyres must be fitted prior to the commencement of Qualifying, and must be used for the remainder of that Round. These tyres must be marked as provided for in Article 7.4.

(b) **Class Two:**

(i) **Practice:** Any unmarked or marked Control Tyre may be used.

(ii) **Qualifying and/or Races:** There are no limitations or criteria on how the tyre allocation outlined in Article 7.2(b) is used throughout each Qualifying and/or Races at each Round. Any of the twelve(12) marked tyres may be used at any time.

7.4 Tyre marking procedures: Each Competitor's tyre allocation must be marked and recorded. Tyres to be used in the Championship shall be presented to the Championship Scrutineer for marking and recording at each round of the Championship.

(a) It is the Competitor's responsibility to ensure that they present their tyres for marking at a time and place requested by the Championship Scrutineer.

7.4.1 In the event of any marked tyres being accident damaged, and the Competitor's tyre pool being exhausted, the Championship Scrutineer may allow a replacement tyre to be used from another source, of similar condition and wear level of the damaged tyre.

7.4.2 It is the Competitor's sole responsibility to ensure tyre markings remain legible. Where a marking becomes illegible, that tyre will be lost from the Competitor's tyre 'pool'.

8. DIRECT TO DRIVER COMMUNICATIONS & ON-BOARD CAMERAS

8.1 Direct to Driver Communications:

- 8.1.1** It is compulsory to have a fully functioning direct to Driver radio receiver for all official Practice and Qualifying sessions, and Races. Radio communications to Drivers will be solely related to any safety-related matters where practicable. Direct to Driver radio communications serve as a supplementary aid and shall not supersede any official signals conveyed to Drivers.
- 8.1.2** No outgoing radio transmission function from the car is permitted.
- 8.1.3** The frequency is 455.168750MHz code 6B analogue (179.9).

8.2 On-board Cameras:

- 8.2.1** On-board camera installation and use is recommended.
- 8.2.2** Camera(s) and recording media may not be removed while in Parc Fermé except as specifically authorised by the Championship Scrutineer or the Race Director.
- 8.2.3** All Camera locations and installation must be in accordance with Schedule F, Article 25.3 and be approved by the Championship Scrutineer.
- 8.2.4** At each Round, any on-board camera footage and information recorded shall be made available to Championship and Event Officials upon request. Such recordings shall be retained and unmodified in any way for a minimum of fourteen(14) days after the conclusion of the Event.

9. PARC FERMÉ

- 9.1** Upon directive from the Championship Scrutineer or their appointed assistant, Competitors may be required to drive their competing vehicle directly (and without any team personnel/crew intervention) from the track to the designated Parc Fermé, the location of which will be notified via the Official Notice Board of the Meeting.

Note: Drivers should ensure that they and all their team personnel are familiar with the Parc Fermé regulations and limitations as detailed in the National Sporting Code Article 60.

- 9.1.1** The Driver and/or a member of their team may be requested to remain with the vehicle, or the Championship Scrutineer may conduct inspections in isolation as determined appropriate.
- 9.2** No intervention of any kind is permitted whilst the vehicle is in Parc Fermé unless specifically authorised by the Championship Scrutineer, a MotorSport New Zealand Technical Officer, or Race Director. The Championship Scrutineer may, at their sole discretion allow tyre pressures and tyre temperature readings to be checked on request.
- 9.3** Unless the Championship Scrutineer consents, any car unable to proceed to Parc Fermé under its own power must nevertheless be delivered there as soon as practicable.

10. PENALTIES

- 10.1** The introduction of a third sealed engine as per Article 2.3.1 will result in the Competitor taking a penalty of starting from the rear of the grid in their next Race.

11. POINTS

- 11.1 Points:** Points will be allocated to all Drivers based on overall finishing positions in each Race, at each Round of the Championship:

1st	75	11th	30	21st	10
2nd	67	12th	28	22nd	9
3rd	60	13th	26	23rd	8
4th	54	14th	24	24th	7
5th	49	15th	22	25th	6
6th	45	16th	20	26th	5
7th	42	17th	18	27th	4
8th	39	18th	16	28th	3
9th	36	19th	14	29th	2
10th	33	20th	12	30th and lower	1

- 11.1.1 Qualifying:** Two(2) Bonus Points shall be awarded to the fastest eligible Qualifier at each Round.

- 11.2 Class Points:** Separate points shall be allocated as detailed in Article 11.1 above for each Class, based on finishing positions of the competing vehicles in that Class.

12. AWARDS AND PRIZES:

- 12.1** The following title will be presented at the annual MotorSport New Zealand Awards Function:

- (a) The **overall New Zealand Formula Ford Champion title** will be awarded to the Driver who gains the highest aggregate of points from all Rounds.

- 12.2** The following awards will be presented at the conclusion of the Championship at a place and time determined by the Championship.

- (a) The **National Class One Formula Ford Challenge Trophy** will be awarded to the Driver of a Class One Formula Ford who gains the highest aggregate of Class One points from all Rounds.
- (b) The **National Class Two Formula Ford Challenge Trophy** will be awarded to the Driver of a Class Two Formula Ford who gains the highest aggregate of Class Two points from all Rounds.
- (c) Second and third overall placings for:
- (i) National Class One Formula Ford Challenge
- (ii) National Class Two Formula Ford Challenge
- (d) The **Morrie Smith Memorial Trophy** will be awarded to the driver who gains first place in the final Race of Round 4.
- (e) The **Ron Frost Memorial Trophy** will be awarded to the driver who gains first place in the final Race of Round 3.
- (f) The **Stephen Gillard Memorial Trophy** will be awarded to the highest placed 'Rookie' of the Championship.

- 12.3** The following round awards will be presented at each Round:

- (a) **Class 1:** 1st, 2nd, 3rd
- (b) **Class 2:** 1st, 2nd, 3rd

- 12.4** Recipients of Round awards shall wear their race overalls for any podium presentations.
- 12.5** To be eligible for Class awards, at least three(3) Drivers' must have entered the Championship.
- 12.6** The following prizes are offered in addition to the awards detailed in 12.1.
- (1)** The overall New Zealand Formula Ford Champion will be awarded a fully funded, three-day testing and evaluation program with Rodin Cars in New Zealand Titled "Formula Ford to Formula 1, powered by Rodin Cars,"
 - (2)** Rodin Cars may also invite other Formula Ford competitors to be evaluated if they display a high level of skill during the season.
- 12.7 Ties:** In the event that two(2) or more competitors have the highest total number of points (i.e. a tie) the Champion will be determined as described in Appendix Four, Schedule Z Article 11.6. The same process will be followed to determine both Class and Round winners.

APPENDIX ONE – DECALS AND LOCATIONS

Notes:

- Where a competitor is also contesting an Island Series at any event the decal/badge requirements of that series must be respected.
- Locations A, C, F are allocated to Island Series’.

Location		Decal
A		
B	One decal on each side of the vehicle	Napa
C		
D	Above each race number (or below if suitable)	MotorSport New Zealand Rodin Cars decal (distributed by NIFF and SIFF)
E	One decal on nose area	Ford
F		
G	One race number on the bonnet as far forward as possible, and One race number on each side of the vehicle	Race Number
H	On each side of the cockpit	Tasman Motorsports Group decal (distributed by Championship Coordinator)

