

REGULATIONS AND SPECIFICATIONS FOR THE 2010 WESTERN CAPE CLUBMANS CHAMPIONSHIP

MSA WESTERN CAPE MOTOR SPORT CIRCULAR WC 7/2010

These Regulations are to be read in conjunction with the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) and any APPLICABLE Circulars of Motor sport South Africa.

**1. CONTROLLERS**

Will be MotorSport South Africa (herein referred to as MSA) Western Cape Regional Motor sport Committee who may consult with the Clubman's Committee.

**1.1 AMENDMENTS**

**ANY Proposed/desired changes to these Championship Regulations must be submitted to the Controllers for consideration at their next Regional Committee Meeting.**

**The Controllers reserve the right, without prior notification, to introduce new Regulations and/or amend existing Regulations. Such changes to these Regulations shall be issued at least SEVEN (7) days prior to the next event being held.**

**2. AIM OF THE CHAMPIONSHIP**

To declare a Western Cape Clubman's Championship Champion and to announce the winners of each class.

**3. VALIDITY OF THE REGULATIONS**

Applicable to the calendar year of 2010.

**4. REGULATIONS**

All qualifying heats shall be held under the General Competition Rules and Standing Supplementary Regulations of MotorSport SA (MSA) these standing regulations, and the supplementary regulations issued by the promoters.

**5. ELIGIBILITY OF DRIVERS**

5.1 Drivers must not be less than 16 years of age.

5.2 The Championship will be open to drivers' resident within the area controlled by MSA Western Cape Regional Committee.

5.3 All drivers must be in possession of a current valid MSA Regional Track Racing Competition Licence.

**6. ELIGIBILITY OF VEHICLES**

6.1 All saloon cars, station wagons, hatchbacks, coupe bodies and LDV's of any year, which are assembled or built in South Africa, are eligible. Imported vehicles are allowed but only at the discretion of the Controllers who will give written permission.

6.2 All engines must be the same make as the body into which they are fitted. The number of cylinders is restricted to the same number of cylinders as supplied and fitted in the original production bodies by the manufacturer. Rotary engines may only be fitted to rotary body shells.

6.3 Turbo charging, Supercharging and Compressors are permitted on engines complying with rule 6.2

**6.4** All engines referred to in 6.3 above are required to run on standard 95-octane pump fuel. The Clerk of Course reserves the right to drain the fuel from a car at any time and replace it with standard pump fuel for the following heat. **All competitors are to comply with motor sport rules regarding fuel octane and additives used.**

6.5 4WD vehicles are allowed

6.6 Wheel rim width is limited to a maximum of 8 inches (20.32cm).

6.7 The width of the original body shell shall not be altered or increased in any way. However, flaring of the wheel arches and/or widening of fenders with composite materials is permitted to a maximum of 65mm on each side of the body. This measurement shall be determined by placing a straight edge across the front and rear wheel arches, from the widest point of the rear fender/flare to the widest point of the front fender/flare. The gap between the straight edge and the body shall not exceed 65mm at its closest point. **No wheels (rims and tyres) may protrude from the fenders with the wheels pointed in the straight-ahead position looking from the above silhouette of the vehicle.** Wheel packages are included in this rule concerning the width of the vehicles in question. All wheels to be kept covered by the body or fenders to comply with this rule.

## 7.0 Aerodynamic Aids

7.5.1 Front spoilers are permitted provided that they are not lower than 75mm from the ground or no lower than the original sill. Spoilers must not protrude more than 100mm further forward than the most forward surface or grill of the original body, or no further forward than the most forward face of the original bumper fitted to that particular body, whichever is the greater. The width of the spoiler shall not exceed the overall width of the body including wheel arches/fenders.

7.5.2 External aerodynamic aids, wings, spoilers and skirts may be fitted to the front, top, sides and rear of the body to the following specifications.

### 7.5.2.1 Wings for Hatchbacks

Square end plate size may not exceed 250mm wide and 150mm high. Wing width is limited to within the end plate dimensions. The length of the wing is limited to the widest point of the roof as measured above the side windows. The leading edge of the wing may not be higher than 100mm above the horizontal highest point of the roof. This measurement shall be made vertically from the horizontal plane at the level of the highest point of the roof. The trailing edge of the wing may not exceed the widest point of the original body / bumper of the vehicle measured vertically.

### 7.5.2.2 Wings for Sedans

Square end plate size may not exceed 250mm wide and 150mm high. Wing width is limited to within the end plate dimensions. The length of the wing is limited to the widest point of the original horizontal surface of the boot lid/rear fender. The leading edge of the wing may not be higher than 180mm above the horizontal highest point of the boot. This measurement shall be made vertically from the horizontal plane at the level of the highest point of the boot. The trailing edge of the wing may not exceed the widest point of the original body/bumper of the vehicle measured vertically.

## Side Skirts

May not be lower than the lowest point of the original floor pan/integrated chassis members and no wider than 60mm measured from the original body sill.

7.5.3 Rear and front bumpers may be retained, removed or modified.

7.5.4 Rear valence panels may be cut back, slotted or drilled up to the level of the original floor/boot pan. Spare wheel wells may be removed but must be covered.

7.5.5 **Windage trays, under trays and other aerodynamic devices may be fitted to the underside of the body as long as rule 7.5.1 is adhered to.**

7.6 The front doors of all racecars are strictly reserved for the sponsors advertising panels.

7.7 A six-point roll cage is compulsory. The roll cage is to have at least one nerve bar across the driver's door opening.

7.8 Safety net on the driver's side door opening is optional. If fitted, the net must have an approved quick release mechanism.

7.9 There is no restriction on the make and type of tyre used, except that retread tyres may not be used.

7.10 Radiator grills must not be removed.

7.11 Headlight units may be removed but must be replaced with covers or air intakes. If headlight units with glass are retained, they must be adequately and securely taped.

7.12 Bodywork may be lightened, with composite materials being used on bonnets; boot lids, fenders and hatches only, provided it retains its original silhouette. C-pillars must remain of the original material used on the body.

7.13 The passenger compartment and side doors may be lightened but must remain of the original material. The inner fenders/valences, front and rear firewalls, roof and floor must remain in the original position. Front fire walls may be altered to accommodate engine, drive train and induction component only, provided the alteration is done neatly to form a sealed metal barrier between engine compartment and cockpit. The engine shall remain in its original compartment and no part of the engine block, Crankshaft casing or cylinder head shall pass through the original firewall between the engine compartment and cockpit. Both front doors must be hinged and able to be opened from the outside and must remain the original type catches and handles.

## 8. **CLASSES**

8.1 Competitors will be divided into the following classes:

Class A	1min 22.0	-	1min 24.999 sec
Class B	1min 25.0	-	1min 27.999
Class C	1min 28.0	-	1min 30.999
Class D	1min 31.0	-	1min 33.999
Class E	1min 34.0	-	1min 36.999
Class F	1min 37.0		and slower
Class X	Any new car / driver combination		

8.2 Any new car/driver combination will start in Class X and remain in the class until they have completed TWO races/heats. Class X competitors will not be eligible for points or trophies.

8.2 A driver who records a lap time of more than 0.5 seconds faster than the class cut-off times shown in 8.1 on two separate occasions, in either official timed practice or in any two different races/heats, will be promoted and placed in an appropriate class according to the lap time for the following meeting. A Class A competitor who records a lap time of more than 0.5 seconds faster than the class cut-off time shown in 8.1 on two separate occasions, in either official timed practice or in any two different races/heats, will not be allowed to compete in the following two (2) race meetings. Should a returning Class A competitor in timed practice or the first race exceed the cut-off time of Class A he / she will be excluded from that meeting and will not be able to complete the race meeting and compete in the next three (3) meetings. All breakouts in respect of 2009 will be carried forward to 2010. And similarly breakouts in respect of 2008 will be carried forward to 2009. **In fairness a penalty or class classification will only be reserved for a 3-year period to a non-active competitor. Returning thereafter will be in class X.**

8.4 A driver actually starting from a grid position attained from an incorrectly recorded fast time will accept that he/she did that time and it will count for a breakout time.

8.5 Once a Driver / Car combination has two breakouts into a higher class, the competitor may exercise the option to remain in the new class or apply in writing (to the clubman's committee) prior to the next race meeting to remain in previous class. The penalty for going back to the lower class is three race meetings in the lower class without any points or trophies. The competitor must enter and take part in the following three race meetings displaying an X as his class identification and must post at least one official time in each meeting. This option cannot be exercised if there are 3 (three) or fewer meetings left before the end of the championship year.

## 9. VEHICLES – GENERAL

9.1 A vehicle may be **re**bodied so long as the silhouette remains the same as at when the car/driver combination qualified and is confirmed as such by the Clubman's Committee and will remain in the same class.

9.2 No in-car timing devices are allowed to be fitted within a car and no radio transmitters, receivers, wrist watches, transponders or cell phones may be fitted, carried or used, except the official timing transponders. Any driver found to be in breach of this Regulation shall be excluded from the results of the Race Meeting and shall furthermore be excluded from the results of the next two Race Meetings.

9.3 Location of transponder: Mounted as per SSR 83 (ii). Failure to comply will result in exclusion.

## 10. COMPETITION NUMBER

10.1 All competition numbers must comply with MSA 2008 stipulations relating to size and colour (**SSR 4**). The Clubman's **Committee**, on behalf of the Controllers, shall issue all competition numbers. **Each car/driver combination will score points for that number; no 2 cars may score points in a season with the same race number.**

10.2 The current champion will have the right to retain his previous competition number during his reign even though it may not be used.

10.3 Competition numbers shall be retained throughout the Championship year and are not to be changed.

## 11. CHAMPIONSHIP EVENTS

11.1 All Western Cape Clubman's Races/Heats (not race meetings) held within the regions controlled by the MSA W.C. Regional Committee during 2010, and listed as a qualifying race(s) in the SR's, will be deemed to be qualifying races, provided that the original race distance is not less than 20 kilometres. When more than one Race/Heat is held on any particular day, the times will be added together purely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the WP Championship.

## 12. POINTS SCORING PER CLASS

12.1 Points will be scored in each race for each Class as follows: -

1st – 10 points; 2nd – 6 points; 3rd – 4 points; 4th – 3 points; 5th – 2 points; 6th – 1 point.

**No points will be awarded for qualifying sessions.**

In an event where there are less than 5 starters in a class, points will be awarded as follows.

### Races

4 competitors

1<sup>st</sup> – 6 points; 2nd – 4 points; 3rd – 3 points; 4th - 2 points

3 competitors            1<sup>st</sup> – 4 points; 2nd – 3 points; 3rd – 2 points

2 competitors            1<sup>st</sup> – 3 points; 2nd – 2 points

1 competitor              1<sup>st</sup> – 2 points

A bonus point will be awarded to all drivers who, during any given race/heat, better their previous fastest lap time. Class X drivers will not be eligible for points.

12.2 There must be a minimum of 12 eligible starters from the combined classes A-F in one Race/Heat, for the Race Meeting itself to qualify for Championship status.

12.3 In order to be classified as a finisher, a car must have completed not less than 66% of the distance of the race under its own power.

12.4 Competing drivers who are ineligible for the Championship will be ignored in the results for the purpose of scoring the Championship, but will qualify for awards (trophies).

12.5 Should a driver score points in a particular class and thereafter move up to the next class, he/she will carry forward any points obtained up to that point with the following proviso: In order to qualify for class positions at the end of the championship year, at least 30% of total points must be scored in that particular class.

12.6 To be classified as a starter for the purpose of allocating championship points, a driver must post a time in official timed practice and /or cross the start/finish line at the start of the first race/heat.

12.7 No driver can enter, qualify or race more than one vehicle in different classes on any race day.

### **13. STARTING & STARTING GRID**

13.1 For the first race of the day the grid positions will be determined by the fastest lap time recorded in timed practice. In the event of no qualifying taking place the start grid will be determined as per the fastest lap recorded from the previous race event. **A competitor using a different car from which was raced in the previous race event will start at the back of that class of which the vehicle was classified in previously.**

In the event that a competitor has not have taken part in the last event he/she will start at the back of their class. The overall finishing positions in race one will determine the grid for the second race.

Competitors who do not participate in, or do not record a time in race 1, or who do not finish race one, will be placed on the grid behind the last competitor in their class in race two respectively, on condition that the time keepers are notified 1 hour before a race. If they do not comply with this rule, they will be placed at the back of the grid.

13.2 The grid positions for Class X cars will be determined according to their lap times and will be treated in the same way as other cars according to 13.1 above.

13.3 **The start procedure will be a ROLLING START.**

**13.3 In the event that there are more than 55 confirmed starters for a heat (this is the maximum permitted in terms of the Circuit Licence), the Event SR's will indicate how the actual starters will be determined.**

### **14. CHAMPIONSHIP STATUS**

Should less than 12 Races/Heats be held in **2010 (6 Events)**, then the Championship will be declared null and void by the Controllers. **The points scored by a driver, car combination in a Race/Heat throughout the year will count towards the Championship. Points will not be added together to declare a final overall points tally, each car/driver will have its own points allocated as scored. 2010 calendar year will have the top 8 races scored by a competitor count for championship status, if more races are run the competitor may drop the worst result with the top 8 counting for the overall title in both class and overall.**

### **15. SEPARATION OF TIES**

Any ties will be in favour of the competitor having the

Greater number of firsts. If this fails, the greater number of seconds will count, then thirds, and so on. If the tie still remains, performance in all the championship events will be taken into consideration and of this is ineffective, the Western Cape MotorSport Regional Committee will declare the winner on any basis it may deem fitting.

### **16. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each qualifying event will be available at the MSA office in Cape Town on the second Monday following the event, and any objections concerning the scoring must be received, in writing, not later than the Friday following the Monday on which the scoring became available.

### **17. DECLARATION OF POINTS AWARDED**

The MSA Western Cape Regional Committee, at its sole discretion, is responsible for declaring a winner of the Championship or to withhold such declaration.

### **18. AMENDMENTS**

The Controllers reserve the right, without prior notice, to introduce new regulations and/or amend existing ones. Such changes to the regulations shall be issued 7 days prior to the next race.

### **19. GENERAL**

19.1 All cars are to comply with the MSA environmental code as set out in the **2010 MSA Handbook**. The test methods for sound measurement are recorded in the **2009 Handbook** from page 162. The page numbers and reference numbers may differ in the

**2010** season. All cars should be tested and a certified tagging device be fitted before any competitor may enter a race in the **2010** season. It is the responsibility of the competitor to have the exhaust system checked if changes or alterations are made during the season.

**19.2** All cars need to be inspected and signed off as eligible to race by the Clubman's technical representative prior to competing in their first race of the season. A day and time will be set in advance before the start of the new season for such tests and checks to be carried out on acceptance by all drivers at the AGM.

**19.3** The Clubman's Disciplinary committee will have the right to impose a penalty to a competitor if found to be in breach of unsportsmanlike driving behaviour or bringing the section into disrepute. The committee will hand out warnings or yellow Cards for observation by the Stewards. Further or more severe acts of misconduct will be addressed by the WPMC or MSA regarding the offence in question.

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