

## Sealing Card System

Under Formula Vee rule 7 (ii) of the CAMS manual, all engines and gearboxes must have a valid Sealing Card to be eligible to compete after the 1<sup>st</sup> July 2008.

With the new sealing card system each Formula Vee engine and gearbox will be given its own unique engine or gearbox number. This will allow for greater transparent and accountability in the tracking of a engine or gearboxes sealing history. The Sealing Card must be produced on demand at any Eligibility Scrutineering at any Event.

The introduction of the card allows the State Technical Director (STD) to keep all their copies of the sealing certificates in numerical order, this allows quick and easy check of records should a query arise, from either local or interstate STDs.

Competitors should treat the Sealing Card with the same respect as the vehicles log book. In the event of a engine or gearbox being sold, brought, lent or borrowed, the sealing card must accompany it.

### **Procedure for issuing a Sealing Card and unique FV number.**

For Engines and gearboxes the seal number on the case at the time of issuing the Sealing Card will become the FV engine / gearbox number. The number must be stamped onto the case as per the locations shown in the pictures below.

For existing sealed engines and gearboxes the current sealing certificate must be produced to enable the details to be filled out on the card. If the engine Sealer is not present to initial the card then the STD may initial it. In the event that the sealing certificate cannot be produced at the initial issuing of the Sealing Card, then at the discretion of the STD, a sealing card may be issued with the seals recorded on it and the case stamped with the FV number. The STD must write "unknown" in the sealers name space. For 1600cc engines this option may only be used prior to 1<sup>st</sup> July 2008. Every attempt must be made, by the STD, to find a copy of the Sealing Certificate with the seal numbers on it.

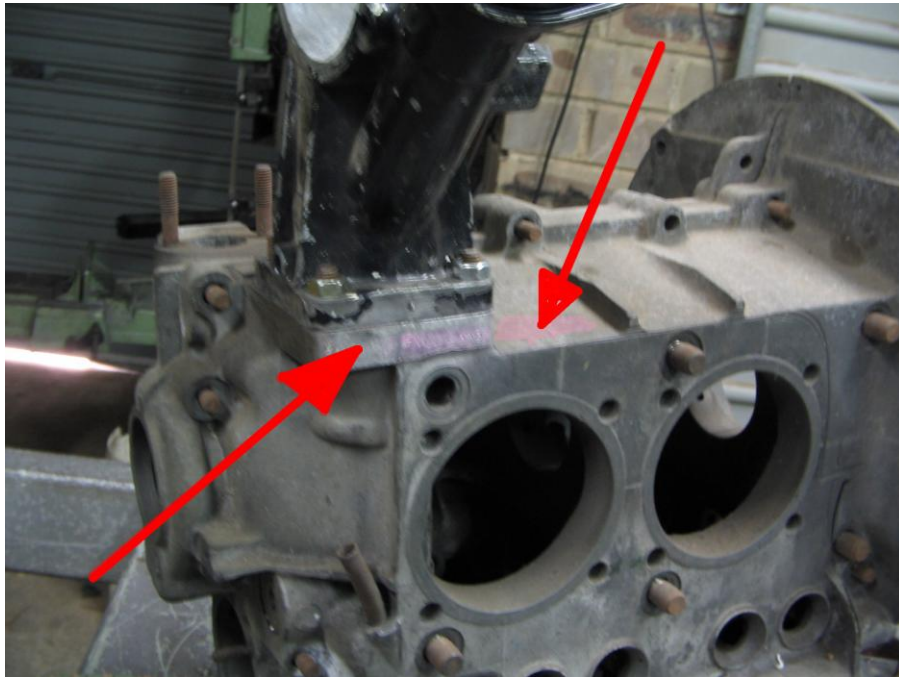
Once an engine or gearbox has had a FV number stamped onto it, it then has that number for the life of the engine/gearbox case. Any evidence of removal of the FV number from the case will deem the case an ineligible component and the STD may take further investigation and action if required.

### **In the event of a lost card -**

The engine / gearbox's owner should notify the STD and produce the current sealing certificate. The STD will then check the past sealing history and issue a new card with the current seal numbers and the last sealers name. In the event that the sealing certificate cannot be produced nor a copy found by the STD, then the engine will be declared ineligible. It is advisable to keep Sealing Certificates separate from Sealing Card as proof of Sealer is of utmost importance in the event of a Sealing Card being lost.

Each State will organize where and when existing sealed engines / gearboxes are to numbered and issued with a sealing card. The description of the term STD may vary from state to state depending on their constitutions, it is implied that the person is the Eligibility Representative for that state.



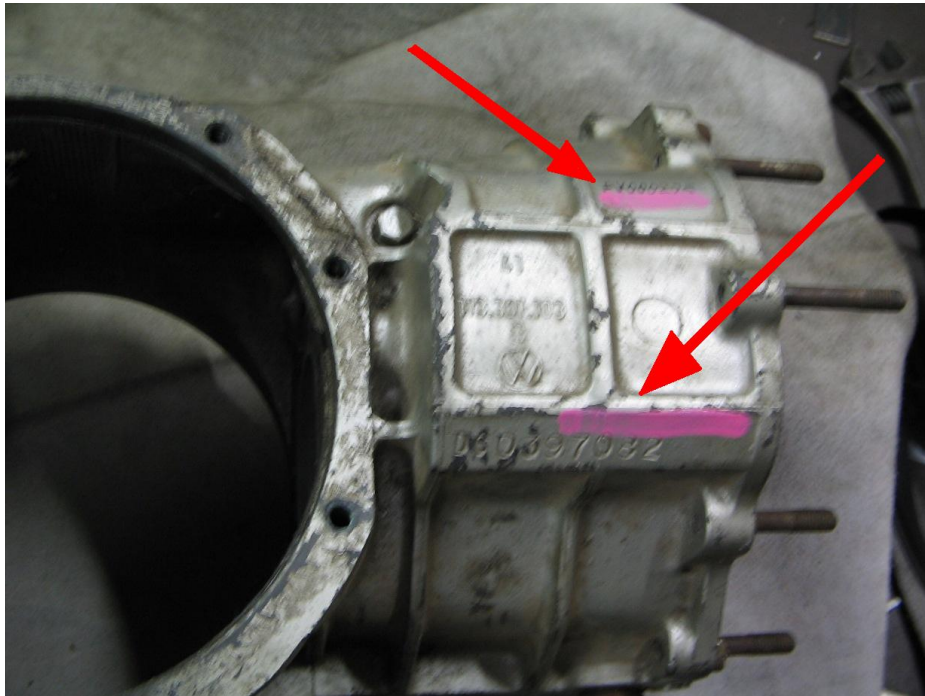


Stamp Number on either of these faces in 5mm or larger lettering



Example of new case number using existing case seal number.

For Gearboxes-



Stamp number on either of these faces in 5mm or larger lettering