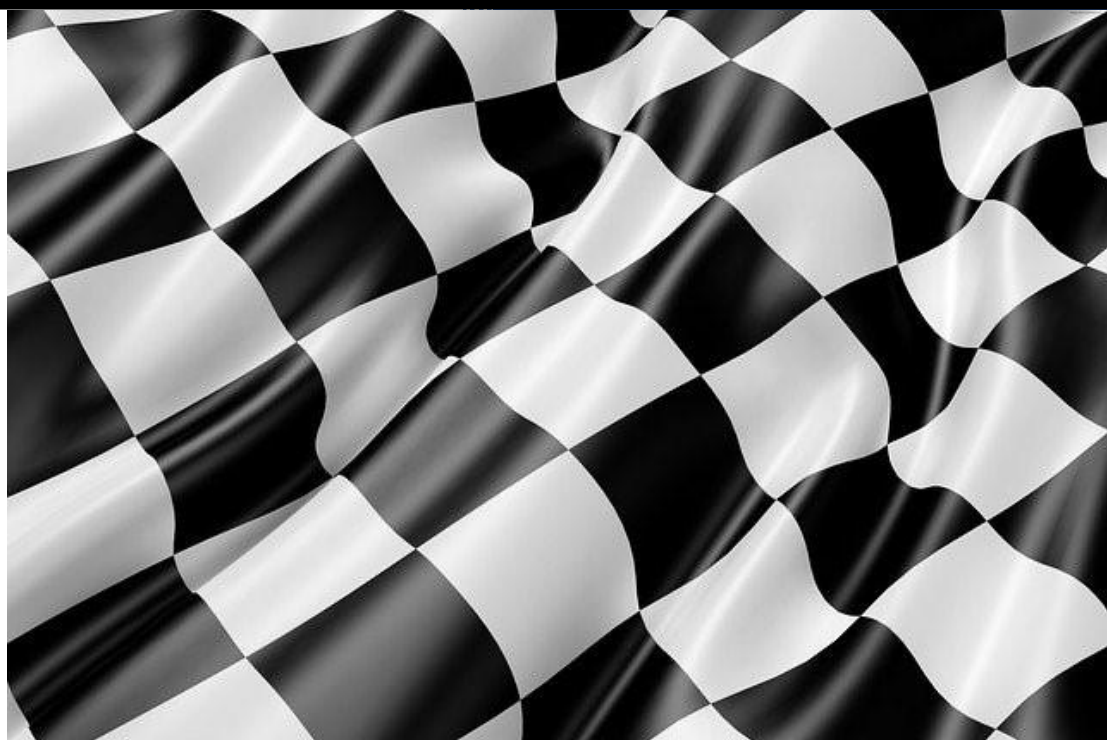




2025

CLUB STANDING SUPPLEMENTARY REGULATIONS

NORTHERN REGIONS FORMULA LIBRE CLUB CHAMPIONSHIP



Version 2

1 July 2025

REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
ART 3.2	01.07.2025	0107.2025	Regulation added
ART 3.3	01.07.2025	01.07.2025	Regulation added

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1. DURATION OF THE VALIDITY OF THE REGULATIONS

- 1.1 The regulations apply to the calendar year 2025.

2. CONTROLLERS

- 2.1 The Controllers of the Championship are Motorsport South Africa (hereafter referred to as MSA) which has delegated control to the MSA Northern Regions Motorsport Committee and through them to the Formula Libre Association (FLA) Committee, heading a branch of the Sports Car Club of South Africa.
- 2.2 The Formula Libre Association Committee will consist of a Chairman and elected representatives.
- 2.3 The Controllers reserve the right to amend, alter or introduce additional rules and regulations and issue interpretation of these regulations as deemed necessary.

3. AIM OF THE CHAMPIONSHIP

- 3.1 To declare an Overall Formula Libre Club Champion and an Index of Performance Club Champion.
- 3.2 To declare an Overall Formula Libre Ladies Club Champion.
- 3.3 To declare an Overall Formula Libre Formula GTi Club Champion.
- 3.4 The Championships will be awarded on the basis of the highest points scored in the class-based and index of performance-based championships respectively. Other awards may be made at the discretion of the Committee.

4. RULES AND REGULATIONS

- 4.1 All qualifying races will be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of MSA, and those Standing Regulations and the Supplementary Regulations as may be issued by the Promoters from race to race.
- 4.2 The GCR's together with the SSR's must be read and understood in addition to these regulations and specifications.

4.3 Formula GTi regulations

The intent of these Formula GTi regulations is to embrace the spirit of the original Formula GTi series and keep the cars as close to the original Formula GTi general specifications as possible. The committee may revise the specifications as required in order to meet this requirement

4.3.1 Engine

- 1800cc or 2000cc VW golf motor with an 8-valve head. Normally aspirated
- Twin 40 Weber side draft carburettors or fuel injected

4.3.2 Gearbox

LD200 4 speed Hewland gearbox only

4.3.3 Wheels & tyres

13 inch rim diameter only. Rim width is free

Tyres are free provided that they are not re-treaded and can safely be fitted to the rims

4.3.4 Wings

Front and rear wings similar to the wings originally used by the Formula GTi series must be used

4.3.5 General

The car must resemble a Formula GTi as raced in the original Formula GTi championship. If there is any dispute, the onus will be on the competitor to provide photographic evidence to confirm that the car may be classified as a Formula GTi

5. ELIGIBILITY OF CARS AND COMPETITORS

- 5.1 The Championship will be open to single-seater, open-wheeler racing cars. All competitors must comply with Circuit Racing SSR1.
- 5.2 The following rules shall apply;
 - 5.2.1 Any normally aspirated internal combustion motorcar engine may be used. No motorcycle engines may be used. The use of turbo- and supercharging systems will be allowed solely at the discretion of the Committee. Their decision shall be considered final and binding. No nitrous oxide systems shall be permitted.
 - 5.2.2 No remolded or retreaded tyres are permitted. Any make, size or type of tyre which may be safely fitted to the rims of the vehicle, may be used.
 - 5.2.3 Any form of braking system may be used providing that it shall have the capacity to slow the vehicle safely. No exotic materials will be allowed unless these were integral to the standard design of the vehicle. The braking system shall consist of a double circuit, one controlling the front wheels and the other controlling the back wheels, operated by a single pedal. In the case of failure or leaking in either of the braking circuits, the pedal shall still control two wheels i.e. either the front or back brakes.
 - 5.2.4 Any gearbox may be used and gear ratios are free.
 - 5.2.5 Where the intention is to construct a new race car for the express purpose of competition in the Formula Libre championship:
 - 5.2.5.1 Such intents, plans and/or designs shall be submitted to the Formula Libre Association for comment and approval prior to construction or modification.
 - 5.2.5.2 Cars newly constructed for the express purpose of competition in the Formula Libre championship must be inspected by a competent person appointed by the Formula Libre Association to examine the vehicle to ascertain satisfactory engineering and general compliance with specifications and safety standards. Only after a satisfactory inspection will a competition number be allocated and the competitor and vehicle be authorised to race.
 - 5.2.5.3 Any car, newly constructed or otherwise, found not to be structurally suitable by the appointed persons referred to in paragraph 5.2.5.2 shall be required to comply with Formula Libre standards prior to being allowed to race.
 - 5.2.5.4 The Formula Libre Association Committee may consider opinions from suitably qualified and/or certified experts if so requested, arranged and paid for by an aggrieved club member. (E.g. certified aircraft welder on welds, professional engineer on designs etc.)
 - 5.2.6 Roll-over bars shall have a minimum clearance of 50mm from the top of the apex of the roll-over bar to the top of the driver's helmet with the driver seated in the vehicle or shall comply with the rules and regulations pertaining to the specific category of vehicle competing.
 - 5.2.7 A fire extinguisher system of at least one-kilogram extinguishing capacity shall be fitted within the bodywork of the vehicle in such a way that the driver can operate it when strapped into the seat in the racing position. Plumbed-in extinguishers must have a minimum of two outlets. It is strongly advised that plumbed-in extinguishers have an extinguishing capacity of at least two kilograms.
 - 5.2.8 Only fuel that complies with MSA regulations as defined in the current GCR's may be used.
 - 5.2.9 Seat belts of the double shoulder full harness type shall be fitted having at least four attachment points to the frame and which hold the driver firmly in place when seated in the vehicle. Crotch straps are compulsory. Fitted seat belts shall comply with current MSA regulations.
 - 5.2.10 Catch tanks (or bottles) as per current MSA regulations shall be used.
 - 5.2.11 The oil filter, drain and filler plugs (engine and gearbox) must be wire-locked.
 - 5.2.12 It is recommended that a metal heel-plate, with a minimum 1mm thickness and length of 150mm, be fitted behind the pedals and attached to the top of the lower chassis rails.
 - 5.2.13 All race cars entered will be required to display the series sponsors' stickers when applicable. Failure to do so will result in the competitor forfeiting any points awarded on the day.

- 5.2.14 Fuel tank breather pipes must be routed in such a manner that, irrespective of the position of the vehicle, no fuel spillage shall occur.
- 5.2.15 Due to the Index of Performance championship and in the spirit of Formula Libre, the use of any timing device during race heats is prohibited. Where timing devices are installed, such devices shall be switched off during racing or any display obscured prior to the start of a heat. Car-to-pit communication during races is prohibited. Pit-to-car communication shall be by means of normal pit signal boards only. This regulation does not apply to testing or qualifying.
- 5.3 Any car not meeting the technical, safety and/or aesthetic standard judged by any one of the organizers, event scrutineers or Formula Libre Association Committee may not be allowed to compete.

6. CHAMPIONSHIP SERIES AND EVENTS TO COUNT

- 6.1. The Motorsport Calendar is available from MSA and gives detail of all championship event dates. All events allocated by the MSA will constitute the Championship. The endurance event that may be held at the end of the season shall be a non-championship event. No points from this event shall be scored towards the Championship.
- 6.2 A Formula Libre race shall be a minimum distance of 24km per heat at all circuits.
- 6.3 There will be at least two heats for Formula Libre entrants at each of the race meetings scheduled. Each heat will be scored as a separate race.

7. CLASSES, GRIDS AND POINT-SCORING

- 7.1 Competitors will be divided into time-based classes and will score points within their designated classes. There will be 5 classes (A, B, C, D and E). The Association will maintain a register of the competitors in each class, which will be published and available on request. The committee will allocate unknown car/driver combinations to a class after qualifying or if necessary, after their first racing heat according to 7.2 below. Competitors who did not compete the preceding season, will be regarded as unknown entities. Competitors who did compete during the preceding season would default to the last class they raced in, unless competing in a different car. The class register for the current, and previous season shall be available from the designated FLA score keeper.
- 7.2 After the first qualifying or race session during which an unknown driver/car combination has set a representative time, the scorekeeper, a committee member and the affected competitor shall meet to formalize the competitor's class allocation.
- 7.3 Competitors recording a time faster than the class limit in any race heat will move up to and score points in the class appropriate to his or her faster time from the next heat he or she competes in.
- 7.3 The FLA Committee reserves the right to amend class brackets at its discretion. Its decisions in this regard will be final and binding. Any such amendment must be done and published prior to the first practice of a race meeting at the affected circuit and be formally approved by the Club Chairman and one other Committee member.
- 7.4 Competitors who have recorded slower times than the class minimum in all heats of two consecutive race meetings **may** be moved to a lower class. Competitors may not move to a lower class during a race meeting.
- 7.5 Starting grids for the 1st heat will be determined by times posted during official qualifying. The starting grid for the 2nd heat will be determined by the actual finishing order in the 1st heat.
- 7.6 A competitor who fails to post a qualifying time due to transponder failure and who has an acceptable manually recorded time may, on application to the designated Formula Libre race secretary on the day, request the grid to be amended. This request must occur within 15 minutes of the formal posting of the grid. At the sole discretion of the race secretary in consultation with the Clerk of the Course (CoC), the competitor may be placed on the grid according to the manually recorded lap time. A competitor who fails to post a qualifying time due to transponder failure and who does not have an acceptable manually recorded time or who fails to post a time for any other reason will be placed at the back of the grid.
- 7.7 Each competitor is responsible for ensuring that his/her time as stated on the qualifying results is correct.

- 7.8 Competitors shall complete at least two thirds (rounded up) of the Formula Libre Association leader's total lap count in a heat in order to be awarded class points.
- 7.9 As a basis for calculation of points for the Overall Formula Libre Championship, points per heat, and per class shall be awarded as follows:
- 7.10 Should three or fewer cars in a class start a heat at an event, the championship points for that class will be awarded as follows for each race:
- 7.11 Points for determining the Index of Performance Club Champion, shall be awarded in the same manner.
- 7.12 For purposes of determining the Overall Formula Libre Championship, competitors shall carry over their points in the event of them moving between classes.
- 7.13 A competitor shall be awarded Index of Performance points only if he/she completes the entire race, i.e. takes the flag.
- 7.14 Should any event be held at circuits other than Zwartkops Raceway, Kyalami, or Red Star Raceway, and which are further than 200km from Johannesburg, 6 bonus points shall be awarded for commencing practice, qualifying or one of the official races.

1st: 10 points

2nd: 8 points

3rd: 7 points

4th: 6 points

5th: 5 points

6th: 4 points

7th: 3 points

8th: 2 points

From 9th: 1 point

Three cars: 1st: 9 points, 2nd: 8 points, 3rd: 7 points

Two cars: 1st: 8 points, 2nd: 7 points

One car: 1st: 7 points

- 7.15.1 The Formula GTi challenge is open to all cars that comply with the Formula GTi technical regulations, irrespective of which Formula Libre class they are competing in. Scoring per race will be as follows

1st Place – 10 Points

2nd Place – 9 Points

3rd Place – 8 Points

4th Place – 7 Points

5th Place – 6 Points

6th Place – 5 Points

7th Place – 4 Points

8th Place – 3 Points

9th Place – 2 Points

10th Place -1 Point

- 7.15.2 The Libre Ladies challenge will be scored according to the Formula Libre Index of Performance rules in place for the regular Index of Performance competition.

8. ELIGIBILITY OF COMPETITORS

- 8.1 Events are open to Formula Libre members only, unless by special invitation. Non-members may, at the discretion of the Committee, be charged a fee of R200.00 for each Formula Libre event participated in but will

neither score points nor be eligible for trophies. Non-members participating in any Formula Libre event shall sign the Formula Libre “Code of Conduct”, refer 13.1.

8.2 All point scorers in the Formula Libre Championship must be full members of and in good standing with the Formula Libre Association.

8.3 Novices will be required to display a trailing ribbon and shall be subject to observation in their first 3 races.

9. SEPARATION OF TIES

9.1 In the event of a tie at the end of the season, the competitor with the greatest number of class first places in all Formula Libre Championship races scored shall be declared the Champion. If this does not resolve the tie, then the greater number of class second places, failing that the class third places and so on, will be used to resolve the tie. If a tie still remains, then the Formula Libre Committee will declare a winner on such a basis as it deems fit.

10. DECLARATION OF CHAMPION

10.1 The Formula Libre Association Committee will at its sole discretion be responsible for ratifying and declaring the winner of the Overall Formula Libre Championship as well as the Index of Performance Championship. It is entitled to withhold such declaration(s) if it deems necessary.

11. COMPETITION NUMBERS

11.1 Competition numbers should comply with SSR 4 with the exception that the numbers must be a minimum size of 40mm x160mm on a contrasting background. A minimum of 3 numbers must be displayed, one in front and one on either side of the race car in such a manner that they are visible from all forward- and side-facing angles.

11.2 Allocation of race numbers shall be at the discretion of the Formula Libre Association Committee. Members race numbers shall be reserved provided that they pay their year’s club membership before the end of January of the year.

11.3 Before a competition number is allocated to a competitor an unknown car may be inspected by a competent person or persons approved by the Formula Libre Association. (see 5.2.5).

12. COMPLAINTS AND DISPUTES

12.1 In the spirit of Formula Libre, any disputes must be raised by the competitor in person with the designated Drivers Representative prior to involving the C.O.C or the MSA Steward.

12.2 Also in the spirit of Formula Libre, all matters relating to the Association including but not limited to off-track conduct, disagreement regarding regulations, scoring and class allocations shall be attempted to be settled within the association’s structures first. If settlement cannot be reached a matter can be escalated to a higher controlling body, e.g. Northern Regions either by majority vote of the committee, or by any non-committee member by written submission to which the Formula Libre committee shall have first right of response.

13. DRIVER AND MEMBER CONDUCT

13.1 All participants in a Formula Libre event shall be required to sign and adhere to the Formula Libre “Code of Conduct” and be subject to its rules.

13.2 All competitors in a Formula Libre event shall be subject to the Formula Libre yellow/red card system, which is published and available on request.

13.3 No unruly behaviour or any action that may bring the Association in disrepute will be tolerated. The Formula Libre Committee at their sole discretion reserves the right to unilaterally and without consultation withdraw the Formula Libre membership of any individual found to have brought the Association into disrepute.

13.4 The FLA reserves the right to object to pit hoarding and overpowering marketing material being displayed that does not reflect Formula Libre

13.5 The FLA will in the course of its activities refrain from manifesting racial, political gender or religious discrimination.

