

2027

MSA CLUB STANDING SUPPLEMENTARY REGULATIONS

NORTHERN REGIONS FORMULA M

VERSION 1

1 JANUARY 2027

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REVIEW AND AMENDMENTS

Any proposed changes to these regulations must be submitted to the Championship Controllers for consideration and thereafter to Motorsport South Africa (MSA) for approval. The new version of these regulations will be published by MSA at least seven (7) days prior to the next event being held, unless a shorter notice period is approved by MSA in accordance with GCR 67.

Amendments and updates to these regulations 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

Modified Rule Number	*Date Applicable*	*Date of Publication*	*Clarifications*

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All race meetings shall be held under the 2027 General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA), these Club Regulations, the event Supplementary Regulations (SRs) and any applicable Circulars of MSA.

NOTE: Whatever is not specifically allowed in these regulations, is disallowed – Refer to GCR 226.

NOTE: ALL SAFETY INFORMATION (MATERIAL SIZES ETC.) CONTAINED IN THESE REGS ARE BASED ON EXPERIENCE GAINED THROUGH THE YEARS. NO CRASH TESTS OF ANY KIND HAVE BEEN PERFORMED.

1. CONTROLLERS OF THE CHAMPIONSHIP

1.1 The controllers of the Championship shall be Motorsport South Africa NPC (herein referred to as MSA) which has delegated control to the Northern Regions Motorsport Committee and the South African Formula "M" Racing Club Championship Committee (herein referred to as the COMMITTEE) as provided for in these regulations.

1.2 The Controllers reserve the right to amend, alter or introduce additional regulations and to issue interpretation of these regulations if deemed necessary, in the form prescribed by MSA.

1.3 All representations of the South African Formula "M" Racing Club competitors to the CONTROLLERS shall be made through the chairman of the COMMITTEE. Non-compliance with this article shall result in disciplinary action by the COMMITTEE as provided for in the constitution.

1.4 These regulations apply for the calendar year of 2027.

2. AIM OF THE CHAMPIONSHIP

To declare Club Champions as provided for in these regulations. The Controllers of the Championship at their sole discretion shall declare the winners of the Club Championship in the following classes and categories, and are entitled to withhold such declaration from any competitor, should circumstances warrant such action:

SAFMRC Club Champion Class A

SAFMRC Club Champion Class B

SAFMRC Senior Champion

SAFMRC Index Winner

SAFMRC Master Champion (45+ years old)

3. CLASSES

3.1 Class A – cars powered by four-stroke motorcycle engines exceeding five hundred and ninety-nine (599) cc, complying with articles A20 and A21 of Appendix A.

3.2 Class B – cars powered by four-stroke motorcycle engines of up to five hundred and ninety-nine (599) cc, complying with article A19 of Appendix A.

4. ELIGIBILITY OF COMPETITORS

4.1 **New Drivers** – Before entering his first race, a new member shall satisfy an appointed member of the COMMITTEE that he is capable of racing safely and knows and understands the applicable rules and flags. The Committee member shall issue a competency certificate, without which no competitor shall be entitled to compete in his first race. All new drivers will have a yellow ribbon attached to the rear of their race car. The ribbon must be visible to all drivers competing and officials to indicate to them that it is a novice driver. The ribbon must be worn for at least three (3) race meetings and can only be removed with permission of the Club Chairman.

4.2 **Invited Drivers** – Invited drivers may be permitted to enter at the discretion of the COMMITTEE, provided they hold a valid MSA competition licence and their car complies with these regulations. Invited drivers will not score Championship points.

4.3 All entrants and drivers entering a Formula "M" event must: -

(a) Be a registered paid-up member of the South African Formula "M" Racing Club;

(b) Be in possession of a valid Formula "M" competition licence issued by MSA;

(c) Comply with the regulations for the specific class entered.

4.4 Minimum age limits in respect of the different racing classes are the following:

4.4.1 The COMMITTEE shall classify a competitor older than the maximum age limit prescribed per class, should such competitor have had no or such limited experience, as a novice. Such competitor shall only be entitled to compete in that class for a period of two (2) years after the date of his first race in that class.

4.4.2 Class B – Not less than fifteen (15) years of age.

4.4.3 Class A – Not less than sixteen (16) years of age. Preference will be given to drivers progressing through class-B. All drivers under the age of eighteen (18) will prove to the committee that they have enough skills to be able to safely control and race a class-A car ALL new drivers in Class-A, will be subject to a probation period of at least 6 (six) months. During this period, the committee reserves the right to cancel a person's Class-A membership to race in class-A, at any point.

4.5 A driver shall be deemed to be of the required minimum/maximum age by 31st July of the year concerned.

4.6 Notwithstanding the minimum ages imposed in this article, the COMMITTEE may allow, in its discretion, a younger competitor to compete in a higher class, after having taken into consideration his age, experience, competence, previous participation and results and competitiveness in motorsport.

4.7 No person being of the required age shall automatically become entitled to participate in a class. The COMMITTEE shall in each case consider an applicant's age, experience, competence, and competitiveness in motorsport, and, especially in the case of minor applicants, shall give the principle of progression through the junior classes to the senior classes' serious consideration. The safety of other competitors shall always be taken into account when considering an application.

4.8 There is no restriction on the domicile of competitors scoring towards Club Championship.

5. ELIGIBILITY OF VEHICLES

5.1 Formula "M" racing cars are of the open wheel, single seater, rear engine, rear wheel drive design, powered by motorcycle engines, restricted to one engine per car.

5.2 The driver shall be seated on the centre line of the vehicle.

5.3 The vehicle may be of space frame or monocoque design, but subject to article A8.

5.4 The Championship shall be open to all cars complying with the specifications and regulations referred to in these standing regulations.

5.5 Each competing vehicle shall be subject to an inspection, which will cover general compliance, finish, and appearance, as and when required by the COMMITTEE.

5.6 A member of a Technical Committee appointed by the COMMITTEE will carry out this inspections.

5.7 Successful completion of this inspection will result in the issue of a registration certificate.

5.8 The COMMITTEE shall hold a record of all chassis.

5.9 Subject to fourteen (14) days' notice in writing, the certificate mentioned in SSR 5.7 may be withdrawn if the standard of turn-out of the vehicle falls below the acceptance limit.

5.10 Should, during the season, any of the information on the certificate change, which will include, but not limited to, a change of engine or dimension of the chassis or a change of class in which the car competes, the car shall be submitted by the competitor for the issue of a new certificate. In the event of non-compliance with this regulation it shall be deemed that the change took place immediately after the existing certificate was issued, and in which event such competitor shall forfeit all points accumulated since the issuing of the certificate, should the car not comply with the prescribed specifications.

5.11 The technical specifications for all cars are contained in Appendix A (Technical Regulations), which forms part of these regulations.

6. CHAMPIONSHIP POINTS

6.1 Classification of Vehicles

6.1.1 No car from a specific class shall be used to make up numbers for another class. No car shall be entitled to be entered for more than one class per race meeting.

6.1.2 Points will be scored separately, in accordance with article 6.2, for each separate class.

6.2 Championship Points

6.2.1 Each Championship race meeting has the same point's value and counts for the same Championship points as determined in SSR 6.2, notwithstanding the number of heats per Championship race meeting.

6.2.2 The only points scale to be used in the Championship is the following: Each Championship race meeting shall have the same points value, notwithstanding the number of heats run. There will be three (3) point scoring systems:

(a) Class position points as per the conventional way, counting towards class Championships.

(b) Index points that are specifically implemented to overcome the following problems and thereby ensuring that a less advantaged competitor can be rewarded for his skill – less powerful engine, older tyres, older design, all other money = speed influences.

NOTE: Index points will only count towards the Index winner and will have no influence towards the class or overall Championship.

6.2.3 Subject to SSR 6.2.6, the index points value of a Championship race two (2) races per event, shall be as follows:

Class A, B	Points
1st place	12
2nd place	11
3rd place	10
4th place	9
5th place	8
6th place	7
7th place	6
8th place	5
9th place	4
10th place	3
11th place	2
12th place	1

6.2.4 The position points value of a Championship race two (2) races per event, shall be as follow:

Class A, B – Championship	Points
1st place	12
2nd place	10
3rd place	8
4th place	6
5th place	4
6th place	2

Overall Senior Club Championship

To determine the overall Senior Champion, the following sliding scale will be used:

6 or more Starters in a class per race/heat	Points
1st place	12 points
2nd place	10 points
3rd place	8 points
4th place	6 points
5th place	4 points
6th place	2 points
5 Starters in a class per race/heat	Scoring start from 2nd place down
4 Starters in a class per race/heat	Scoring start from 3rd place down
3 Starters in a class per race/heat	Scoring start from 4th place down
2 Starters in a class per race/heat	Scoring start from 5th place down
1 Starter in a class per race/heat	2 points

A starter will be a car that passes the start line, under its own power, after the official start of the timed practice or any race heat.

6.2.5 Should there be more than two races per Championship race meeting, the total points multiplied by two (2) referred to in SSR 6.2.4 shall be divided by the number of races, each race to score points individually and equally and to be added up to obtain the final results of the day. A one (1) race event will score total points multiplied by two (2).

6.2.6 Points awarded per CLASS Championship (A, B heat and race meeting will not be subject to the amount of cars participating. Index points remain unchanged.

6.2.7 Index application – the following will apply:

(a) (fastest lap * laps completed / (race time) – credit)) * 100 = index

(b) Highest index scores highest points.

(c) A credit of 0.5 seconds will be given per position behind the first position. This credit is for time lost on the start line and SSR 6.2.7(d) is to prevent abuse.

(d) In the event of a competitor recording a lap time three percent (3%) higher than his qualifying time, he/she will be excluded from the index of that race.

6.2.8 BONUS POINTS: twelve (12) bonus points will be awarded to all competitors participating in official timed practice of an "away" race meeting. "Away" race meetings will be seen as meetings at the following circuits, Phakisa, Dezzi Raceway.

6.2.9 Deleted – the club voted that participation in motor shows no longer earns championship points.

6.2.10 A competitor that improves the lap record at a circuit in an official race will score two (2) bonus points.

6.3 **Championship Standings**

6.3.1 Where classes A, B are combined with the highest number of points, regardless of class, shall be declared Senior Champion.

6.3.2 The SAFMRC Master Champion shall be the driver aged forty-five (45) years or older (as at the date in SSR 4.5) who scores the highest number of points on the overall Senior Championship scale in SSR 6.2.4, regardless of class.

6.3.3 Provisional Championship standings will be published to members after each round. Any query on the standings must be submitted in writing to the COMMITTEE within fourteen (14) days of publication, after which the standings for that round shall be final.

7. CHAMPIONSHIP STRUCTURE

7.1 **Qualifying / Cancelled or Abandoned events** –

7.1.1 The Championship meetings, venues and dates are listed on the MSA calendar.

7.1.2 All meetings listed as per SSR 7.1.1 will be point-scoring Championship meetings.

7.1.3 Should a Championship meeting be cancelled, the COMMITTEE may, with the approval of MSA, nominate a replacement meeting. Should a race be stopped and not restarted, results and points shall be determined in accordance with the GCRs and the event SRs.

7.2 **Number of Rounds** – The Championship will be contested over the race meetings on the approved 2027 MSA calendar. All rounds count towards the Championship; there are no dropped scores.

7.3 **Minimum number of Starters** – One (1) starter is sufficient for a class to be classified and for points to be awarded (see SSR 6.2.6).

7.4 **To qualify as a Finisher** –

7.4.1 It shall be deemed that a competitor is classified as a starter, if he/she crossed the start line under the car's own power, during an official qualifying session or race heat.

7.4.2 To be classified as a finisher, a competitor must take the chequered flag and have completed at least seventy-five percent (75%) of the laps completed by the winner of his class.

7.5 **Ties in a Championship** – Should two (2) or more competitors finish the season on equal points in any Championship or category referred to in SSR 2, the tie shall be separated as follows:

(a) The competitor with the greater number of first places in race in his class during the season;

(b) If still tied, the competitor with the greater number of second places, then third places, and so on;

(c) If still tied, the competitor who scored the most points at the last Championship meeting, and then at each preceding meeting in reverse order, until the tie is broken;

(d) If still tied, in accordance with GCR 229.

7.6 **Championship Awards** – Trophies for 1st, 2nd and 3rd place in each class (Club Championship) will be handed out after the results have become final for the day. Depending on the organisers of an event. At the end of the season, awards will be presented to the 1st, 2nd and 3rd placed drivers in Class A and Class B, the SAFMRC Senior Champion, the SAFMRC Index Winner and the SAFMRC Master Champion.

7.7 **Race duration / distance** – The number of laps for each heat during a race meeting shall be determined by the Organisers.

7.8 **Race format / breakouts** – Unless otherwise stated in the event SRs, each Championship meeting consists of official timed practice and 2 (two) race races (see SSR's 6.2.3 – 6.2.5). Formula "M" may race on a combined grid with Formula Libre / Monoposto or other categories as set out in the event SRs; Formula "M" class results and points are determined from the Formula "M" competitors only.

8. COMPETITION NUMBERS / DECALS AND BRANDING

8.1 Cars shall be identified by means of a number, to be allocated by the COMMITTEE. The class symbol must appear next to or directly under the number to identify the class.

8.2 Numbers shall be displayed in a durable and legible manner to show forward and on each side of the car.

8.3 Numbers must be black on a yellow background.

8.4 **Club decals** – Decals advertising Formula "M" and the website shall be purchased and displayed by all members as indicated as "J" on the sketch under article A1.

9. DRIVERS / RIDERS BRIEFINGS

Attendance at the drivers' briefing, as scheduled in the event SRs, is compulsory for all drivers. Failure to attend may be penalised at the discretion of the Clerk of the Course.

10. RACE FORMAT

10.1 **Practice, Qualifying, Starting Grids and Starting procedures** –

10.1.1 The grid position for the first heat of a meeting shall be determined by the official timed practice held before the first heat.

10.1.2 Subject to SSR 10.1.3, grid positions for subsequent race during a race meeting will be determined by the finishing order of each previous heat.

10.1.3 Jumped starts – any competitor jumping a start shall: -

(a) Be penalised by thirty (30) seconds or as decided by the COC of the day.

(b) A start shall be deemed to be a jumped start if there is any movement after the five (5) second board is displayed.

10.1.4 A competitor who does not take part in the official timed practice shall start the first race from the back of the grid.

10.2 **Route** – Not applicable (circuit racing).

10.3 **Force Majeure** – As per the GCRs and the event SRs.

10.4 **Outside Assistance** – No outside assistance is permitted once a car has left the dummy grid, other than by marshals for safety reasons.

10.5 **Amalgamation of Classes** – Classes A and B race together on one grid with separate class results (see SSR 6.3.1). Amalgamation with other categories shall be as set out in SSR 7.8 and the event SRs.

11. SAFETY REQUIREMENTS

11.1 **Safety Car, Red Flag and Restart procedures** – As per the MSA Circuit Racing SSRs and the event SRs.

11.2 **Safety Apparel and Equipment**

- Safety Harness / Belts

11.2.1 A five (5) or six (6) point approved safety harness (FIA) of a quick-release type that releases at least all but one points, and which holds the Driver firmly under all racing conditions and in good working condition shall be mandatory.

(a) Seat belt anchor points shall be lower than the shoulder height of the seated competitor.

(b) The seat belt anchor must be retained with a minimum bolt diameter of eight (8) mm high-tensile steel.

(c) The anchor point must be a suitable and substantial part of the chassis.

- Helmets and protective clothing

11.2.2 The competitor must be suitably dressed for safe competitive motor racing. A fireproof racing suit, neck brace, fireproof balaclava, shoes, gloves, and helmet are compulsory, and these must be in good condition with no tears and gaps and/or cracks. The competitors protective clothing will form part of the racing season commencement scrutineering but will be monitored by Class Chairmen throughout the year for race worthiness.

- Fire extinguishers

11.2.3 A fire extinguisher/s as prescribed by the relevant GCR/SR with a minimum content of 1 (one) kg and must be fitted to be accessible and removable by the seated competitor (with his safety belts fastened), shall be fitted to each car. Its position shall be indicated by a red E on a white and red background on the outside of the body.

11.2.4 Fire Extinguishers must be serviced every twelve (12) months.

- Cameras

11.2.5 On-board cameras are permitted, provided they are securely fixed to the car with a mechanical mounting (bolted or clamped) to the satisfaction of the scrutineers. Suction-cup and adhesive-only mounts are not permitted.

11.3 **Fuel**

11.3.1 Only 93/95 Class B Octane fuel (commercially available at fuel pumps, shall be used —. NO ADDITIVES, OCTANE BOOSTERS, MENTHANOL OR RACING FUELS ARE ALLOWED.

11.3.2 Class-A is allowed to use commercially available standard racing fuel (103/105 octane). NO additives are allowed to be added to the fuel.

11.3.3 The COMMITTEE has the right to empty out fuel and replace it with controlled fuel before a race in pre-race paddock.

11.3.4 Should a fuel test arise from a protest, the protester shall, in addition to the prescribed protest fees, pay to the organisers the fee charged by the approved agent to conduct a test. Should the protest be successful, such amount shall be refunded to him by the protested competitor.

11.3.5 Fuel shall be drained from the fuel pipe connected to the carburettors or as indicated by the Technical Committee.

11.3.6 Every competitor shall indicate to an official, if required, the position of the fuel tank/s of the protested car.

11.3.7 In addition to fees to be paid in terms of SSR 11.3.4, any competitor protesting the legality of fuel used by another competitor, shall pay to MSA all such monies as required by MSA to conduct the fuel test as prescribed by the relevant GCR. In the event of fuel being found to be illegal by a final court, or should there be no appeal against the decision of a lower tribunal, all monies expended by a protestor on instruction of MSA, including costs which might be borne by the COMMITTEE shall be repaid by the party protested, who shall not be entitled to enter subsequent race before such payment has been made in full.

11.4 **Tyres** (wheel rim and tyre restrictions)

11.4.1 Rim diameters of Class B cars may not exceed thirteen (13) inches.

11.4.2 Class B are allowed to use any racing slick tyres up to a maximum width of two hundred and fifty-five (255) mm that are locally and commercially available. Semi slick tyres are allowed. The use of wet weather tyres is allowed, and the size must be the same as the allowed slick tyre thirteen (13) inch rim size with a maximum width of 255mm. There are no width restrictions for Class A.

11.4.3 The use of tyre warmers is prohibited.

11.4.4 Remoulded or re-treaded tyres are prohibited.

11.4.5 ALL Classes must have at least one (1) mm thread on tyres at pre-scrutineering over the whole surface of the tyre. The class Chairman will be entitled to check tyre wear during the race day to ensure safety.

11.4.6 Application may be made to the COMMITTEE for the use of locally available road tyres or rims of a different specification. The application will be viewed in the light of cost, safety, performance and availability.

11.5 **Technical Checks** (legality / stripping procedure)

11.5.1 Apart from the officials authorised in the GCRs to impound cars for legality checks, the Clerk of the Course may at any race meeting, consider impounding and checking a car having broken the lap record for compliance with the regulations. The Clerk of the Course shall make his decision in consultation with the scrutineers, appointed technical consultant and Chairman of the COMMITTEE.

11.5.2 In the event of any competitor protesting the legality of the car of a competitor, such protestor shall, when lodging his protest in accordance with GCR 198 and apart from the fees payable as from time to time prescribed by MSA, pay to the Chairman of the COMMITTEE, in the event of-

(a) A strip requested for a car with a four-stroke engine, (TEN THOUSAND RAND (R10 000.00), should the stripping of a head be required, and (TWENTY THOUSAND RAND (R20 000.00) in the event that the dismantling of the engine be required; and

(b) These amounts shall be paid to the competitor whose car has been protested should his vehicle, after the legality check, be found to be legal, in order to cover costs for the replacement gaskets and other necessities and repaid to the protestor in the event of the car protested be found illegal.

(d) A strip requested by the COMMITTEE has no fees payable.

(e) If a member lodging a protest for a strip/inspection, both cars, the car been protested and the protesters car will be stripped/inspected.

11.5.3 Class Representatives may from time-to-time call for a partial or comprehensive strip/check to insure fair competition in his class. This must be done in consultation with the Technical Chairman and the technical advisor to ensure correct procedures and with the approval of the Club Chairman to ensure the absence of victimisation.

11.5.4 Any member whose vehicle has been found to be illegal at a legality check shall be liable for payment of all fees levied to the Club for services rendered, which amount shall be paid before such member shall be entitled to enter for any subsequent event. Should more than one member be involved, the costs shall be shared equally.

11.5.5 The dynamometer test procedure is set out in SSR A2.

11.6 **Change of vehicle** – No driver or vehicle change will be allowed after scrutineering unless approved in writing by the Club Chairman and with the consent of all competitors in the class.

12. DRIVER/RIDER CONDUCT

12.1 **Dangerous driving** – As per the GCRs. Dangerous driving will be reported to the Clerk of the Course.

12.2 **Unsportsmanlike conduct** – As per the GCRs and the club constitution.

12.3 **Social media conduct** – Competitors are responsible for their own conduct and that of their crew on social media. Conduct that brings the sport, MSA, officials, the club or other competitors into disrepute will be dealt with in terms of the GCRs and the club constitution.

12.4 **Illegal substances** – As per the GCRs and the MSA anti-doping and alcohol/drug testing regulations.

13. PADDOCK, PARC FERME AND PIT LANE REGULATIONS

As per the MSA Circuit Racing SSRs and the event SRs. Parc fermé applies as set out in article A2.5.

13.1 **Pit Stops (Endurance Racing)** – Not applicable.

14. ENVIRONMENTAL REQUIREMENTS

All competitors shall comply with the MSA environmental regulations. An impermeable ground sheet must be placed under each car in the paddock, and all oil, fuel and waste must be disposed of responsibly.

15. MEDICAL REQUIREMENTS

As per the GCRs and MSA medical requirements applicable to the competitor's licence.

16. PENALTIES

Penalties shall be imposed in accordance with the GCRs. Specific penalties are contained in SSR's 5.10 (certificate), 10.1.3 (jumped start), 11.3.8 (fuel), 11.5.4 (illegal vehicle) and A2.7 (weight).

17. GENERAL

17.1 All qualifying races shall be held under the GENERAL COMPETITION RULES and STANDING SUPPLEMENTARY REGULATIONS OF MSA, these standing regulations and the supplementary regulations are issued by the promoters/organisers of events.

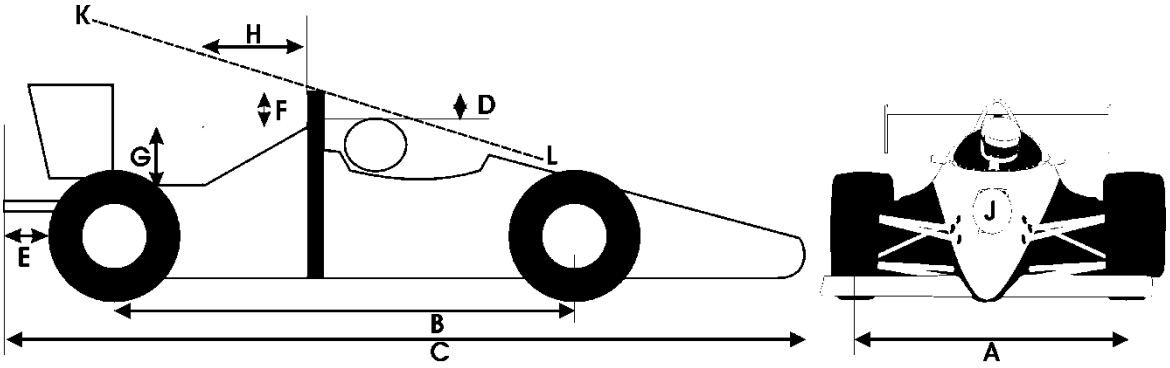
17.2 References to the male gender in these regulations include the female gender.

17.3 **Interpretation of rules** – It is understood by all competitors that the philosophy behind and principle of Formula "M" racing is to provide competitive cost-effective and affordable racing using parts readily available in South Africa in their standard form. Regulations will be interpreted with this in mind and any convenient interpretation of rules on engine, gearbox, chassis, or bodywork not within the spirit of these regulations will be regarded as an infringement with the resultant exclusion of the vehicle concerned.

APPENDIX A – TECHNICAL REGULATIONS (GENERAL FORMULA "M" CAR SPECIFICATIONS)

A1. BASIC CAR DIMENSIONS

The different classes shall comply to the minimum and maximum dimensions as stipulated by the following drawing:



Class B

A	Minimum – Maximum track	1000 – 1600 mm
B	Minimum – Maximum Wheelbase	2700 mm
C	Maximum overall length – all inclusive	4100 mm
D	Minimum clearance between top of roll-over and top of helmet, measured in horizontal plane	50 mm
E	Maximum exhaust length beyond rear point of car excluding aero foil	150 mm
F	Maximum height from top of roll-over bar to centre of adjoining stay bar	150 mm
G & H	To suite new gen motor dimension and be approved by TC	
J	Club decal	
K & L	Safety roll-over bar to steering bulkhead roll-over bar – driver's head not to protrude the imaginary line	

NOTE: Existing cars which were built in accordance with the original Class A Formula Super M rules, which dimensions exceed A, B will be allowed as is, subject thereto that their certificates (see SSR 5.7) are duly endorsed.

A2. MINIMUM WEIGHT LIMIT

All cars will be weight as and when required by the Technical Consultant. The following minimum weight limits will apply to the different classes:

A2.1 Class B: For vehicles using engines 80 kW max (107HP) – minimum weight 425 kg. A weight penalty of 2 kg per kilowatt will be added to cars with motors that exceed 80 kW, the maximum weight that a car is allowed to weigh, depends on the structural strength of the vehicle and will be determined by the Technical Chairman and noted on the scrutineering sheet.

A2.2 The following weight penalty will be applied to all current out of spec motors. 2Kg for every Kw over 80 Kw and 2 Kg for every Newton meter over 70nm. The minimum weight of a class-B car will be determined by the model of engine used. The following minimum weights for the homologated motors will be used:

MAKE AND MODEL	YEAR MODEL	MINIMUM WEIGHT
SUZUKI GSR 600	2006/2007	425 KG
SUZUKI GSXR 600	2006/07	425 KG
SUZUKI GSXR 600	2007/08	425 KG
KAWASAKI ZX600	2007	452 KG

MAKE AND MODEL	YEAR MODEL	MINIMUM WEIGHT
YAMAHA YZF600 R6	2006	449 KG

In the event that another model or make of engine wants to be used, the specification as found on www.motorcyclespecs.co.za will be used to determine the minimum weight of the car.

If a member does not agree with these specifications, he/she can request a Dynamometer test to determine the motor's power output. The committee can decide at any time to do a Dynamometer test on any car to ensure that the output is as stipulated. The following terms and conditions will be applicable:

1. A test must be requested at least two (2) months before the first race.
2. The same dynamometer must be used for the 2027 season.
3. The member will be responsible for the cost of the test.
4. The test will be done at the competitors/entrants own risk and the Club will not take any responsibility if anything goes wrong. (e.g. Blown motor etc.). All tests are done at OWN RISK.
5. A power run will be made on the dynamometer, and the results will be used to determine the weight of the car. The test is only to be done to determine the minimum weight of the car. The decision of the Technical Chairman/TC is FINAL.
6. After the test, all the components (as decided by the technical committee) will be sealed to prevent modifications and tuning done to improve the output of the motor). The seals must be intact at all times and will be checked at every race meeting. In the event of a broken seal, the car will be deemed to be illegal. If work needed to be done on the motor or any other component that was sealed, the member must approach the technical committee to request that the seal can be broken, this permission must be given in writing. After the work has been completed, the vehicle might need to be tested again to ensure that the power output has not increased since the last test.
7. At least two (2) members of the committee must be present when the testing is done.
8. Random dyno tests can be done on cars to ensure that the output power of the motor is the same at any time seemed necessary by the technical committee. If there is a two (2) % difference between the test and the original test, a motor will be checked to determine the legality of the motor. No cost will be paid by the Club (to the competitor) if it is a committee decision to do these checks.
9. NO MODIFICATIONS will be allowed to improve the kilowatt output of a motor if the test indicates that a motor puts out less kilowatts than is allowed in the regulations.

   Any modifications other than what is covered in these regulations must be approved by the technical committee as well as ALL the current competitors in the class. The correct procedures that will be followed is:

– The member must apply to the technical committee, in writing stating all the facts of what needs to be modified as well as a motivation why.
– This application must be handed to the committee at least sixty (60) days before a competitor will be allowed to race if permission is granted.
– Expert and proven facts must be stated in the application.

- After investigating the application, the committee may seek information from a qualified person/specialist. The member making the application will undertake to pay all cost in this event.
- The committee will decide and will keep the following in mind, cost involved, availability of parts/components, feasibility and will ensure that there will be no improvement in the output/performance. After the modifications, the car will be dyno tested and if the output is higher than calculated, the car will be raced in A-class.
- Before permission is granted for the modification, all the current members in the class will agree to it by signing a notice of it and this notice will be binding. If one (1) member does not agree, the modification will not be allowed.
- The modification will be noted on the technical sheet of the specific car. Only the technical information noted on the certificate will be legal. Any other modification will be seen as illegal, and the car will be disqualified.

A2.3 Class A: – minimum weight five hundred (500) kg. As far as possible, the weight must be part of the car's structure to assist in the strengthening of the car. A maximum of 30kg ballast weight may be used for additional weight. The weight ballast must be secured with more than one bolt, not more than one hundred (100) mm apart, with washers to prevent it from pulling through in the case of an impact. Properly secured heavier under trays will not be considered ballast weight.

A2.4 The weight prescribed in SSR 2.1 includes the driver with full racing gear.

A2.5 Cars must comply with the weight limit from commencement of timed practice until completion of the final race of the day and the release of cars from parc ferme.

A2.6 It is the duty of each competitor to ensure that his/her car complies with the weight limit according to the scales at a specific race track before the meeting commences. The reading at scales shall indisputably be deemed to be correct unless determined to the contrary by the Clerk of the Course before commencement of the timed practice.

A2.7 All weight in cars shall be as far as possible structural in nature, and no non-structural ballast of more than 30 kilograms shall be allowed and not more than 10 (ten) kilograms on any 100 (one-hundred) mm wide transverse portion. Ballast may form part of the floor tray but shall not be secured to or supported by the floor tray. The floor tray may be accepted as structural ballast, depending on the manner fixed to the chassis. Care must be taken not to weaken the suspension/frame of the car to reduce weight. Infringement will result in exclusion of all events completed for the day.

A2.8 All motors must comply with SSR A18 and A19 of these regulations.

A3. SUSPENSION

The design and construction of the suspension is unrestricted, subject thereto that rose joints under bending motion shall be a minimum of 12 (twelve) mm (Recommended 20 (twenty) mm). ROSE JOINTS must be clean and free of any paint and dirt.

A4. BRAKES

A4.1 Each car shall have a foot-operated hydraulic brake system operating all four wheels.

A4.2 Two single master cylinders or one tandem type master cylinder shall be used, splitting front and rear.

A4.3 Any standard motorcycle or car discs and callipers may be used. These may be modified for fitment purposes only. ABS and aftermarket performance brake components are not allowed.

A5. STEERING

A5.1 All cars shall be controlled by a steering wheel, which shall be of an approved construction.

A5.2 Only steering mechanisms which are safe in the opinion of the member of the technical committee referred to in SSR 5.6 and the scrutineers at each meeting shall be allowed. Steering controlled by cables and monorail chains is specifically prohibited.

A5.3 The steering mechanism must be well secured to the chassis and easily accessible for purpose of inspection.

A6. BODYWORK

A6.1 The shape and design of the bodywork is unrestricted but shall incorporate the requirements of this article.

A6.2 All cars shall be fitted with a body, at least underarm height in height, surrounding the driver and extending to the firewall behind the driver.

A6.3 The bodywork may extend rearwards to enclose the engine or incorporate the rear aero foil.

A6.4 The bodywork shall be of a neat and clean appearance and all cars shall be fitted with a cosmetic or functional rear aero foil.

A6.5 All removable body panels shall be adequately fastened.

A6.6 It shall be constructed of mild steel, fibre glass (E-glass), aluminium, stainless steel, or other material acceptable to the COMMITTEE, no other materials permissible.

A6.7 The driving compartment shall be so designed and constructed that the driver can get out of the driving seat and safety belt in less than ten (10) seconds. The driver shall be able to get into or out of the safety belt and driving seat without having to remove or manipulate any part of the car, other than a removable steering wheel.

A6.8 All cars shall be fitted with a seat mounted independently from, and not supported in any way, by the floor (undertray).

A6.9 Air ducting may be attached to or incorporated in the bodywork.

A6.10 The attachment of aerodynamic devices is permitted.

A6.11 Wheels shall remain external to the bodywork. Full nosecones are be allowed.

A7. FLOORING

All cars shall be fitted with a floor, extending from the front of the vehicle to a point not shorter than the beginning of the driver's seat and shall be a minimum thickness of either zero comma eight (0.8) mm steel, one comma six (1.6) mm aluminium, six (6) mm fiberglass in single skin, or six (6) mm plywood; other materials must be approved by the Technical Committee.

A8. CHASSIS AND SPACE FRAMES

A8.1 No load or stress-bearing part of any chassis constructed of steel, shall use material –

(a) Class B – thinner than two (2) mm and rectangular less than 32 x 20 mm.

A8.2 No integral part of the chassis shall be of a material thinner than 1,6 (one comma six) mm and less than 16 (sixteen) mm square.

A8.3 A leg / foot protection cage, depending on vehicle design, shall form part of the front of the chassis and be of construction to the satisfaction of the Technical Committee.

A8.4 Cars built before the end of the 1996 season not complying with SSR A8.1 – A8.3 can be passed by the Technical Committee on such conditions as it may deem fit.

A8.5 There shall be two (2) roll bars: – One (1) to be fitted directly behind the driver and designed to protect the driver's helmeted head AND a bulkhead roll-over bar at a point between the hips and ankles of the seated driver.

A8.6 In respect of Classes A, B the rollbars shall be constructed of a minimum of thirty-two (32) mm diameter steel tubing with a wall thickness of three (3) mm minimum. The rear rollbar must be supported by two (2) straight stay bars manufactured from nineteen (19) mm round or square steel tubing of a wall thickness of not less than one comma six (1.6) mm (from the rear of the chassis to the roll bar) from a point not lower than one hundred and fifty (150) mm from the top of the roll bar to a substantial part of the chassis. The roll- bars must form part of the bottom part of the chassis.

A8.7 Where stay bars are bolted on, high- tensile steel bolts not smaller than eight (8) mm diameter shall be used.

A8.9 The roll-bar and stay bars must each have an inspection hole at least three (3) mm in diameter.

A8.10 The Formula "M" technical adviser may, at the recommendation of a member of the Technical Committee, approve any deviation from this rule on condition that such deviation will not affect the strength of the roll- bar and supports as provided for in this article. The technical adviser's decision shall be final. The certificate referred to in SSR 5.7 shall be accordingly endorsed and produced at scrutineering whenever required.

A8.11 All chassis shall be constructed of mild steel only, or fiberglass (E-glass) in the case of tube construction, no other materials, not approved by the committee, being permissible.

A9. IGNITION SWITCH

A9.1 All cars shall have an ignition switch inside the cockpit, which shall be accessible by the driver when belted in and from the outside.

A9.2 In addition to the requirement of SSR A9.1, cars using a battery shall have an electric circuit breaker in the main positive or negative(either) battery leads and shall be easy to operate from outside the car all in compliance with SSR 2.7. All electrical equipment (fuel pump, mist light etc.) must be disabled by cutting the emergency circuit breaker.

A10. HEADER TANK

A10.1 Cars may be fitted with header tanks.

A10.2 The header tank can be of steel or aluminium construction with a minimum wall thickness of one comma six (1.6) mm or plastic (dealer supplied).

A10.3 All pipes fitted thereto must be welded or properly clamped.

A10.4 The tank, if fitted, and not including the breather, must be securely fitted in the engine compartment.

A11. FUEL TANK

A11.1 The fuel tank, (the capacity of which must conform to SSR 11.3.4 shall be housed within the framework, and shall be firmly and adequately secured, temporary fixing being specifically prohibited.

A11.2 Fuel tanks which are side-mounted, shall be within a crash-proof frame.

A11.3 The tank may be constructed of steel, aluminium, or plastic (motocross type).

A11.4 The filling port cap shall have an efficient sealing action.

A11.5 Non-metallic fuel pipes shall be flexible and adequately clamped at all joints to prevent leakage. No plastic fuel pipes shall be allowed.

A11.6 A breather overflow pipe shall be fitted, venting from the highest point of the tank, routing upwards to the highest point within the main rollbar, but not protruding above it (to prevent siphoning) and then down and venting out of the car to a point below the bottom of the chassis.

A11.7 The breather shall not be larger than eight (8) mm in diameter.

A11.8 In the event of a car becoming inverted, fuel shall not leak from the tank.

A11.9 Fuel lines and filters must be placed away from points which are vulnerable in the case of a crash.

A12. FIREWALL

A12.1 Space frame chassis shall have a firewall of a thickness of not less than 0,8mm for Classes A, B cars fitted between the driver and the engine compartment from the floor pan to a minimum of one hundred (100) mm below the top of the driver's helmet and shall seal off the engine compartment from the cockpit.

A12.2 Cars with monocoque fiberglass design shall have a fiberglass firewall between the driver and the engine compartment of a minimum of 3 (three) mm thickness. Metal of one comma six (1.6) mm may also be used.

A12.3 The firewall shall be airtight as far as possible save for holes for cables, gear levers, pipes and other ancillaries, such holes to be sealed as far as possible.

A13. EXHAUST

Except to comply with GCR 245, and the sketch (SSR A1) the design and construction of the exhaust pipes are free, provided the tail pipe does not run parallel to the centre line so that a degree impact will bend the system, or it must be kinked.

A14. CATCH TANKS

All breathers and overflow pipes from the engine must discharge into a transparent container or one with a level indicator of a minimum of one (1) litre capacity. There shall be separate catch tanks for oil and water.

A15. OIL FILLER CAPS AND DRAIN PLUGS

All oil filler caps and drain plugs shall be wire-locked.

A16. CHAINGUARD

Chainguards are compulsory and must be minimum width of thirty (30) mm in width, covering the top vertical rear and horizontal from the rear to the engine.

A17. REAR-VIEW MIRRORS

All cars shall be fitted with two (2) rear-view mirrors, giving the driver adequate view to the back of his vehicle.

A18. ENGINE

A18.1 Subject to SSR A18.2, only engines as homologated by the COMMITTEE for the different classes (see SSR A19 and A20) shall be used.

A18.2 Competitors shall be entitled to apply to the COMMITTEE to homologate other engines, and the COMMITTEE may approve such applications subject to such conditions as they may deem fit, alternatively to decline such applications.

A18.3 The COMMITTEE shall prepare an official detailed specification document (herein referred to as THE SPECIFICATION MANUAL) which shall inter alia include:

A18.3.1 The standard specifications applicable to the engine for use in competition.

A18.3.2 The minimum weight of the car using the applicable engine.

A18.4 The onus shall rest on all competitors to obtain a copy of THE SPECIFICATION MANUAL applicable to his engine which shall be the only THE SPECIFICATION MANUAL referred to in the event of engine specifications.

A18.5 All amendments, additions, or explanations to each SPECIFICATION MANUAL, formally signed by the Technical Chairman, shall form part of THE SPECIFICATION MANUAL.

A18.6 All information contained in each SPECIFICATION MANUAL, as amplified by the COMMITTEE, shall, should it be contrary to any regulation of this article, override such regulation.

A18.7 It shall be the duty of the Technical Committee to prepare SPECIFICATION MANUALS in respect of engines in use by competitors. Any competitor intending to use an engine not in use shall notify the technical committee timeously and shall give all assistance required to obtain the necessary technical information to enable the technical committee to issue such SPECIFICATION MANUAL.

A18.8 The COMMITTEE shall furnish MSA with copies of all SPECIFICATION MANUALS compiled, which shall form part of this regulation.

A18.9 Unless to the contrary stipulated in these standing regulations or SPECIFICATION MANUALS:

A18.9.1 No modifications are allowed. See GCR 226

A18.9.2 Engine components must remain completely standard and unmodified.

A18.9.3 When determining the legality of engines, reference will be made to these regulations and the SPECIFICATION MANUAL referred to in SSR article A18.3.

A18.9.4 For comparison purposes, a part made available by an official motorcycle dealer of the type of engine under consideration, together with a certificate that such part is genuine and, if applicable, freely locally available, shall be prima facie accepted as such.

A18.9.5 It must be possible to identify all components as original manufacturer parts, where applicable, as specified unless otherwise herein specified.

A18.9.6 It is recorded that due to a scarcity of certain engine parts, and to ensure that competitors have access to parts and at the cheapest possible prices, the Formula “M” technical committee shall be entitled, at any stage during the racing season, to either mere motu or at the request of a competitor, approve the use of a part other than the original manufacturer's part, on condition that -

(a) If the Technical Committee is satisfied that the use of such part will not result in any performance benefit compared to the manufacturer's part.

(b) The manufacturer's part is not freely available locally; alternatively, that such part will result in cost saving for all competitors.

(c) Such part is freely commercially available.

(d) No competitor shall be allowed to use such part before at least 20 days written notice of the Technical Committee's decision, with full detail, has been given to all affected competitors.

A18.9.7 Internal polishing of any part or parts of the engine is prohibited and metal may not be removed.

A18.9.8 Engine components shall be assembled in the standard configurations and shall comply in all respects with the applicable SPECIFICATION MANUAL and these standing regulations. No factory or other conversion kits, racing kits/parts or high-performance parts may be fitted unless specifically allowed.

A18.9.9 Air filters, cold air boxes and ram tubes are free.

A18.9.10 Spark plugs, to be used only in the form as purchased, are free.

A18.9.11 Sprocket (final drive) ratios are free.

A18.9.12 Clutch springs are free.

A18.9.13 Cylinder heads and engine casings may be welded as a result of breakage or damage subject thereto that the welding will not have the effect of altering the

shape, structure or dimension of the broken part from the original manufacturer's specification. All such repair work will be subject to scrutiny and endorsement of the competitor's certificate (see SSR 5.10) by the technical consultant or member of the technical committee prior to being used.

A18.9.14 Engine parts may be lightly sand or bead blasted for cleaning purposes and chemical carbon remover may be used, subject thereto that it shall not have the effect of polishing any part and that casting, witness and/or riser marks shall remain visible at all times in default of which such part shall be deemed to have been modified.

A18.9.15 The legality of any component will be valid only at the time of checking.

A19. SPECIFIC REGULATIONS & SPECIFICATIONS FOR ENGINES – CLASS B

A19.1 The following engines are homologated for Class B:

(a) Only 599 (five hundred and ninety-nine) cc motors with a maximum of 95 (ninety-five) kW (kilowatt) power and a maximum of 70 NM torque will be allowed.

(b) The following weight penalty will apply to all motors. 2 (two) kg for every kW over 80 (eighty) kW and 2 (two) kg for every NM over 70 (seventy)nm. These cars must go for structural scrutineering to ensure that they are safe with the additional weight. Care must be taken not to weaken the chassis/frame of a car to save weight.

(c) A written application must be made to the committee before any new motor is fitted to a car, even if you replace it with exactly the same motor. The onus of supplying the committee with the correct specifications lies on the member and not the committee.

(d) Any motor bigger than five hundred and ninety-nine (599) cc must race in Class-A. Before a car is raced in class A, the engine/chassis combination will be inspected by the Technical Committee. If the technical committee decides that the combination is safe, only then can the car be raced in Class-A. These motors are not allowed to be modified.

(e) A maximum re bore of one (1) mm is allowed. A written application must be made to the committee before any re boring is allowed. At least two (2) committee members must inspect the barrels and approve the necessity for the re bore. This will only be allowed if it is proven that it is necessary to do it to enable the motor to be "rescued" for racing. This application must be handed to committee at least 1 (one) month before the next race event.

A19.2 No modification or addition to engine or gearbox is allowed except where specifically covered in these regulations (see SSR A2.2).

A19.3 Mechanical starting mechanisms may be removed. Self-starters must remain functional to be activated by the seated driver.

A19.4 Alternators and generators may NOT be removed or disconnected and must be in a one hundred (100) % working order. No switches are allowed in the circuit; it must be a closed loop.

A19.5 Lap timers and data loggers are allowed, provided that the unit either has no display (for example the HealTech iLogger Easy or similar, where data is reviewed on a phone after the session) or its display is mounted out of the driver's line of sight while driving. No lap time, lap-time delta or other timing information may be displayed to the driver while the car is on track.

A19.6 Sumps may be baffled to prevent engine damage. No modifications are allowed to the shape and volume of the sump.

A19.7 Oil Coolers may be used. If the oil cooler pick-up is from below the sump, it must be suitably protected.

A19.8 The oil pump may be modified or replaced with a standard oil pump from another motorcycle to improve oil pressure. External pumps may be used.

A19.9 Faces of cylinder heads must remain parallel.

A19.11 Only original (unmodified) cam shafts are permitted.

A19.12 All engines shall have provision for sealing by cross drilling two tappet cover bolts and two bolts on a side cover that will be indicated by the Technical Chairman, with 2 (two) mm diameter holes to prevent the engine from being disassembled after sealing.

A19.13 Valve seat inserts may be replaced. Insert may not protrude beyond the combustion chamber profile. The valve seat insert is defined as the metal insert on which the valve seats and does not form any part of the port.

A19.14 Exhausts and inlets:

(a) Exhaust and inlet ports are defined from the point immediately below the valve seat insert to the flange face of the cylinder head (the aluminium construction). Ports may not be modified in any way.

(b) Intake and exhaust valves may not be modified (Swirl grinding, valve profiling and polishing are strictly prohibited).

A19.15 Valve guides may be replaced as long as the shape and dimension of the guide does not alter from original manufacturer's specifications. "K" liners are permissible.

A19.16 Any carburettor or fuel injection system issued as standard with the engine (referring to relevant SPECIFICATION MANUAL) will be allowed.

(a) Fuel injection components must be standard as per the original configuration on the motorcycle, censors and pick-ups are prohibited from being moved to different positions.

(b) No turbo or supercharging is allowed.

(c) No traction/skid control is allowed.

(d) Only standard carburettors /throttle bodies etc. are allowed. These must be standard as found on the specific motor being used. NO mix and match.

A19.17 Only standard, unmodified gearbox components are permitted; gear dogs may be undercut, racing components being prohibited.

A19.18 The clutch hub may not be modified in any way. Lightening of the clutch hub is specifically prohibited.

A19.19 Barrels may be bored to a maximum as determined in the SPECIFICATION MANUALS. Also refer to SSR A19.1(e).

A19.20 Material may be removed from the underside of the crown of the piston only to achieve balance. One piston must remain untouched. Chamfering of piston skirts and shortening of piston skirts is prohibited. Exhaust and inlet valve pockets may be machined deeper.

A19.21 Only motorcycle ignition systems issued as standard with the engine may be used (refer to relevant SPECIFICATION MANUAL). No additional electronic devices, including electronic quick shift gear changers, are permitted. No re-Mapping/programming of the Ecu or any other component is not allowed.

A19.22 First gear rev limiter may be bypassed by bridging of wires or the use of a relay. This must be done by a certified motorcycle technician and a report of the modification must be handed to the technical chairman indicating what have been done. No remapping of the ECU/CDI is allowed. This is done to prevent the car to "hesitate" on the pull away and to ensure a safe pull away.

A19.23 A suitable electrical water pump may be added to the cooling system of the motor. The Electrical pump must be run in conjunction with the mechanical pump to increase coolant flow, especially after the car is switched off and the electrical pump can still run for a minute or two to prevent Heat soak. The mechanical pump may not be removed and must stay operative at all times.

A20. SPECIFIC CLASS A ENGINE SPECIFICATIONS

A20.1 The following four-stroke motorcycle engines may be used In Class A:

(a) Any four-stroke motorcycle engine that is approved by The Committee and that is commercially available in South Africa may be used.

(b) A maximum of four (4) cylinders may be used.

(c) Modifications are allowed in class-A for motors of one thousand (1000) cc and bigger.

(d) All motors must be normally aspirated, no turbos or super chargers allowed.

(e) Performance ignition systems, e.g. power commander, Dastek, Spittronics is allowed, if approved by the technical committee.

(f) Lap timers and data loggers are allowed as set out in Article A19.5.

(g) All engine chassis combination must be approved by the technical committee to ensure safety.

A21. SPECIFIC CLASS A CHASSIS SPECIFICATIONS

A21.1 Any single seater / open wheel racing car driven by a motorcycle engine will be allowed, only approved chassis (for example: Ex Formula GTI, Formula Ford) will be allowed and no 2001 season and prior class A cars will be allowed unless approved by THE COMMITTEE.

A21.2 The legs of the driver must be behind the front line of the front axle, unless if approved by the technical committee due to the power rating of the motor/chassis combination. The approval must be stipulated on the vehicles inspection sheet and is only applicable to that season.

A21.3 Car dimensions:

TRACK (maximum)	1600 mm
WHEELBASE (maximum)	2700 mm
OVERALL LENGTH (maximum)	4100 mm

A21.4 The Rose Joints/Rod ends on uprights must at least be of a sixteen (16) mm thickness, it is suggested that it should be eighteen (18) mm, with a lock washer to prevent the ball from pulling through.

A21.5 For safety reasons, all car/engine combinations must be approved by THE COMMITTEE for feasibility.

A21.6 Wheel and tyre specifications must conform to SSR 11.4.

A21.7 Braking System: All four wheels must be fitted with a working brake calliper. The minimum requirement for the type of brake callipers and disc used must be VW Golf GTI or bigger.

A21.8 ABS is not allowed.

A21.9 Side Shaft: All side shafts must be for a VW Golf GTI type or stronger to prevent CV breakage under load conditions. Formula designed car specification side shafts are allowed.

A21.10 Traction/skid control is not allowed.

A22. CONSTRUCTION OF CARS, ALL CLASSES

A22.1 Members constructing new cars shall report their intention to the COMMITTEE.

A22.2 The design and construction of cars shall be subject to on-going inspection by a technical subcommittee appointed by the COMMITTEE.