



REGULATIONS AND SPECIFICATIONS FOR THE 2015 WESTERN CAPE REGIONAL CLUBMANS CHAMPIONSHIP

MSA WESTERN CAPE MOTORSPORT CIRCULAR WC 7/2015

These regulations are to be read in conjunction with the 2015 General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), and any APPLICABLE Circulars issued by Motorsport South Africa (MSA).

1. CONTROLLERS

Will be Motorsport South Africa (herein referred to as MSA) Western Cape Regional Committee, who may consult with the Clubmans' Committee.

2. 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. Ratified changes to these Regulations **shall** be issued at least SEVEN (7) days prior to the next event being held.

3. AIM OF THE CHAMPIONSHIP

To declare TWO (2) Western Cape Clubmans' Championship Champions, one (1) for combined classes A, B and C and one (1) for combined classes D, E and F, and to announce the winners of each class.

4. REGULATIONS

All qualifying races shall be held under MSA's 2015 GCR's, SSR's, these Standing Regulations, and the Supplementary Regulations (SR's) issued by the promoters / organisers.



5. ELIGIBILITY OF DRIVERS

5.1 The Championship shall be open to all competition licence holders resident within the area controlled by the MSA Western Cape Regional Committee.

5.2 Only competitors holding a current valid MSA Regional or National Circuit Racing Competition Licence are permitted to compete.

5.3 Drivers must not be younger than 16 years of age.

5.4 No Driver can enter, qualify or race more than one (1) vehicle in Clubmans' on any race day.

6. MINIMUM NUMBER OF STARTERS

There must be a minimum of nine (9) eligible starters in each of the combined classes (A, B and C = 9 starters and D, E and F = 9 starters) for either of the championships, on each race day to qualify for Championship status.

7. CLASSES

7.1 Any new car / driver combination will start in Class X and remain in this class until they have completed two (2) races.

7.2 Competitors will be divided into the following classes :

Class A:	1 min 22.0 – 1 min 23.999
Class B:	1 min 24.0 – 1 min 25.999
Class C:	1 min 26.0 – 1 min 27.999
Class D:	1 min 28.0 – 1 min 29.999
Class E:	1 min 30.0 – 1 min 31.999
Class F:	1 min 32.0 and slower
Class X:	Any new car / driver combination

8. RESERVED



9. POINTS SCORING

- 9.1** Class X competitors will not be eligible for points nor trophies.
- 9.2** Competing drivers who are ineligible for the Championship (e.g. out of town visitors) will be ignored in the results for the purpose of scoring the championship. But will qualify for awards (trophies).
- 9.3** No two (2) cars may score points in a season with the same vehicle race number.
- 9.4** Each car / driver combination will score points for that allocated vehicle race number.
- 9.5 Qualifying:** In the event of a qualifying session being held and there being five (5) or more qualifications in a class, points per class will be awarded as follows:

1st	6 points
2nd	4 points
3rd	3 points
4th	2 points
5th	1 point

In the event where there are less than five (5) qualifiers in a class, points will be awarded as follows:

Four (4) Qualifiers:

1st	4 points
2nd	3 points
3rd	2 points
4th	1 point

Three (3) Qualifiers:

1st	3 points
2nd	2 points
3rd	1 point

Two (2) Qualifiers

1st	2 points
2nd	1 point



One (1) Qualifier

1st 1 point

Any competitor who records an official time in qualifying will get at least 1 point.

9.6 Races: Points per class per race will be awarded as follows:

1st 12 points
2nd 8 points
3rd 6 points
4th 5 points
5th 4 points
6th 3 points
7th 2 points
8th 1 point

In the event where there are less than five (5) starters in a class as determined in qualifying, 1st race and/or 2nd race of the day, points will be awarded as follows:

Four (4) Starters

1st 8 points
2nd 6 points
3rd 4 points
4th 2 points

Three (3) Starters

1st 6 points
2nd 4 points
3rd 2 points

Two (2) Starters

1st 4 points
2nd 2 points



One (1) Starter

1st 2 points

Any competitor classified as a finisher will get at least 1 point for that race.

9.7 Bonus Points: A bonus point will be awarded to all drivers who, during any given race or qualifying better their previous fastest lap time.

9.8 Any class A competitor who breaks the Class A breakout time of 1 min 22.000 by more than 0.5 seconds will be counted as a qualifier or starter in race 1 but shall not be awarded any points for any race or qualifying session from and including the second and any subsequent break out on the day. All other Class A competitors, who have not broken out more than once on the day, will be moved up in the results for point scoring and will be scored accordingly. The competitor will not be eligible for any trophies if he / she broke out more than once on that day.

10. CHAMPIONSHIP EVENTS

10.1 All Western Cape Clubmans races held during 2015 Championship year within the region controlled by MSA Western Cape Regional Committee, and listed as qualifying races in the SR's, will be deemed to be qualifying races, provided that the original race distance is not less than 6 laps.

10.2 When more than one (1) race 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 Championship.

11. NUMBER OF RACES / EVENTS SCORING TOWARDS CHAMPIONSHIP

11.1 The top sixteen (16) races and eight (8) qualifying sessions scored by a competitor in the 2015 championship year will count towards the Championship. If more races (including qualifying sessions) are run, the competitor may drop the worst races, with the top sixteen (16) races and eight (8) qualifying sessions counting for the overall title in both the Class and Overall championships.

11.2 Should less than twelve (12) races be run in the 2015 Championship year, the championship will be declared null and void by the controllers.



12. QUALIFYING AND STARTING GRIDS

- 12.1** For the first race of the day, the grid positions will be determined by the fastest lap time recorded in qualifying. 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 vehicle from that 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 taken part in the last event he / she will start at the back of his / her class. In the event that a competitor does not post a time in qualifying, he / she may request permission from the Clerk of the Course to be placed at the back of his / her class and if permission is not granted then he / she will be placed at the back of the grid.
- 12.1** The grid for race 2 will be in Class order as per finishing positions in race 1, reversing the first six (6) competitors in each class. Any competitor not finishing the first race shall be deemed as a non-starter in the second race unless the Clerk of the Course has been notified in writing within one (1) hour of the finish of the first race that the competitor concerned will be starting the second race. Any competitor not complying with this rule (i.e. notification within one (1) hour), will be placed at the back of the grid and the grid positions of these competitors will be in order of notification being given to the time-keepers of their participation.
- 12.3** The grid positions for Class X competitors will be determined according to their lap times and will be treated in the same way as other competitors above. For the second race, they will be slotted in at the back of the class for the class time-slot which they achieved in Race 1 or if no lap time was posted in Race 1, their fastest qualifying time.

13. STARTING PROCEDURES

- 13.1** The starting procedure will be a rolling start.
- 13.2** Classes A, B and C may race separately from Class D, E, F and X should circumstances allow and if approved by WPMC and MSA.

14. DEFINITION (CLASSIFICATION) OF QUALIFIER, STARTER and FINISHER

- 14.1** To be classified as a **qualifier** for the purpose of allocating championship points for qualifying, a driver must complete at least one (1) full lap and must post an official time.
- 14.2** To be classified as a **starter** for the purpose of allocating championship points, a driver must post a time in qualifying or cross the start / finish line at the start of the first or second race.



14.3 To be classified as a **finisher**, a vehicle must have completed not less than 66% of the race distance under its own power (rounded down to the last full lap).

15. 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. Any objections concerning the scoring must be received by MSA in writing not later than the Friday following the Monday on which the scoring became available. MSA reserves the right to correct clerical errors at any time.

16. SEPARATION OF TIES

A tie will be resolved in favour of the competitor having the greatest number of class wins, then second then thirds etc. If the tie still remains, performance in all the championship events will be taken into consideration and if this is ineffective, the MSA Western Cape Regional Committee shall declare a winner on any basis it may deem fit.

17. DECLARATION OF CHAMPIONS

The MSA Western Cape Regional Committee, at its sole discretion, is responsible for declaring the winners of each Championship or to withhold such declaration. MSA reserves the right to correct clerical errors at any time.



CLUBMAN SPECIFIC RULES

18. DRIVER'S RESPONSIBILITIES

18.1 All drivers are to ensure that their vehicles comply with all regulations governing the Clubmans' series.

18.2 Incident reports must be completed and handed to the Clerk of the Course within thirty (30) minutes of the completion of the race.

19. ELIGIBILITY OF VEHICLES

All recognized production manufactured vehicles with a metal roof (tin-tops) are eligible.

All competitors and their vehicles are to comply with the MSA Environmental Code as set out in the MSA Handbook. This covers inter alia sound testing, permissible fuel, etc. Ethanol is permitted as an additive to regulation fuel specified in GCR 240.

All vehicles need to be inspected and signed off as eligible to race by the Clubmans' Specialist Scrutineer prior to competing in their first event of the season. A day and time will be set (in advance) for such tests and checks to be carried out.

19.1 Engines:

19.1.1 Engines must be the same make as the body into which it is fitted. Rotary engines may only be fitted to rotary body shells.

19.1.2 The number of cylinders is restricted to the same number of cylinders as supplied and fitted in the original production bodies by the manufacturer.

19.1.3 Turbo chargers, Super chargers and Compressors are permitted.

19.1.4 The engine shall remain in its original compartment and no part of the engine block, crankshaft casing and cylinder head shall pass through the original firewall between the engine compartment and cockpit.

19.2 Vehicle Structure (incl. body shells, firewalls, fenders, doors etc.):

19.2.1 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 shell shall not exceed 65mm at any point within 100mm either side of the “B” pillars.

- 19.2.2** Bodywork may be lightened with composite materials being used on bonnets, boot lids, fenders and hatches only. The passenger compartment and side doors may be lightened but must remain of the original material. The bodywork must retain its original silhouette. C-pillars must remain of the original material used on the body. C-pillar is defined as the outer skin above the bottom window line.
- 19.2.3** The inner fenders / valences, front and rear firewalls, roof and floor must remain in the original position.
- 19.2.4** Front firewalls may be altered to accommodate engine, drive train and induction components only, provided that the alteration is done neatly to form a sealed metal barrier between the engine compartment and cockpit.
- 19.2.5** 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.
- 19.2.6** Front and rear bumpers may be retained, removed or modified.
- 19.2.7** Radiator grills may not be removed.
- 19.2.8** 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.
- 19.2.9** Both front doors must be hinged and able to be opened from the outside and must retain the original type catches and handles.
- 19.2.10** A six-point roll cage is compulsory. The roll cage is to have at least one nerf bar across the driver’s door opening.
- 19.2.11** If a safety net is fitted to the driver’s side door opening, it must have an approved quick-release mechanism.
- 19.2.12** The front doors of all vehicles are strictly reserved for the racing number and the series sponsors advertising panel.
- 19.2.13** A competitor whose vehicle is severely damaged may request permission in writing to the Clubmans’ Committee to have the vehicle re-bodied so long as the silhouette remains the same as when the car / driver combination qualified. Re-build should only commence once written approval has been received from the Clubmans’ Committee.



19.3 Aerodynamic Aids: External aerodynamic aids, wings, spoilers and skirts may be fitted to the front, top, sides and rear of the body. Windage trays, under trays and other aerodynamic aids may be fitted to the underside of the body provided all set out measurements and specification are adhered to.

Specifications are as follows:

19.3.1 Front Spoilers: 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 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 the wheel arches / fenders.

19.3.2 Rear Wings:

19.3.2.1 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 furthestmost point of the original body / bumper of the vehicle measured vertically.

19.3.2 Non-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 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 furthestmost point of the original body / bumper of the vehicle measured vertically.

19.3.3 Side Skirts: These 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.

19.4 Wheels and Tyres:

19.4.1 4 Wheel drive is permitted.

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

19.4.3 Make and type of tyres are free. However, retread tyres may not be used.

19.4.4 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 vehicle. All wheels to be kept covered by the body or fenders to comply with this rule.

20. TIMING DEVICES

- 20.1** The official timing transponder must be mounted within 10cm of the “B” pillar in a clearly visible position. Failure to comply will result in exclusion from the race meeting.
- 20.2** Except for the official timing transponder, no on/in-car timing devices and radio transmitters and receivers are allowed whatsoever (i.e. no items reflecting time, hours, minutes etc. are permitted). Any driver found to be in breach of this regulation shall be excluded from the results of the race meeting and not be permitted to compete in further races on the day, and shall furthermore be precluded from participating in the next two (2) race meetings.
- 20.3** In car cameras (excluding cellphones) may be fitted to vehicles providing the camera is mounted no further forward than the rearmost part of the driver’s seat and may not be accessible from the driver’s seated position. Velcro and any other quick release method may not be used in mounting of a camera. Cameras with Wi-Fi capabilities will not be allowed. All in car footage is to be made available to officials if requested. Any driver found to be in breach of this regulation shall be excluded from the results of the race meeting and not be permitted to race further races on the day, and shall furthermore be precluded from participating in the next two (2) race meetings.

21. BREAKOUTS

- 21.1** A driver who records a lap time of more than 0.5 seconds faster than the class cut-off times shown above on two (2) separate occasions, in either qualifying and/or in any two (2) different races, will be promoted and placed in the appropriate class, according to the lap time posted, for the following meeting.
- 21.2** A driver starting a race from a grid position determined by a lap time accepts that he / she have posted that time and it will be recorded as such.
- 21.3** Once a car / driver combination has two (2) breakouts into a higher class, the competitor may exercise the option to remain in the new class or apply in writing to the Clubmans’ Committee prior to the next race meeting to remain in the previous class. The penalty for going back to the lower class is three (3) race meetings in the lower class without any points or trophies.



The competitor must enter and take part in the following three (3) race meetings displaying “X” as his / her class identification and must post at least one official time at each meeting. **This option may only be exercised once and furthermore should the driver then bust out once during his / her three (3) meetings in class X he will immediately be classified in the higher class.**

21.4 Any competitor (irrespective of the class he / she is competing in on the day) who records a lap time of more than 0.5 seconds faster than the cut-off time of 1 min 22.000, in either qualifying or in any race, shall be penalized as per the table below:

<u>Time Recorded</u>	<u>“Black Mark” penalty to be applied</u>
➤ 1 min 21.500	0 Black Marks
1 min 21.400 to 1 min 21.499	1 Black Mark
1 min 21.300 to 1 min 21.399	2 Black Marks
1 min 21.200 to 1 min 21.299	3 Black Marks
1 min 21.100 to 1 min 21.199	4 Black Marks
1 min 21.000 to 1 min 21.099	5 Black Marks
1 min 20.99 and quicker	5 Black Marks and preclusions from further participation on the day and will be precluded from competing in the next two (2) race meetings.

21.5 All black mark penalties incurred are to be added together (i.e. cumulative) and each penalty will be seen on its own, irrespective of whether the same time penalty has been achieved before, on the same race day, or on any other race day. (**EXAMPLE:** qualifying lap time 1 min 21.499 = 1 black mark, race 1 lap time 1 min 21.499 = 1 MORE black mark. Total after 1st race will therefore be 2 black marks. Race 2 lap time 1 min 21.399 = 2 MORE black marks. Total for race day will then be 4 black marks).

21.6 The maximum “Black Mark” penalty to apply to any car / driver combination will be 5 “Black Marks”. Should any competitor need to be penalized more than this the competitor will be precluded from further participation on the day and will be precluded from competing in the next two (2) race meetings.

21.6.1 Should a competitor who has returned from two (2) race meeting exclusion (carrying 5 “Black Marks”) again at any time record a time quicker than the cut-off time of 1:21.500 he / she will be precluded from further participation on the day and will be precluded from competing in the next three (3) race meetings.



21.6.2 Should a competitor return after being precluded from competing in three (3) race meetings and carrying 5 “Black Marks” again record a time quicker than the cut-off time of 1:21.500 he / she will be precluded from further participation on the day and that car / driver combination will be precluded from further competing in Clubmans for a period of 36 months from this date.

21.7 All breakouts recorded in 2014 will be carried forward to 2015 and similarly those recorded in 2013 to 2014 and similarly those recorded in 2012 to 2013. A penalty or class classification will only be reserved for a period of three (3) years for a non-active car / driver combination. Returning thereafter, the car / driver combination will be in Class X. If a car / driver combination (excluding a car / driver combination penalized in terms of **paragraph 21.6.2**) has not been active for an entire season within the three (3) year period, the returning car / driver combination shall either return to the original class or may apply in writing to the Clubmans’ Committee to return to Class X.

21.8 Application to have single breakouts removed can be done, in writing, to the Clubmans’ Committee after twelve (12) months have expired from when the breakout occurred.

22. RESERVE ENTRIES

22.1 In the event of the Promoter receiving more than the circuit maximum number of entries (currently 55), those first received which are completed in full in accordance with the GCR’s will receive preference.

22.2 All other entries will be placed on the reserve list and will only be accepted should there be cancellations etc. of already accepted entries. This will then be on a first come basis unless an extra race can be accommodated for the race days in question.

22.3 The Clubmans’ Committee reserves the right to give preference to any entry or late entry to those competitors who have already taken part in the current year’s championship.

23. COMPETITION NUMBERS

23.1 All competition numbers (including those on the windscreen) must comply with MSA regulations relating to size and colour. Refer GCR 249, SSR 4 and any other relevant bulletins etc.

23.2 The Clubmans’ Committee, on behalf of the Controllers, shall issue all competition numbers.

23.3 Competition numbers shall be retained throughout the championship year and are not to be changed.



23.4 At the end of the championship year, the competitor with the highest points in the championship will be allocated competition number 1 for the following year, irrespective if he / she was in the Class A – C Championship or the D – F Championship and the number 2 will be reserved for the other Champion. In addition, they will retain their existing numbers.

23.5 Competition numbers may only be kept reserved for a maximum of 24 months after the last race used.

24. SCORING TOWARDS CHAMPIONSHIP

24.1 The points scored by a car / driver combination in races throughout the year will count towards the Championship.

24.2 Each car / driver combination will score its own points and points will not be added together to declare a final overall Champion.

24.3 Should a car / driver combination 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 the total points counting towards the overall results must be scored in that particular class. In order to qualify for championship positions at the end of the championship year at least 70% of the total points counting towards the overall results must be scored in that particular championship (i.e. ABC or DEF Championships).

25. CLUBMANS COMMITTEE and DISCIPLINE

25.1 The Clubmans' Disciplinary Committee will have the right to impose a penalty to a competitor if he/she is found to be in breach of unsportsmanlike driving behavior or bringing the WPMC Clubmans Section into disrepute. The Committee may hand out warnings or yellow cards for observation by Race Officials. WPMC may also consider further action for severe acts of misconduct.

25.2 The Clubmans' Committee has the right to expel any member for bringing the Clubmans' group into disrepute, on or off the circuit, and to prevent them from partaking in any Clubmans event as regulated in the WPMC Constitution.



26. MEMBERS

Only Clubman competitors who have competed in at least 75% of the races run in the current Championship year to date of rule change voting will be eligible to vote.

APPROVED BY: Western Cape Regional Committee on the 22nd September 2014