



The Western Province Motor Club Presents The Execuline – Cape South Easter Race 6 & 7 February 2010

(www.wpmc.co.za)

Round 4 of the Execuline Springbok Series Retro 2010

This race meeting is held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa, the Supplementary Regulations and any Final Instructions, that may be issued by the promoters.

1. Promoters and Organisers

2. Promoters

Western Province Motor Club
P.O. Box 220
Table View, 7439

3. Organisers

Western Province Motor Club
P.O. Box 220
Table View, 7439

4. Phone:

021 557 1639

5. Permit Number MSA

7853

6. Circuit & Venue: KILLARNEY MOTOR RACING CIRCUIT

7. The Killarney Motor Racing Complex is situated on the Potsdam Road, Milnerton, and Cape Town. The Circuit is a tar macadam surface of 3.2 km and the race will be run in a clockwise direction.

8. Event & Status

The race meeting will cater for both South African HRCR Categories and categories in line with FIA Appendix K date classification categories in accordance with the following guidelines:

9. Category

Status

Safmarine Pre1972 Historic single seaters	Invitation
Pre 1966 Saloon Cars	Invitation
Pre 1966 Tourist Trophy - Sports and GT cars	Invitation
Pre 1974 International Sports Racing Prototypes	Invitation
Car magazine Pre 1977 Touring Cars	Invitation
World sports car and GT challenge pre 1984	Invitation
Marque Cars Pre 1984	Invitation
SA Tourist Trophy for motor cycles	Invitation Demonstration

10. Description

The Killarney Execuline Cape South Easter is an invitation meeting commemorating the original Cape South Easter races that were held in the Cape from the early 1950's to 1974.

Named after our traditional summer wind for no particular reason, the Cape South Easter nevertheless has a proud history and was the first national event in these parts to be included in the South African driver's championship. This was originally a handicap series for single seater racing cars.

Before relocating to Killarney when the current track was completed, it was also held on street circuits at Gunners Circle in Epping and Sacks Circle in Bellville.

11. Eligibility – Competitors:

The Competition is open to all drivers who hold current, valid MSA Competition Licences for the Category concerned.

Non South African (foreign) competitors need to hold an international (H1, H2 & H3) competition licence and need to have written permission from their home federations allowing them to participate in this event.

12. Eligibility – Vehicles

The meeting is open to Historic Sports & GT Cars and Saloon Cars complying with the following 2009 technical regulations:

HRCR Northern Regions Historic Sports & GT (Pre 84) and Historic Saloons (Pre 77)

HRCR SA Heritage Saloons (Pre 84 only)

ZOC Pre 66 Sports & GT and Pre 66 Legends of the 9-Hour.

ZOC Pre 72 Trans Am

WPMC Historic Sports & GT and Saloon Cars

FIA compliant cars Groups 1 to 7 of Appendix J and FIA eligible compliant cars manufactured before 31st December 1984

13. Events:

Safmarine Historic single seaters	Pre 1972	2x10 Lap Sprint Races
Pre 1966 Sports & GT Cars		2 x 10 Lap Sprint Races
Car magazine Pre 1977 Touring and pre 1966 saloon Cars		2 x 10 Lap Sprint Races
Pre 1984 Sports & GT Cars		2 x 10 Lap Sprint Races
Post 1973 - Pre 1984 Saloon Cars & Sports & GT Cars		1 Hour Endurance Race
Historic Motorcycle Group		2 x 8 Lap Demonstration
Marque Cars Pre 1984		2X8 laps handicap races

“Springbok Series” 1-Hour Endurance Race for all eligible cars manufactured prior to 31st December 1974.

No relay teams are permitted and each car may use one or more drivers.

Competitors are encouraged to form teams (3 cars) irrespective of class or category.

Period Categories: (Sprint Races)

Pre 1966
Pre 1974
Pre 1977
Post 1977

Period Categories: (Springbok Series)

Pre 74

All competing vehicles must be in possession of a registered MSA Historical Technical Passport (HTP) or in the case of FIA cars, an HTP issued by their relevant ASN or FIA.

All cars must be fitted with a suitable roll cage.

Pre 66 cars must run on treaded tyres. The Hoosier Sorts Car Radial tyre is **NOT** permitted.

The use of the Bridgestone RE55 and the Dunlop D01J, DZ02G and DZ03G “Direzza” “rally slick” is permitted.

All other categories may use slick tyres.

Classes for the 1 hour:

Sports Racing Cars:

Class A over 2000cm
Class B 1150cm to 2000cm
Class C up to 1150 cm

Sports & GT Cars and Saloon Cars:

Class D over 2000cm
Class E 1300cm to 2000cm
Class F up to 1300cm

Awards:

1-Hour Endurance Race

All cars competing in the 1-Hour Endurance Race (except any world sports car challenge cars or post 1977 saloon cars) will be eligible to score points in their period category by class for the Springbok Series of 2009/2010 as follows from 1st to 6th place.

Pre 66 10, 6, 4,3,2,1

Pre 74 10, 6, 4,3,2,1

Trophies

Overall irrespective of class

1st overall Driver(s) and Team Manager

2nd overall

3rd overall

Class Awards.

1st/2nd/3rd

Index of Performance for the 1 hour (irrespective of class or category)

1st overall

Team Prize

1st overall based on Index of Performance averaged across the best two performing cars of three in the team irrespective of class or category.

Sprint Races

1st/2nd/3rd in category irrespective of class

1st/2nd/3rd in class in each period category

Classes for the sprint races:

The classes will be determined by lap times achieved during qualifying and previous times achieved at the Killarney circuit.

Classic Touring cars

Class	fastest time	slowest time
A	1 min 23.5	1 min 26.99
B	1 min 27	1 min 29.99
C	1 min 30	1 min 32 .99
D	1 min 33	1 min 35.99
E	1 min 36	1 min 39 .99
F	1 min 40	1 min 46

Sports & GT Cars:

Class	fastest time faster than	slowest time
S	1 min 14.99	1 min 14.99
A	1 min 15	1 min 17 .99
B	1 min 18	1 min 20 .99
C	1 min 21	1 min 23.99
D	1 min 24	1 min 27.99
E	1 min 28	1 min 34.99

14 Entries

ENTRIES WILL BE VETTED, ACCEPTED AND PLACED IN CLASSES BY A SUB-COMMITTEE CONSISTING OF THE MSA HISTORIC RACING COMMISSION AND REPRESENTATIVES OF THE WPMC CLASSIC AND SPORTS CAR COMMITTEES. THE PROMOTORS AND ORGANISERS WILL NOT EXERCISE ANY INFLUENCE ON THEIR DECISION.

Entries open immediately and close on Wednesday 20 January 2010. Entries are to be submitted on the Official Entry Form provided and accompanied by the full entry fee (Refer GCR 95)

Should the number of entries received for a particular category exceed the maximum number of starters as determined by the MSA Safety Commission, the following criteria shall apply:

Entries will be accepted, in the order of being received, up to a maximum of 55 cars per category. Thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.

Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109

The organizers reserve the right to cancel a category should less than 8 entries be received.

Late entries received after 22 January 2010 may be accepted AT THE DISCRETION OF THE ORGANISERS; however, on acceptance of the late entry an additional late entry fee of R100.00 will be applicable. The organizers cannot guarantee that late entries will appear in the programme.

15 Entry Fees

Sprint Races & 1 Hour Endurance race: R800.00 (Includes VAT and MSA levy)

WPMC Members: R700.00

Historic Motorcycle Group: R200.00

Entries should be posted to: the Secretary of the Meeting,

- 1. Western Province Motor Club**
- 2. P O Box 220**
- 3. Table View,7439**

Phone: 021 557 1639

Facsimile:

021 557 6904

Telephonic entries will not be accepted. Entries may be faxed, however, should the appropriate entry fee not be received by the Thursday prior to the race meeting, the late entry fee will be applicable irrespective of the Competitor's attendance at the race meeting. Refer to GCR 96.

Cheques and Postal Orders must be made payable to:

Western Province Motor Club

Entry fees may be deposited directly into the Organisers Bank Account, the details of which are:

ii. Bank	Nedbank
iii. Branch	Southern peninsula
iv. Branch Number	123209
v. Account Number	1232041807

A copy of the deposit slip is to be faxed to the Organisers at the above fax number.

The Organisers and Promoters reserve the right to refuse any entry without giving a reason as permitted in GCR's 99(i) and 100.

16 A change of driver will be permitted subject to valid reasons for the change being given and the Stewards of the Meeting agreeing to the change. Refer to GCR 238

17 Entrant's Licences

Where the Entrant is not the Driver, an Entrant's Licence must be obtained from MSA prior to the submission of the entry form, failing which the Entrant's name will not be published in the programme.

18 Tickets

Each Competitor will receive 2 pit tickets for Saturday and 4 pit tickets for Sunday. Additional gate entry tickets may be purchased at R50.00 each.

Tickets may be collected or purchased at Documentation on Friday 5 February 2010, from the Secretary of the Meeting.

19 Pit & Paddock Allocation

Pit and Paddock allocations will be notified in the final instructions once the number of entries has been established. It is intended that all like entries be housed close together and where possible it is planned to house 1 hour entrants in the old pit complex to facilitate pit stops.

Those entries who will participate in the 1 hour race and who are housed in the new pit complex are to make their way to the front of the old complex pit lane at lunch time on Sunday 7 February.

20 Documentation & Scrutineering

The Documentation Office will be open on Friday 5th February 2010 from 8h00-18h00 and from 07h00-17h00 on Saturday 6th February 2010.

21 Pre-event Scrutineering will take place at 10h00-17h00 Friday 5th February 2010 or from 07h00-11:30 Saturday 6th February 2010 in the scrutineering bay. Any competitors

unable to present their vehicles/motor cycles for scrutineering during this period should make alternate arrangements with the Chief scrutineer.

22 Competitors may not take part in timed qualifying or any race prior to the completion of documentation and scrutineering.

23 Programme of Events

The Provisional Programme of Events appears at the end of these Supplementary Regulations. Any changes to the Race time table must be agreed upon by the Clerk of the Course, MSA Stewards. Only in exceptional circumstances will the Program be changed.

Should the Organisers deem it necessary to change the Timetable the Revised Timetable will be issued with the Final Instructions and published on the Official Notice Board.

The Organizers reserve the right to alter the Race Programme as may be necessary and combine or split Categories on Race Day or prior to the Closing Date of Race Entries should the number of Entries or other circumstances so dictate. Changes will be posted on the Official Notice Board.

24 Driver's Briefing

Drivers/Riders briefings will take place at 7h30 on Saturday 6th February 2010 in the Clubhouse. ALL Drivers must be present at the briefing at the stipulated time and venue. Failure to attend a Drivers briefing at which a roll call will be taken will incur the imposition of a fine.

25 Pre-Race Paddock

The Pre-Race Paddock will not be used but cars and bikes should line up in the pit lane and be ready to proceed to the grid 15 minutes before their race is due to start.

26 Starts

Starting positions will be determined by lap times recorded during official qualifying sessions. Unless otherwise stated in the regulations for the particular category concerned, the vehicle recording the fastest time will be in the number one position on the starting grid, with the remaining positions being filled in descending order of official practice times. In the event of two (2) drivers recording the same lap time, the more favourable grid position will be allocated to the driver who established that time earliest.

At the discretion of the Clerk of the Course, competitors who are not recorded on the grid for either the first or second race may be positioned at the back of their class.

The starting order for the second and subsequent sessions will be based on the order of finishing of the vehicles in the previous race

All other races will start as follows:

Pre1972 Historic single seaters	standing start
Pre 1966 Production Saloon Cars	rolling start
Pre 1966 Tourist Trophy - Sports and GT cars	rolling start
Pre 1974 International Sports Racing Prototypes	rolling start
Pre 1977 Touring Cars	rolling start
Pre 1984 Sports and Gt cars	rolling start

Marque Cars Pre 1984	staggered start
SA Tourist Trophy for motor cycles	standing start
1 hour race for pre 74 Sports, Gt and Touring cars	standing start

The starting signal will be given by lights. Should the lights fail, all subsequent starts will proceed with the use of the MSA Flag.

There will be NO parade lap prior to the start of the event.

Competitors who do not take part in official timed practice must confirm one (1) hour before the first race of their intention to start.

Should a Competitor not finish the first race, he will be deemed to be a non-starter in the second race unless the Clerk of the Course has been informed in writing one (1) hour before the start of the next race, that the Competitor will be in a position to start the second race. The Competitor will be permitted to start the second race from a position at the rear of the grid or such other position as may be determined by the Clerk of the Course. Refer to SSR 29.

27 Safety Car

If the Clerk of the Course deems it necessary a safety car will be used. All laps completed during a Safety Car intervention will be counted as race laps. During the 1-Hour Endurance race no pitting for driver change or refuelling is allowed during safety car periods.

Where a race is red-flagged, competitor's attention is drawn to SSR 43 of the 2009 MSA Handbook.

28 Completion of Race

The end of each race will be signified by the waving of the chequered flag. Proceed on a slow down lap to the Track Exit and return to Parc Ferme at the end of the main straight.

29 Parc Ferme

All competitors who have completed 2/3 of their race distance are classified as finishers and, unless otherwise directed by the Clerk of the Course, are therefore required to bring their vehicles to Parc Ferme immediately after the last event of each category.

The Organisers reserve the right to impound and examine any vehicle at their discretion.

30 Notice Board

The official notice board is situated on the wall of the administration building

31 Results

After every race, results, which have been posted on the notice board, will become final thirty (30) minutes after posting. Refer to GCR's 200 (viii) and 275.

These results are not to be removed and disciplinary action will be taken against any competitor removing these results without authority.

Additional copies may be obtained from the documentation control office.

32 Protests

Refer Parts IX and X of the MSA Handbook.

33 Prize Giving

The prize giving will take place in the clubhouse approximately 1 hour after the completion of the last event. Any competitor not present at prize giving to receive their trophy will forfeit it.

Trophies will be awarded based on the aggregate of their total elapsed race times.

Dead heats will be resolved as per GCR 275 and SSR 78

Competitor's attention is drawn to GCR's 274, 275, 280 & 281.

34 Timing Transponders

Any competitor taking part in official qualifying and/or a race without his/her transponder in position will be deemed to be a non-starter, unless there is a valid reason.

Timing transponders are to be returned to the timekeeping officials prior to their leaving the circuit (i.e. within one (1) hour of the last race finishing). Transponders not returned by this time are to be returned by no later than the Monday following the race meeting (by hand delivery not to counter) to the following address:

ESMK RACING TIMING SERVICES

ERIC SCHULTZ

TEL: 041 583 4028 / CELL: 082 875 5833

E MAIL: eric@esmk.co.za

P.O. BOX 32013

SUMMERSTRAND, 6019

Failure to return a transponder timeously will result in the offending competitor being levied an amount of R500 by ESMK for the first week or part thereof, and a further R200 for every additional week or part thereof, which the transponder is returned late. No further transponders will be issued to the competitor concerned until such time as the transponder has been returned and the levy paid.

All competitors must use the transponder holder in the positions specified (refer SSR 83)

35 Pit Apron

Refer to GCR 251, SSR's 37, 63, 64, 65 & 66

No Vehicle may travel in the reverse direction to traffic flow in the pit
No Persons under the age of sixteen (16) are allowed on Pit Lane

The consumption of alcohol is prohibited on Pit Lane

Smoking is prohibited on Pit Lane

Scooters, Pit Bikes, Roller Blades, Skate Boards or Motorized Skate Boards are not allowed on Pit Lane

The Pit Road must be Kept Clear

36 Signalling

Competitor's attention is drawn to Appendix H of the MSA Handbook.

Competitors are reminded of the procedure in SSR 41 that is to be adopted in the event of a race being stopped by means of a red flag. At the same time as the red flag is displayed, a red light will be displayed at the start/finish line. SSR 41 is applicable to motorcycle and car events.

Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (i).

37 Silencing of Vehicles

In accordance to the local authority legislation requirements no participating vehicles at Kyalami may exceed 105 db. Refer to GCR 245 of the 2009 MSA Handbook.

38 Postponement, Abandonment & Cancellation

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Competitor/Entrant has no right to claim against the Promoter/Organisers in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244. The meeting will not be postponed, abandoned or cancelled without the consent of the Stewards of the Meeting.

39 Protective Clothing

No Competitor wearing short-sleeved shirts or shorts will be permitted to either practice or race. Refer to GCR 239 regarding safety apparel.

40 Driving Conduct

Refer SSR 50 Any Competitor who consistently uses the verges will be guilty of unsafe driving (SSR's 17 & 51) and will be penalised accordingly in terms of GCR 157 (i) (a). Observers, whose duty will be to report on the cutting of corners, persistent off-circuit behaviour and/or poor driving standards may be appointed and their names listed either in the final instructions or via a Drivers Bulletin. Competitors reported in this respect who, having been signalled in terms of Appendix H Article 6 continues to disregard safe driving conduct may be black flagged. Any Competitor disregarding the black flag will be excluded from the race in question.

Any competition vehicle found using the access roads, pits or any other area than the circuit for testing or being driven in a manner that is considered by the Clerk of the Course to be dangerous including travelling in the wrong direction on the Circuit or Pit Lane, will be excluded from the event, irrespective as to who was driving the vehicle at the time. Notwithstanding the Competitor's exclusion, he will be reported to the Stewards of the meeting who may consider further action in terms of a breach of GCR 172 vii). Drivers will be held responsible and liable for anybody knocked down while racing on pit road.

41 Incidents/Retirements

Competitor's attention is drawn to SSR's 60 & 61

42 Vehicles Abandoned on the Circuit

Any saloon car abandoned on the Circuit must be left unlocked and, if a steering lock is fitted, the key left in the ignition to facilitate the removal of the vehicle after the event. Any vehicle abandoned on the Circuit and locked will be moved by any practical and available

means and the Promoters, Organisers and Officials will not be liable for any subsequent damage. Refer to SSR 10 iii)

43 Incidents in Practice Sessions

Competitors are advised that, should there be an incident during a practice session, which would involve the clearing of the Circuit; their practice session will forfeit the clearing time required.

Racing Fuel, Oil or Coolant spillage on the Circuit:

Refer to SSR 50 (iii).

44 Fuel

Competitor's attention is drawn to GCR 240 with regard to fuel permitted. 98 Octane Unleaded Racing fuel may be on sale from the club from 10h00 to 15h30 on Friday 5th February 2010 and from 06h45 until 15:00 on Race Day.

THE AVAILABILITY OF FUEL CANNOT BE GUARANTEED

45 Competition Numbers

Refer to GCR's 246, 249 and SSR 4 and individual category/class SSR's

46 Advertising

It is a condition of entry that in addition to the advertising referred to in GCR 246; competing vehicles/motor cycles shall also display the advertising, if any, as stipulated for the Event

57 POSTPONEMENTS, ABANDONMENT OR CANCELLATION

In terms of GCR 244 the Promoters and/or Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. The event will not be postponed, abandoned or cancelled without the consent of the Stewards of the meeting.

In the event of postponement, abandonment or cancellation the entrant/competitor has no right to claim against the Promoters and/or Organisers in respect of any loss or damage that he may incur, other than as specified in GCR 244.

47 Officials of the Meeting

i. Motorsport SA Stewards	:	Brian Jefferies Dave Malan
ii. Club Steward		Denis Agnew
iii. Clerk of the Course		Brian Hoskins
iv. Assistant Clerks of the course		Arlene Brown Phil Heroldt
v. Secretary of the Meeting		Joy Hoskins
vi. Chief Timekeeper		Eric Schultz (ESMK)
vii. Chief Technical Consultant		Dave Richardson
viii. Chief Scrutineer		Dick Vlietman
ix. Commentators		Brian Peek, Justine Hoskins, Frank, Barry Blomkamp
x. Course Doctor		Dr Harry Wade
xi. SA Paramedic Services		Neil Gargan

48 Appendix A:

Rules for the 1 hour race

- b. Pre 1966 & Pre 74 Sports, Pre 84 Sports and GT and pre 77 Classic touring cars may enter.
- c. The slowest qualifying lap time allowed is 1minute 35second unless otherwise approved.
- d. Only pre 66 Sports and GT cars will be eligible for the **Tourist Trophy**.
 - i. These cars will have to run on treaded tyres. See notes above on the types of tyres that are acceptable.
 - ii. Will have to have raced at Zwartkops and Killarney

Each car will have to have a minimum of a compulsory 3 minute pit stop.

- iii. 2 or more drivers may participate in the same car.
- iv. Drivers must vacate the car during the stop and refuelling
- v. Drivers who are driving by themselves must vacate their car as above but must also run around the car before getting back in.
- vi. Drivers must be out of the car during refuelling.

Any infringement of the above will incur a one lap penalty deducted.

Drivers are required to exercise caution when exiting their pit. They are required to move into the lane/ roadway next to the pit wall ASAP.

A one lap penalty will be applied to any car that crosses the barrier line at the end of the pits before being allowed to do so.

- Slower cars. Stay on RH side of circuit hold your line in the corners
- The start finish line will incorporate the pit lane for the one hour race

All 1 hour cars will pit in the old pit complex for the race. Please find a pit for refuelling and service after lunch on Sunday.
These pits will not be allocated.

A maximum of 3 crew members may tend the car at any given time while the car is on Pit Road

Should the car require to be refuelled in that period, the driver shall be out of the vehicle for the time in which the fuel is being replenished

A maximum of 2 crew members may carry out refuelling

Both crew members responsible for refuelling will wear flameproof overalls and full-face helmets

A fire marshal shall be present, ready and prepared during refuelling

No further work can take place on or around the car during the time refuelling is in process

Routine maintenance such as tyre changes, brake inspection/replacement, etc are permitted in the time the car is dead but only should no refuelling be in process

Any work beyond accepted routine pit stop maintenance or any work requiring more than 3 crew members to complete will require cars to be pushed back into its pit box until such time the car is once again race worthy.

The pit boxes are to be kept clear at all times during racing in all heats

The vehicle shall restart under its own power

Should a car be push-started following a pit stop, a penalty of 1 lap will be imposed

NOTE! These regulations may change as a result of the need to support overseas entries or special categories. Such changes will be justified to and will be made in collaboration with the officials and Motorsport South Africa.

Rev 1