



REGULATIONS AND SPECIFICATIONS FOR THE 2013 WESTERN CAPE REGIONAL CLUBMANS CHAMPIONSHIP

MSA WESTERN CAPE MOTORSPORT CIRCULAR WC 7/2013

These Regulations are to be read in conjunction with the 2013 General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), and any APPLICABLE Circulars issued by Motorsport South Africa (MSA).

1. CONTROLLERS

Will be the Motorsport South Africa Western Cape (herein referred to as MSA) 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 Western Cape Clubmans' Championship Champions, one for combined classes A, B and C and one for combined classes D and E, and to announce the winners of each class.

4. REGULATIONS

All qualifying races shall be held under MSA's 2013 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 license 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 License are permitted to compete.
- 5.3 Driver's 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. DRIVER'S RESPONSIBILITIES

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

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

7. ELIGIBILITY OF VEHICLES

All 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.

All vehicles need to be inspected and signed off as eligible to race by the Clubmans' Technical Representative 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.

7.1 Engines:

- 7.1.1 Engines must be the same make as the body into which it is fitted. Rotary engines may only be fitted to rotary body shells.
- 7.1.2 The number of cylinders is restricted to the same number of cylinders as supplied and fitted in the original production bodies by the manufacturer.
- 7.1.3 Turbo chargers, Super chargers and Compressors are permitted on complying engines.
- 7.1.4 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.

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

- 7.2.1 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 65 mm 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.
- 7.2.2 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 inner and outer skin above the bottom window line.
- 7.2.3 The inner fenders / valences, front and rear firewalls, roof and floor must remain in the original position.
- 7.2.4 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.
- 7.2.5 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.
- 7.2.6 Front and rear bumpers may be retained, removed or modified.
- 7.2.7 Radiator grills may not be removed.

- 7.2.8 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.
- 7.2.9 Both front doors must be hinged and able to be opened from the outside and must retain the original type catches and handles.
- 7.2.10 A six-point roll cage is compulsory. The roll cage is to have at least one nerf bar across the driver's door opening.
- 7.2.11 If a safety net is fitted to the driver's side door opening, it must have an approved quick-release mechanism.
- 7.2.12 The front doors of all vehicles are strictly reserved for the racing number and the series sponsors advertising panel.
- 7.2.13 A vehicle may be re-bodied so long as the silhouette remains the same as when the car / driver combination qualified and is confirmed as such by the Clubmans' Committee and will remain in the same class.

7.3 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:

7.3.1 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.

7.3.2 Rear Wings:

7.3.2.1 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.

7.3.2.2 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.

7.3.3 Side Skirts:

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

7.4 Wheels& Tyres:

7.4.1 4 Wheel drive is permitted.

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

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

7.4.4 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.

8. TIMING DEVICES

8.1 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.

8.2 Except for the official timing transponder, no 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 shall furthermore be precluded from participating in the next two (2) race meetings.

9. CLASSES and BREAKOUTS

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

9.2 Competitors will be divided into the following classes:

Class A: 1 min 22.0 – 1 min 24.999

Class B: 1 min 25.0 – 1 min 27.999

Class C: 1 min 28.0 – 1 min 30.999

Class D: 1 min 31.0 – 1 min 33.999

Class E: 1 min 34.0 and slower

Class X: Any new car / driver combination

9.3 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 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.

- 9.4 A driver starting a race from a grid position determined by a lap time accepts that he / she has posted that time and it will be recorded as such.
- 9.5 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 an "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.**
- 9.6 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 precluded from further participation on the day and will be penalized as per the table below. The weights shown exclude the bracket assembly.

<u>Time recorded</u>	<u>Weight penalty to be applied</u>
➤ 1 min 21.500	0 kgs
1 min 21.400 to 1 min 21.499	20 kgs
1 min 21.300 to 1 min 21.399	40 kgs
1 min 21.200 to 1 min 21.299	60 kgs
1 min 21.100 to 1 min 21.199	80 kgs
1 min 21.000 to 1 min 21.099	100 kgs

All weights and brackets ("sandwich" plates) will be supplied by the competitor at their own cost. The penalty weights **must** be fitted in the passenger foot well. The minimum area of contact between shell / chassis and counter plate is 40cm² for each fixing point.

In the event of the competitor accepting and fitting the applicable weight penalty and presenting the vehicle (with the added weight) to the official scrutineers for weighing and sign-off prior to the next race of the day, the competitor will be allowed to compete for the rest of that particular race meeting.

- 9.6.1 Once a weight penalty has been issued, the car / driver combination may not remove further weight from the vehicle. This will be the official weight of the car / driver combination and must not be more than 10kg lighter than the official weight when weighed after a qualifying session or race.
- 9.6.2 Failure to be within the official weight will result in immediate exclusion from the results of the day. Each time weight is added to the car / driver combination the official weight will be increased and recorded accordingly.
- 9.7 After every qualifying session and race, all Class A vehicles and any other vehicles carrying a weight penalty imposed are required to be weighed (with the driver seated in the vehicle) on the circuit's official scale. Failure to do so will result in exclusion from the results of that race or qualifying session and the competitor will be precluded from further participation on the day.
- 9.8 The maximum weight penalty to apply to any car / driver combination will be 100kg. Should any competitor need to be penalized by more than this weight (i.e. cumulative 100kg) the competitor will be precluded from further participation on the day and will be precluded from competing in the next two (2) race meetings.

- 9.8.1 Should a returning competitor (carrying 100kg of penalty weight) 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 will be precluded from competing in the next three (3) race meetings.
- 9.8.2 Should a competitor return after being precluded from competing from three (3) race meetings and carrying 100kg of penalty weight 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.
- 9.9 If a weight penalized competitor wishes to remove weight from the vehicle at the end of the race season, in lieu of detuning the vehicle, he / she can apply in writing to the Clubmans' Committee. If said competitor then breaks out by more than 0.5 seconds from the cut-off time of 1min 22sec then he / she must return to the previous official weight.
- 9.10 All breakouts recorded in 2012 will be carried forward to 2013 and similarly those recorded in 2011 to 2012 and similarly those recorded in 2010 to 2011. 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 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.
- 9.11 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.

10. CLASSIFICATION OF QUALIFIERS, STARTERS and FINISHERS

- 10.1 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.
- 10.2 To be classified as a **starter** for the purpose of allocating championship points, a driver must post a time in official timed practice or cross the start / finish line at the start of the first race.
- 10.3 Any Class A competitor who breaks the Class A breakout time 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 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.
- 10.4 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).

11. RESERVE ENTRIES

- 11.1 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.
- 11.2 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.
- 11.3 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.

12. COMPETITION NUMBERS

- 12.1 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.
- 12.2 The Clubmans' Committee, on behalf of the Controllers, shall issue all competition numbers.
- 12.3 Competition numbers shall be retained throughout the championship year and are not to be changed.
- 12.4 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-E championship and the number 2 will be reserved for the other champion. In addition, they will retain their existing numbers.
- 12.5 Competition numbers may only be kept reserved for a maximum of 24 months after the last race used.

13. QUALIFYING AND STARTING GRIDS

- 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 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.
- 13.2 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.
- 13.3 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.

14. STARTING PROCEDURES

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

15. POINT SCORING

- 15.1 Class X competitors will not be eligible for points nor trophies.

- 15.2 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).
- 15.3 Each car / driver combination will score points for that number.
- 15.4 No two cars may score points in a season with the same competition number.

15.5 Qualifying:

In the event of a qualifying session being held and there being five (5) or more qualifiers in a class, points per class will be awarded as follows:

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

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

4 qualifiers: 1st – 4 points, 2nd – 3 points, 3rd – 2 points and 4th – 1 point

3 qualifiers: 1st – 3 points, 2nd – 2 points and 3rd – 1 point

2 qualifiers: 1st – 2 points and 2nd – 1 point

1 qualifier: 1st – 1 point

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

15.6 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 and 8th – 1 point

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

4 starters: 1st – 8 points, 2nd – 6 points, 3rd – 4 points and 4th – 2 points

3 starters: 1st – 6 points, 2nd – 4 points and 3rd – 2 points

2 starters: 1st – 4 points and 2nd – 2 points

1 starter: 1st – 2 points

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

15.7 Bonus Points:

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

16. CHAMPIONSHIP RACE MEETINGS

- 16.1 There must be a minimum of twelve (12) eligible starters in each of the combined classes (A, B and C = 12 starters and D, E and X = 12 starters) in one race for the race meeting itself to qualify for Championship status.
- 16.2 All Western Cape Clubmans' races held during 2013 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 twenty (20) kilometers.

- 16.3 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.

17. NUMBER OF RACES SCORING TOWARDS CHAMPIONSHIP

- 17.1 The top eight (8) events scored by a competitor in the 2013 calendar year will count towards the Championship. If more qualifying events are run, the competitor may drop the worst events, with the top eight (8) counting for the overall title in both the Class and Overall championships.
- 17.2 The points scored by a car / driver combination in races throughout the year will count towards the Championship.
- 17.3 Each car / driver combination will score its own points and points will not be added together to declare a final overall champion.
- 17.4 Should less than twelve (12) races (six (6) events) be run in 2013, the championship will be declared null and void by the Controllers.
- 17.5 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.

18. 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.

19. SEPARATION OF TIES

A tie will be resolved in favour of the competitor having the greatest number of class wins, then seconds 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 the winner on any basis it may deem fit.

20. 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.

21. CLUBMANS COMMITTEE and DISCIPLINE

- 21.1 The Clubmans' Disciplinary Committee will have the right to impose a penalty to a competitor if 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.
- 21.2 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.