

**FORMULA LIBRE WESTERN CAPE**  
**Rules and regulations for 2016**  
**Seasons**

## **REGULATIONS AND SPECIFICATIONS FOR THE 2016 FORMULA LIBRE WESTERN PROVINCE CLUB CHAMPIONSHIP**

### **1. DURATION OF THE VALIDITY OF THE REGULATIONS**

- 1.1. The regulations will apply for the calendar year and 2016

### **2. CONTROLLERS**

- 2.1. The Controllers of the Championship are the Western Province Motor Club executive committee which has delegated control to the WPMC Formula Libre Sub-committee.
- 2.2. The Formula Libre committee will consist of a Chairman and 3 elected representatives.
- 2.3. Monthly meetings will be held at the discretion of the Libre executive committee
- 2.4. The AGM for the will be held in January **2016**.
- 2.5. The membership fees for the 2016 season will be R200 per competing member and R150 for a non-competing active member and payable to the Libre club treasurer.
- 2.6. Fees must be paid before the date of the first race meeting of 2016 in order for a driver to qualify to score points.

### **3. AIM OF THE CHAMPIONSHIP**

- 3.1. To declare a Western Province Motor Club Formula Libre Champion.
- 3.2. The Index of Performance Points scoring system will be used to crown the 2016 WPMC Formula Libre Champion. The IOP system is designed to give each competitor an equal opportunity to challenge for the Overall Championship. The system rewards driver skill in the form of consistency as well as vehicle preparation in the form of reliability.

### **4. RULES AND REGULATIONS**

- 4.1. All qualifying races will be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Standing Regulations, and the Supplementary Regulations issued by the Promoters.
- 4.2. The GCR's together with the SSR's must be read and understood in addition to these regulations and specifications.

### **5. ELIGIBILITY OF CARS**

- 5.1. The Championship will be open to cars complying with the WPMC Formula Libre issued car regulations and technical specifications. No entry will be accepted which does not comply with these specifications.

### **6. CHAMPIONSHIP EVENTS**

- 6.1. The 2016 Motorsport Calendar is available from the WPMC which gives details of all championship event dates. All races shall be scored and no races may be dropped. A minimum of 5 race meetings or 60% of race meetings allocated by WPMC, whichever is the lesser shall be raced for a competitor to qualify for championship status.
- 6.2. There shall be two races for Formula Libre cars at all race meetings except where the organisers have decided to run a single race of longer duration, in which case it will count as two races and points will be doubled.
- 6.3. A Formula Libre race shall be a minimum distance of 6 laps.
- 6.4. All entrants and their cars must be in the allotted Libre pit area 30 min before the start of the qualifying session and may not be removed from the Libre pit area for the duration of the meeting, without permission from the technical controller.
- 6.5. Number of starters: In order for a timed trial or race to qualify for championship status, a minimum of 10 (ten) vehicles must participate and must have taken to the track for at least one of the sessions of the race meeting.
- 6.6. The start will be a standing start and the race will begin when the RED lights on the pit wall go out.
- 6.7. Starting grids will be determined by actual qualifying times for the 1<sup>st</sup> race and the finishing order of the first race will determine the starting grid for the 2<sup>nd</sup> race. A competitor who fails to post a qualifying time due to transponder failure, and who has a manually recorded time,

may on application to the clerk of the course on the day, request within 10 minutes of the posting of the grid, an amended grid and in such a case the competitor may be placed on the grid according to the manually recorded lap time. A competitor who fails to post a time in qualifying due to transponder failure and who does not have a manually recorded time or fails to post a time for any other reason will be placed at the back of their class, at the discretion of the committee. An amended grid will be subject to approval by the Clerk of the Course.

- 6.8. If for whatever reason, the Stewards of the Meeting/COC determine that no timed qualification session is possible, the grid will be determined by each driver's quickest lap time during the last race meeting they entered. If no time is available for competitors they will be placed at the back of their class or at the discretion of the committee.
- 6.9. Each competitor is responsible for ensuring that his / her time as stated on the qualifying results is correct.
- 6.10. No timing devices are to be used during a race. If fitted they need to be taped closed as to not be visible to the driver, and if found to not comply when vehicle returns to parc ferme after a heat, the driver could be excluded from the day's results if protested.
- 6.11. A Dual Scoring system shall be utilised for the 2016 WPMC Formula Libre Season. The Index of Performance Points scoring system will be used to crown the 2016 WPMC Formula Libre Champion.
- 6.12. Trophies will be awarded for IOP as well as Car Class Classification on Race-day and will be issued for 1st, 2nd and 3rd place finishes for Class A, B, C and IOP.

## 7. INDEX OF PERFORMANCE SCORING SYSTEM (IOP)

- 7.1. The Index of Performance Points scoring system will be used to crown the WPMC 2016 Formula Libre Champion. The IOP system is designed to give each competitor an equal opportunity to challenge for the Overall Championship. The system rewards driver skill in the form of consistency as well as vehicle preparation in the form of reliability.
- 7.2. The system works in the following manner. The **Total Race Time** of each competitor is divided by the **Number of Racing Laps** for that particular race. This gives each competitor an **Average Lap Time** for the race. The next part of the equation is to identify the competitor's **Fastest Lap** of the race. The **Fastest Lap** time is then divided by the **Average Lap** time and the result is the **Deviation** which is expressed as a percentage of the **Fastest Lap** time. The closer the percentage **Deviation** is to **0.000** the better the performance of the competitor.

<b>EXAMPLE of INDEX OF PERFORMANCE TABLE Car No</b>	<b>No of Racing Laps</b>	<b>Total Race Time</b>	<b>Average Lap Time</b>	<b>Fastest Lap Race 1</b>	<b>% Deviation</b>	<b>RESULTS</b>	<b>POINTS</b>
4	8.000	10:57.0	01:22.1	01:21.0	1.370	1	10
1	8.000	11:34.0	01:26.8	01:25.0	2.017	2	8
61	7.000	10:37.0	01:31.0	01:29.0	2.198	3	6
22	8.000	11:28.0	01:26.0	01:24.0	2.326	4	5
16	8.000	11:20.0	01:25.0	01:23.0	2.353	5	4
36	8.000	10:35.0	01:19.4	01:17.0	2.986	6	3
2	8.000	10:35.0	01:19.4	01:17.0	2.992	7	2
3	7.000	10:00.0	01:25.7	01:23.0	3.167	8	1
12	8.000	11:29.0	01:26.1	01:23.0	3.628	9	0

- 7.3. Points will be scored for both races and a separate IOP calculation will be done for each race in the following manner. Each competitor that is officially classified i.e. finishes 75% of the

race distance will score on the IOP system. Competitors will not be disadvantaged if they were lapped in the race but will have to be officially classified to be eligible for points. The points from the two races shall be added together to determine the prize winners of the day.

- 7.4. Should one race be cancelled at the discretion of the stewards double points may be scored for the remaining or completed race of the day.
- 7.5. Where only one race of longer duration is run, double the number of points listed above shall be scored.
- 7.6. Points for IOP will be allocated as follows:  
**1<sup>st</sup> = 10 points      2<sup>nd</sup> = 8 points**  
**3<sup>rd</sup> = 6 points      4<sup>th</sup> = 5 points**  
**5<sup>th</sup> = 4 points      6<sup>th</sup> = 3 points**  
**7<sup>th</sup> = 2 points      8<sup>th</sup> = 1 point.**
- 7.7. The IOP points scoring system will run independently of the Car Class Classification System and the points scoring will not be combined as they will constitute 2 separate championships standings.
- 7.8. Points for the Formula Libré Class Championship will be scored and awarded per race, as follows:  
**1<sup>st</sup> = 10 points      2<sup>nd</sup> = 8 points**  
**3<sup>rd</sup> = 6 points      4<sup>th</sup> = 5 points**  
**5<sup>th</sup> = 4 points      6<sup>th</sup> = 3 points**  
**7<sup>th</sup> = 2 points      8<sup>th</sup> = 1 point.**
- 7.9. In addition to these points, 2 points will be allocated for attending an official Formula Libre members meeting as well as an additional 2 points for attending official prize giving. These Points will be added to the class points as well as IOP points. 1 point will be allocated to a competitor who sends apologies, prior to a meeting for a maximum of twice per year.
- 7.10. A minimum of 3 cars per classified class needs to participate in one of the 3 sessions on race day in order for the section to score maximum points per race heat.
- 7.11. Should there be 2 or fewer cars per classified class the maximum points scored for 1<sup>st</sup> place shall be 6 points, 4 points for 2<sup>nd</sup> place.
- 7.12. A driver must please appoint a representative to collect his or her trophy at prize giving should they not be able to attend.

## **8. ELIGIBILITY OF COMPETITORS**

- 8.1. Championship is only open to all competitors who are members of the WPMC and FLWP.

## **9. SEPARATION OF TIES**

- 9.1. In the event of a tie **in Classes** at the end of the season, the competitor with the greatest number of first places shall be declared the **Class** Champion. If this does not resolve the tie, then the greater number of second places, failing that the third places and so on will be used to resolve the tie. If a tie still remains then **Formula Libre Committee** will declare a winner on such basis as it deems fit.
- 9.2. In the event of a tie in the Index of Performance Points System at the end of the season, the competitor with the best Deviation Percentage Aggregate in all the regional rounds of the

Formula Libre Championship races scored shall be declared the Champion. If this does not resolve the tie, then the Formula Libre EXCO will declare a winner.

#### **10. COMPETITION NUMBERS & SPONSORS DECALS**

- 10.1. Competition numbers shall comply to the following size specification, 40mm thick x 190mm high with numbers being black on a white background. The white background shall measure 290mm wide x 240mm high. A minimum of 3 numbers shall be displayed, one facing forward on the nose of the car (compulsory) and one on either side of the race car.
- 10.2. Series Sponsors decals – the Formula Libre committee will issue competitors with series sponsor decals, which must be positioned on the car as requested, failing which a competitor may be excluded from the results of an event.

#### **11. COMPLAINTS AND DISPUTES**

- 11.1. The competitor in person must raise any competitor-initiated disputes with the designated Drivers Representative.
- 11.2. It is specifically noted that anything not permitted in the Formula Libre Rules is disallowed and is to be regarded as illegal. Transgressions will result in exclusion regardless of whether any advantages are gained or not.

#### **12. VOTING**

- 12.1. Only active paid up Formula Libre members, i.e. current drivers, committee members and technical reps, may vote on any issues that are tabled by the committee requiring resolution by means of a voting process. Competitors are allowed to nominate a representative to vote on their behalf should they not be able to attend the meeting.

#### **13. CODE OF CONDUCT**

- 13.1. It is the objective of the WPMC Formula Libre to conduct racing amongst its members and competitors, which is held in good spirit and where the emphasis is on **competitive racing which adheres to the respectful etiquette expected in motorsport.**
- 13.2. All competitors will strive to maintain a high level of vehicle preparation and ensure compliance with regulatory and safety standards.
- 13.3. All competitors will ensure that they are fully acquainted with the start line procedures and that they are aware of their grid position prior to the warm up lap. Competitors will further more ensure that they proceed directly and immediately to their grid position and not contribute to any delay in the starting procedures.
- 13.4. All competitors will drive in a fashion that takes cognisance of the safety and skills levels of other competitors. It is **PARTICULARLY IMPORTANT** that you remember that there is a mix of faster and slower cars and that the faster cars will pass the slower cars during a race meeting.
- 13.5. Slower competitors must in normal circumstances maintain the normal racing line through a corner. Competitor's, especially slower competitors, must not move from one side of the track after exiting a corner or make any other sudden movements inconsistent with the normal racing line.
- 13.6. The onus rests on the **FASTER CARS** to find a **SAFE** path past a slower competitor.
- 13.7. No competitor shall engage in defensive or obstructive driving tactics, which would inhibit the progress of a closely following and obviously faster competitor.
- 13.8. Any new Novice driver shall carry a ribbon not more than 300 mm long on the top of his roll bar of his vehicle to be displayed clearly for all other drivers to see. The Formula Libre committee will review the progress of the driver and shall decide when it is fit to remove the ribbon.
- 13.9. Any identified novice is to be treated with utmost caution whilst cornering and should only be passed on the inside of a corner entry once the driver of the faster car has received an acknowledgement of his or her presence from the driver of the slower car and when such a manoeuvre is safe to complete.

- 13.10. The Novice driver or slower driver must, however be alert to a faster car behind him/her and make use of his/her mirrors.
- 13.11. All drivers will conduct themselves in a friendly and constructive manner thereby promoting the aims and objectives of the series.
- 13.12. All drivers must familiarise themselves with and adhere to these rules which might be changed from time to time should it be necessary.

**ALL COMPETITORS ARE ENCOURAGED TO BE MINDFULL THAT MOTORSPORT IS DANGEROUS, AND THE FORMULA LIBRE SECTION OF THE WESTERN PROVINCE MOTORSPORT CLUB IS COMMITTED IN ITS ENDEAVOURS TO MAKE THE SPORT AS SAFE AS POSSIBLE FOR EVERYONE CONCERNED.**

## **CAR REGULATIONS AND TECHNICAL SPECIFICATIONS FOR THE 2016 FORMULA LIBRE WESTERN PROVINCE CLUB CHAMPIONSHIP**

### **14. DESCRIPTION**

- 14.1. All Single Seater racing cars with open coachwork and complying with necessary safety requirements, and not exceeding the maximum lap time of 1min 40 sec. around the Killarney Circuit in dry conditions, shall be considered as a legal competitor.
- 14.2. Any single seater vehicle shall be scrutinised by the Formula Libre committee before being placed in a class and the eligibility of all cars shall be at the discretion of the Formula Libre Committee and the committee reserves the right to amend said class at any time during the season.
- 14.3. Cars utilising NOS Kits shall not be permitted to race in this category.

### **15. SAFETY REQUIREMENTS**

- 15.1. Fire extinguishers – minimum capacity 1kg hand operated, fitted within reach of the driver strapped in the seat of the car. Alternatively, a remote controlled extinguisher of 2, 5 kg capacity may be fitted. Evidence must be available that the extinguisher had been purchased or serviced within the preceding 12 months.
- 15.2. Roll over bars - to be constructed in accordance with the regulation as set out in the FIA Year Book. A copy thereof is available from MSA.
- 15.3. Safety belts – a full 6-point harness is mandatory and the expiration date must be clearly indicated by the Manufacturer.
- 15.4. Circuit breaker – an electrical circuit breaker must be fitted in one of the main battery leads, capable of operation either by the driver normally seated in the car with harness secured, or by a person from the outside of the car. The position of the switch shall be indicated on the outside of the body by a recognised spark symbol.
- 15.5. Red Warning Lights - a rear facing warning light, with a surface area of minimum 20 cm<sup>2</sup> must be located within 10 cm of the centre line of the vehicle and be clearly visible from the rear. This warning light must be **ON** when visibility conditions are reduced or when so instructed by the Clerk of the Course.
- 15.6. Tubular Chassis shall remain unchanged as per the original design. The controllers reserve the right to authorise any changes to chassis design.
- 15.7. Fuel Tanks fitted outside the chassis shall comply with FIA Specifications F.T. 3.
- 15.8. Bolt threads must protrude fully through self-locking type nuts. All wheels shall have a minimum of 4 nuts per Wheel unless designed using 1 single centrally located locking nut and shall be checked for proper tightness before each race.
- 15.9. All bodywork shall be properly secured and in place for every race, and shall be checked after every race for damage and repaired if necessary at the discretion of the Technical rep.

### **16. CLASSES**

- 16.1. **Class A** – Class A shall be reserved for all single seaters with a maximum cubic capacity up to 2100cc which have either wings or 16 valve engines or both. No carbon tubs, sequential gearboxes, turbo-charged or rotary powered cars allowed in this class.
- 16.2. **Class B** – shall be for all cars classified as a Formula Ford Kent or any other 1600cc 8 valve single seater race car without wings. Internal engine modifications are free. The use of slick tyres is permitted. Reborning oversize to a maximum of 1640cc.
- 16.3. **Class C** – shall be reserved for Formula Vee single seaters utilizing a VW type 1 front beam and gearbox. No full slicks shall be permitted in this class. Only legal road going tyres, Bridgestone, Dunlop semi slicks or any other tyre as per National Formula Vee rules will be allowed. Competitors shall be allowed to skim the road tyres to achieve the necessary levels of grip. Engine specification shall be as Rule 16 of the 2015 National Formula Vee rules. (Attached)
- 16.4. **Class H** – Shall be reserved for single seater race cars, 30 years and older.
- 16.5. **Class S** – Shall be reserved for any single seater race car that does not fall into the above classes and may also include turbo charged, supercharged, and any cubic capacity above 2100cc.
- 16.6. The executive committee shall place cars that enter the formula, which cannot be easily classified under these 5 categories, in a separate class (X), after assessing the race performance of the car in question a decision will be taken by the committee (after the vehicle has completed one full race meeting) as to which class this car shall be placed. In this particular instance (class X) no trophies or points will be awarded. The committee reserves the right to amend its decision at any time during the championship.

## **17. CONTROLLERS**

- 17.1. Western Province Motor Club shall have overriding authority in respect of all aspects of the Formula Libre Club Championship. The Formula Libre Association shall be responsible for the normal administration of the series, subject to the aforementioned.
- 17.2. The controllers have the power to revise or issue an interpretation of these regulations at any time. Any such revised interpretation will be published in an official circular or bulletin and handed to each member.