



REGULATIONS AND SPECIFICATIONS FOR THE 2016 SOUTH AFRICAN SINGLE SEATER NATIONAL CHAMPIONSHIP SERIES

1. REGULATIONS

All races will be held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa (MSA), these regulations, event Supplementary Regulations and Final Instructions issued by the Promoters, as well as the applicable technical regulations for Formula Ford Duratec 1600.

2. CONTROLLERS OF THE SERIES

- a) MSA shall have overriding authority in all aspects of the series. The South African Single Seater Association (SASSA) and Formula Ford 1600 Association shall be responsible for the normal administration of the Formula Ford 1600 series, subject to the aforementioned.
- b) The Associations will be responsible for the appointment of their respective committees, subject to MSA approval. An umbrella body will be formed comprising members from both Associations to manage the South African Single Seater Championship.

3. ELIGIBILITY OF DRIVERS

- a) All entrants and drivers must hold current competition licences issued by MSA.
- b) Competition licences for Formula Ford 1600 will only be issued by MSA to fully paid up members of the SASSA who have either previously raced in a National circuit racing series (generally a minimum of 3 events) or have sufficient other racing experience to the satisfaction of the SASSA Committee and MSA Circuit Sporting Services Manager.
- c) No drivers will be eligible to compete unless they are fully paid up members of their respective Associations.
- d) Any driver wishing to make a once-off appearance in any of the race events must apply to the relevant Association's committee in writing for permission to race. Such permission may be withheld if, in the opinion of the committee, granting it is not in the interests of the series or motorsport in general.
- e) Any driver or entrant found guilty of having brought the series into disrepute (GCR 172) may have their membership of the association suspended or even terminated by the committee, subject to the competitor's normal rights of appeal to MSA. (GCR 212)

4. AIM OF THE CHAMPIONSHIP

To declare an SA National Formula 1600 Champion for 2016 (see SSR 82 i). The Champion also declared shall also be accorded the title of SA Drivers Champion

5. CHAMPIONSHIP FORMAT

- a) There shall normally be two races per race meeting with a minimum race distance of 30 km per race.
- b) For reasons of force majeure or as agreed by the committees in consultation with the race organisers, a single longer race may be run, in which case double points shall be scored.
- c) There shall be one qualifying session at any scheduled race meeting. The qualifying session shall be of at least 15 minutes duration and shall determine the starting grids for the first and second race. The quickest lap time posted by each competitor will determine the starting order of Race 1 whilst the second quickest lap times posted will determine the starting order of Race 2. Should there be two or more competitors posting the exact time for qualifying, the "other" best time will be used to separate ties. (If a tie exists for Grid 1 – the second best time will be used to separate the tie. Similarly for Grid 2 – the Grid 1 times will be used to separate ties)

- d) Any driver not posting a lap time during qualifying will start Race 1 from the back of the class grid. Drivers not posting a time during qualifying will be given a starting position for Race 2 based on their finishing position in Race 1 but they will not start higher than 3rd on the grid, i.e. the front row will not be changed for Race 2. Should a driver only post one lap time in qualifying and therefore not have a time for the Race 2 grid, he/she will start Race 2 from the back of the class grid.

6. PRACTICE / TESTING

- a) At the discretion of the committee, practice/testing days may be authorised for the series.
 b) Formula Ford 1600 competitors may purchase additional Avon Tyres for Private Testing
 c) Any competitor that practices in a Formula Ford 1600 car prior to 1st Race Event or after the last championship event without written authorization from the SASSA or FF1600 Association shall be liable for a R10 000-00 fine payable to the SASSA

7. SCORING OF THE SERIES

- a) The champion will be the competitor with the greatest number of points scored as at the completion of the last race of the series.
 b) See SSR 82 (i) for the minimum number of starters required.
 c) Points will be scored per class per race as follows

1 st	10
2 nd	8
3 rd	6
4 th	5
5 th	4
6 th	3
7 th	2
8 th	1

- d) Where only one race of longer duration is run, then double the number of points listed above will be scored.
 e) In addition one point will be scored for pole position for each race and one point will be scored for the fastest race lap in each race.
 f) All races will count towards the Championship. There must be a minimum of 10 starters per class for at least 60% of the race meetings making up the series for a champion to be declared – refer SSR 82 (i).
 g) All scheduled races shall count towards the final championship standings.

8. SERIES EXPOSURE AND NUMBERS

- a) The Associations will issue each competitor with a competition number. Numbers complying with SSR 4 are to be displayed on the front and both sides of the car, as per the vehicle layout supplied by the Associations.
 b) The Associations will issue competitors with a decal chart and decals, which must be strictly adhered to, failing which a competitor may not be permitted to start an event, or may be excluded from the results of an event (see also GCR’s 246 and 247).

9. ONE CAR PER RACE MEETING

- a) For Formula Ford Duratec 1600 other than in the case of clause 9 (b), each competitor may only qualify and race one identified car at each race meeting. No substitute cars (Spare Cars) will be allowed after the commencement of the official qualifying session.
 b) For Formula Ford Duratec 1600, should a vehicle be extensively damaged (bodywork, or mechanical) beyond immediate repair during Qualifying or Race 1, the Technical Consultant together with the Clerk of the Course, may give permission for a substitute vehicle to be used. In this instance, the competitor will start from the back of the grid for Race 1 if the damage occurred during qualifying and from the back of the grid for Race 2 if the damage occurred during Race 1.

10. TIMING TRANSPONDERS

No competitor may take part in the practice sessions, qualifying session, warm-up or race without the official timing transponder mounted in the correct position in his/her vehicle.

11. DRIVERS BRIEFING

All drivers are required to attend the drivers briefing that is held at each event.

- a) Failure to attend will result in the offending competitor/s receiving a 5 grid place penalty for Race 1.
- b) Lateness will result in the offending competitors/s receiving a fine of up to R1000-00.

12. DRIVER CONDUCT

Refer to SSRs 45 to 66 (where applicable)

- SAFETY CAR
- DRIVERS ON THE COURSE
- RACING CONDUCT
- OVERTAKING, RULE OF THE ROAD
- SAFE DRIVING
- STOPS AT THE PITS
- PUSH START FROM PITS
- INCIDENTS, ACCIDENTS AND RETIREMENTS
- WITHDRAWAL FROM RACE (GCR 110)
- PIT ATTENDANTS

- a) Drivers may only make one (1) change of direction between exiting one corner and approaching the next corner. Any further changes of direction will be regarded as 'weaving' and offenders will be penalised accordingly.
- b) The Associations reserve the right to implement the so-called 'white line rule' outlined in SSR 50 (i) (i), selecting either one or two corners for this purpose. Drivers will be advised in advance where and when this rule will be enforced. In the event that the 'white line rule' is utilised, it shall not apply on the first and last laps of the race/s concerned.
- c) The provisions of SSR 50 i) h) are substituted with the following:
If a car has left the circuit with all 4 wheels, it shall re-join the circuit at the nearest point to the exit from it, compatible with safety and without prejudicing a fellow competitor. Leaving the circuit (with the resultant effect of missing a corner or skipping a chicane) and in so doing gaining an advantage by effecting an overtaking manoeuvre or preventing another competitor from overtaking, requires that the advantaged competitor will be compelled to allow the following vehicle to overtake him, so as to forfeit any advantage gained. This must be done within the next 2 corners, without any re-overtaking of the vehicle allowed through before a further corner has been taken. Failure by an advantaged competitor to forfeit the advantage gained as per the aforementioned shall render the offender liable to be penalised by the clerk of the course.

13. SAFETY EQUIPMENT AND APPAREL

Individual competitors are responsible for ensuring their own safety during competition.

The following are specific requirements:

- a) Helmets (which must fit properly and be secured at all times) must be FIA-approved and incorporate a "HANS DEVICE" or "LEATT BRACE".
- b) Fire resistant clothing (minimum 2 layer overall, gloves, racing boots, socks, balaclavas and underwear), is compulsory. Such clothing should ideally be FIA-approved but suitable substitutes may be permitted at the discretion of the series controllers.

14. RACE NUMBERS

Will be allocated by the relevant Associations.

15. STARTING PROCEDURE

Starts may either be standing starts as per SSR 38 or rolling starts as per SSR 39. Competitors shall be notified well in advance what form of starting procedure shall apply for a given race.

16. PIT AREAS

It is mandatory that all entrants and competitors pit in the area designated by the race organisers.

17. ELIGIBILITY OF VEHICLES – FORMULA Ford Duratec 1600 ONLY

- a) The championship will be open to all cars complying with MSA specifications and regulations for Formula Ford Duratec 1600 cars as per the 2016 MSA Handbook. Organisers may not accept any car that does not comply with these specifications and regulations

18. Winners Engine Claim (Formula 1600)

Should a competitor be of the view that his/her engine is under-powered, he/she can claim the latest race winner's engine, subject to the following:

- i) The request shall be recorded in writing to the SASSA on the day of the race, together with a payment of R5000 to the SASSA.
- ii) The engine shall be removed from the winner's car by his/her team immediately after the second race of the day.
- iii) The competitor claiming the equipment must return his/her existing equipment to the SASSA immediately after completion of the final race of the day.
- iv) A fee of R2500 shall be payable to the owner of the claimed engine, by way of compensation.
- v) A fee of R2500 shall be payable to the F1600 SSASA, to defray the cost of testing and compensate for time and effort spent.
- vi) Where a winner's engine has been claimed and he wins again at the next race meeting, his/her engine may not again be claimed, i.e. the same competitor's engine may not be claimed at two consecutive race meetings.
- vii) The competitor who claims a winner's engine may retain that engine for minimum of 2 x race events. Thus this competitor's engine may not be claimed by another competitor for 2 x race events.
- viii) Should two or more competitors claim the same winner's engine, the first claim received by the COC shall be the one accepted.
- ix) A competitor whose engine has been claimed shall receive a replacement engine from the FF1600 SASAS's engine pool.

20. VEHICLE TECHNICAL SPECIFICATIONS

Detailed vehicle technical information for each class, which must be complied with at all times during race meetings, will be published separately by MSA.

21. MINIMUM WEIGHT

- a) Ballast can only be incorporated in the designated area.
- b) The minimum weight of Formula Ford Duratec 1600 car as it crosses the finish line or at any time during an event must be 505kg. (Note: The specified minimum weight is car + driver.)

22. TYRES

Formula Ford Duratec 1600

Competitors will only use the AVON specified tyres purchased from the Single Seater Association.

- a) A total of 1 x new set of tyres (2 x Front + 2 x Rear tyres) only, will be allowed per National Race Event of the 2015 season.
- b) This set of marked tyres must be used for Official qualifying and Races 1 + 2 of the event. Scrubbing of tyres is not permitted.
 - i. The set of marked tyres must be used in Official Timed Qualifying are the only set of Tyres to use in Race 1 + Race 2 at the event. Only marked tyres in the set from the supplier can be used.

- ii. Any marked tyres raced on at the previous events will be the only tyres permitted for use in the official practice sessions (as per event SR's) at the next event.
 - iii. Should a competitor not have raced the previous event, then the tyres he/she will be permitted to use in practice at the next event shall be at the discretion of the SASSA Committee and TC.
 - iv. Tyre marking will only be done when the set of four tyres is produced for the weekend's racing at the stipulated time and place.
- (c) Only 1 x set of Avon wet weather tyres will be allowed per event as registered with the Technical Consultant.
 - (d) Any required safety-related tyre replacement will be at discretion of TC.
 - (e) Any deliberate flat-spotting of tyres will result in the TC selecting replacement tyres from used tyres available and presented to him.
 - (f) All tyre allocations will be car specific and identified (number designated).
 - (g) The use of tyre warmers is strictly forbidden.
 - (h) The use of any chemical treatment to new or used tyres is strictly forbidden.

Notes:

- Once a new set of tyres has been recorded, it must be used at that event, and then it may be used at any time for Official Practice at Race events of the 2015 season.
- The championship tyre registration of the allocated tyres for races will officially begin at the Official timed qualifying session (FRIDAY OR SATURDAY) for the first race of the championship season.
- Competitors may use any set of Avon tyres on the Friday official practice for the First event of the 2015 national Championship season.

ii) **Rain Tyres**

Competitors will be limited to the use of one set of specified AVON rain tyres per championship race meeting. Competitors will be required to nominate a set of rain tyres for a particular race meeting, which tyres will be marked by the technical consultant. This marked set of rain tyres will be the only set permitted to be used in the event of wet conditions at any time during the race meeting (official practice, qualifying and races).

Notes:

- Once a set of rain tyres has been recorded, at the event, the set of tyres may only be used at that event. These tyres may be used at next event or any other event providing they are registered with the TC for that event.
 - The championship tyre registration of the allocated tyres for races will officially begin at the qualifying session for the first race of the championship season.
 - Competitors who enter the series after the start of the season shall be issued tyres at the discretion of the Formula 1600 Association's Technical Consultant.
 - **NB - All Formula 1600 competitors shall use the specified Avon rain tyres should a race be declared a 'wet race' by the Clerk of the Course at any given race meeting.**
- d) Competitors may request a replacement tyre or tyres, where tyre/s have become unsafe for use due to bona fide accidental damage. This request must, in the first instance, be made to a Formula 1600 Association representative in writing within two hours after the end of the event in which the tyres were damaged. The onus is on the competitor to check the tyres on his car for damage after each event. The Formula 1600 Association will examine the damaged tyre/s in question and, at its sole discretion, allow replacement tyre/s, which may be selected from any previously used set of tyres. New

tyres will only be allowed in exceptional circumstances to be determined by the Formula 1600 Association.

- e) The use of tyre warmers is forbidden.
- f) No mechanical (other than rubber removal by normal wear), heat or chemical treatments are permitted at any time to allocated control tyres.

23. FUEL/LUBRICANTS

- a) Should a fuel sponsor be secured, fuel shall be as supplied by the official fuel sponsor.
- b) On completion of any practice session, qualifying session or race there must be at least 3 litres of fuel capable of being drained from each competitor's car for testing purposes.
- c) Only 95 octane unleaded fuel is permitted (Pump Fuel) – No additives are permitted.
- d) The following procedure will be used to apply control fuel: The Associations representatives / Clerk of Course (COC) will designate which cars are to run on a control fuel at any time before qualifying or a race. The competitors concerned will gather at a place designated by the Associations no later than half an hour before the event. Competitors will then be required to drain all the fuel from their race cars. Competitors are required to provide all the necessary equipment to facilitate draining of fuel. The volume of the fuel to be drained must exceed fifteen litres. Competitors must provide containers to drain the fuel into. Control fuel will then be added to each car under supervision and the fuel filler cap and any pipes to or from the fuel tank will then be sealed. The onus is on the competitor to ensure that they obtain control fuel on time. Competitors should apply all the necessary safety procedures to ensure that the draining of fuel is undertaken in a safe manner. A fully charged and operable fire extinguisher of at least 2kg capacity is to be made available by each competitor during fuel draining and refilling at his/her vehicle.

24. DATA RECORDING

It is each driver's responsibility to ensure that his/her engine and dashboard data is made available to the F/Ford 1600 technical support team directly after each practice session, qualifying session and race. Any deletion of data, or other failure to make it available, will result in offenders being moved to the back of the grid for the next race.

Formula 1600 competitors will make the recorded data available to the TC in order to check engine parameters.

25. TECHNICAL CONSULTANT

- a) The appointed technical consultant of the relevant Associations will attend all events to ensure continuity regarding all technical aspects. The TC of a category may also appoint and include a deputy at an event.
- b) The TC or his deputy has the right at all times, in consultation with the COC, to refuse to allow any car considered to be un race worthy to participate in any practice session and/or qualifying session and/or race.

26. TECHNICAL INSPECTION

- a) The TC, in conjunction and consultation with the COC, will carry out all post-qualifying and post-race technical inspections.
- b) The TC, in conjunction and consultation with the COC, may designate an area of pits for technical inspections to be carried out. He will be in control to police the area as per GCR 252.
- c) The TC, in conjunction and consultation with the COC may seal any vehicle or components thereof as per GCR 252 (VI) and remove them for specialised inspections. These inspections will be carried out under supervision of the COC and controlled by the TC.
- d) No travel expenses will be paid by the association to drivers/team owners in regard to any engine or part that is removed by the TC for inspection.
- e) Competitors may elect to utilize the services of a 3rd party at a post-race technical inspection. The Association will on request provide a competitor with an independent person who can be used as optional representation during this event. Should any irregularity be found during

a strip it will immediately be suspended and all parts sealed and impounded. The competitor will be contacted and offered the opportunity to be present at the continuation of the strip at his/her own expense. Alternatively, the competitor may elect that the technical inspection continue with his/her appointed representative being present.

27. TECHNICAL PROTESTS

Where a protest is lodged based on the technical regulations and specifications, the protestor must be prepared to submit his vehicle to the Technical Consultant for similar technical checks to those outlined in his/her protest to be carried out on his/her vehicle.

28. ECU REPLACEMENT

The appointed Technical Consultant may, at any time during a race meeting (practice or racing), replace or exchange the ECU on any competitor's car, with an ECU of identical make + model. This is only if the TC believes that the competitor's ECU has been tampered with or damaged. The TC may at any given time during an event swap competitor's ECU with other competitors in order for a Fare comparison.

29. AMENDMENTS AND ALTERATIONS TO THE REGULATIONS

The controllers reserve the rights to amend, alter or introduce additional regulations if deemed necessary during the course of the series. Any such amendment, alteration or additional regulation will only come into force once an official MSA bulletin/circular has been issued.

30. VEHICLE & COMPETITOR BRANDING

Each participating vehicle shall display the relevant sponsor related branding on their race cars as indicated in the drawing supplied by the Association.

The racing overall of each driver is to be branded with the relevant sponsor related branding as indicated by the relevant Associations.

With regards to The Sponsor's trademark badge on the drivers' overalls, the badge is to be positioned in the right-upper chest with dimensions of at least 120mm x 40mm.

The Association Chairpersons, The Sponsor's and the television production house will be entitled to insist that drivers are correctly attired for television interviews and podium appearances.

31. INTERVIEW AND PRIZEGIVING BRANDING

The Associations shall use their best endeavours to ensure that:

- a) All post-event interviews take place in front of a media backdrop which will include The Sponsor's branding.
- b) The winners' podium and prize giving events will use The Sponsor's branding.

32. MARKETING MATERIAL

All official marketing material for the category will be branded as follows:

- a) The full name and/or logo of the Sponsors of the Super Series is to appear on (or be mentioned in or be displayed at) all promotional material and events including, but not limited to:

- | | |
|--------------------------|----------------------------|
| Posters | Press releases |
| Leaflets / brochures | Promotional Clothing |
| Podium branding material | Billboards |
| Letterheads | Timing and scoring sheets |
| Radio spots | Invitations |
| Track parades | Shopping centre promotions |
| Print advertising | |

- b) All applications of The Sponsors of the Super Series logo are to be signed off by The Sponsor's before production / implementation thereof.

33. SPONSOR'S DECALS

The Sponsor's decals will be supplied by the Associations and are compulsory, as per the decal layout given.

33. COMPETITOR SPONSORS

No competitor or team may agree to sponsorships from any brand that may be considered a competitor of The Extreme Tour Sponsor, or any of the category sponsors, without prior written approval from the SASS.

35. JUDICIAL CAMERA OPERATION PROCEDURES

Formula Ford Duratec 1600

All cars must be fitted with a SSA supplied Go – Pro issued camera at each race event. All cameras, mountings and memory cards remain the property of the SASSA. Any cameras or mountings damaged or broken will be replaced by the competitors, at their cost. The onus is on the SASS to ensure this Judicial Camera is switched on and recording during Race heats.

It is the responsibility of the SASSA to ensure the camera is fully charged prior to the required use.

FOOTAGE:

The footage is the property of the SASSA, legally held in trust of each competitor.

It is intended for use only in formal incident inquiries (such as disciplinary hearings etc.) and to enhance the Sponsor's TV production.

Should there be a formal protest / incident at a race meeting the driver's in question footage may be viewed as well as the footage of the closest competitor's car behind or as deemed necessary by the SASSA and / or requested by the Clerk of the Course.

Teams / Entrants / Competitors are reminded that all footage obtained from the SASS championship meetings remains the property of the SASSA and the nominated film production company, and for the avoidance of doubt, without prior permission from the SASSA, the footage will not be made available to any competitor or TV producers until after the Thirty minute protest period, after the last heat of the day.

SASS allows each member to obtain a copy of their own footage only as a courtesy after the days races are completed. The SASSA would be in breach of its position of trust if it were to give out other competitor's footage for anything other than its intended use.

The footage is not available for competitor's personal / informal protests.

The championship clerk of the course reserves the right to impose an appropriate penalty on either entrant and / or driver should the camera:

- i. Not be switched on.
- ii. Memory card be tampered with, swapped or taken out by nay competitor.
- iii. Be deliberately damaged.

In the event that no data is available on request, sanctions may be applied.