

WESTERN PROVINCE MOTOR CLUB

CLUB CHAMPIONSHIP REGULATIONS

INVITATION SPORTS AND GT CARS

2016 CALENDAR YEAR

1. **CONTROLLERS** Will be the Western Province Motor Club (WPMC), administered by the Elected Sports Car Committee..
2. **AIM OF THE CHAMPIONSHIP** Firstly, to declare a WPMC Sports and GT Car Racing Champion, and 2 runners up; secondly to declare a Winner in each class; thirdly to declare A Sports & GT Car Index of Performance Champion and 2 runners-up.
3. **VALIDITY OF THE REGULATIONS**
Applicable to the 2016 championship year.
All qualifying races shall be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), as well as supplementary regulations issued by the promoters, all in conjunction with these regulations.
4. **ELIGIBILITY OF DRIVERS**
Drivers must have a valid competition licence.
The championship will be open to paid up members of the WPMC.
Drivers must be paid-up Members of the Sports & GT Car Section.
5. **VEHICLE REGISTRATION AND ELIGIBILITY**
 - 5.1 The WPMC Sports & GT Cars Club Championship is an Invitational Series open to pre-approved Cars that fit the general genre of "Sports and Grand Touring Cars". It is an impossible task to define this genre exactly in words as it includes racing as well as Production GT Cars, hence each competing Car as well as any potential new competing Car is required to be approved by the Controllers on an annual basis. Approved Cars will be issued with a Disc for the Calendar year before the first Race of the Year.
 - 5.2 Before any vehicle is allowed to race in the WPMC Invitation Sports and GT Car Championship series, the vehicle must be presented to the controllers for eligibility checking which will cover general compliance, finish and appearance, as well as practical safety issues. To be eligible for trophies and points all competing cars must display all identification/signage required by the series sponsor. It is strongly advised that before any new car is built, the Competitor approaches the controllers to obtain guidance and approval for the concept. The controllers reserve the right to refuse any vehicle entry, which in their opinion contravenes the spirit in which WPMC Sports and GT Car racing has been designed. All cars must be inspected by the Technical Representative of Sports and GT Car Section at beginning of year or first race entered.
 - 5.3 This series is NOT open to Cars that currently compete or have previously competed in another Series, (e.g. Wesbank, Sascars or Oval Track) unless they are Racing Sports Cars (e.g. Shelby Canam) or of the same type as Cars currently accepted, i.e. Porsche 911's. The Sports Car Committee may limit these in order not to harm another Championship that is currently taking place.
6. **SPECIFICATIONS OF CARS** As per Appendix A.

7 **COMPETITION NUMBERS** These shall be allocated by the controllers and may be changed as deemed necessary. Competition Numbers must be clearly displayed in accordance with MSA GCR's SSR's and applicable Bulletins issued by MSA in all regards.

8 **NUMBER OF EVENTS TO COUNT** All races run in the championship will count for point-scoring purposes, each race being scored separately. An Away Race will be organised to be included in the Championship and Competitors will receive an additional 10 Points for participating at this Event. Each Competitor will have to drop the lowest score from 1 Race Meeting (total Points Score for said Meeting)

9 **CLASS STRUCTURE**

Cars will be placed by the Controllers in classes based on their performance. The Controllers reserve the right to determine the class in which a particular car may compete. Any new car/driver combination must do official timed qualifying/practice. Thereafter the controllers will allocate that car to a class for that day.

The class allocation will be based on the following time brackets

- A :- Below 1 min 15.0
- B :- 1 min 15.0 up to 1 min 17.999
- C :- 1 min 18.0 up to 1 min 20.999
- D :- 1 min 21.0 up to 1 min 24.999
- E :- 1 min 25.0 up to 1min 31.0

In order for a car to break out to a higher class, it must break out by more than 0.001 sec. Should a competitor break out of his/her class during official qualifying, he/she will be placed in their new class immediately. However, should he/she break out during a race, he/she will only move to the new class at the next race meeting.

Should a Competitor apply to be placed in a Class lower than his present Class this must be approved by the Committee and no points will be scored for the next Race Day in which he competes.

10 **DECLARATION OF CHAMPIONSHIP WINNERS** The Controllers, at their sole discretion, are responsible for declaring a Champion and runners up.

11 **POINTS SCORING**

11.1 **SCRATCH RACING IN CLASSES**

Points will be awarded per race for each class as follows:-

- 1st – 10 points
- 2nd – 8 points
- 3rd – 6 points
- 4th – 5 points
- 5th – 4 points
- 6th – 3points
- 7th – 2 points
- 8th – 1 points

Should there be less than four starters/qualifiers in a class, points in that class will be awarded as follows:-

- 3 competitors 1st – 9pts; 2nd – 7pts; 3rd – 5pts
- 2 competitors 1st – 9pts; 2nd –7pts
- 1 competitor 1st – 8pts

Points will also be allocated for qualifying in each Class and will be scored as follows:-

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

The number of Cars in each Class will be determined by all Cars which qualify and/or take part in Race 1 and Race 2.

A further bonus point will be awarded to any competitor who better his previous best lap-time during Qualifying or during a Race.

A further bonus point will be awarded to any competitor who scores fastest in lap-time in class during a Race.

The final race of the season (i.e. the last event deemed to be a complete race) will be awarded double points for each class as follows:-

- 1st – 20 points
 - 2nd – 16 points
- and so on to eighth place. (Reduced points for less than 4

Starters - see above)

11.2 In order to qualify for championship status at each race meeting, there must be minimum of 10 eligible qualifying starters as defined by the GCR's.

11.3 In order to be classified as a finisher – as per the GCR's and SSR's.

11.4 For points scoring purposes, where a competitor is beaten by a competitor from a lower class, the competitor from the lower class will be deemed to be in the same class as the competitor in the faster class. The lower class car will score points as normal.

11.5 Should a competitor score points in a particular class and thereafter move up to another class, any points obtained up to that point will be carried forward for overall purposes. For Class Championship Winners, the Competitor must have scored at least 75% of his Points in that Class.

11.6 In the case of there being a dead heat for the overall Championship the controllers shall apply the following in determining the overall positions. The controllers shall determine who had the most 1st places, then 2nd places, then 3rd places, until a winner is decided on.

11.7 An additional 10 points will be awarded to each driver/car that attends an away race.

INDEX OF PERFORMANCE RACING

11.7 All competitors compete against each other with no separate classes, each race being calculated and scored separately, with the index being calculated as a variance of each competitor's average race lap compared to their best lap in that race, the objective being to have as low a variance as possible.

11.8 The final race of the season (the last event deemed to be a complete race) to be awarded double points.

11.9 Points will be awarded per race on the following scale:-

- 1st – 10 points
- 2nd – 9 points
- 3rd – 8 points
- 4th – 7 points
- 5th – 6 points
- 6th – 5 points
- 7th – 4 points
- 8th – 3 points
- 9th – 2 points
- 10th – 1 point

FAILURE OF ELECTRONIC TIMING EQUIPMENT

Should the official timekeepers be unable, for whatever reason, to produce an official timesheet for either qualifying or a race, then no time-related points awards will be made for that specific qualifying session or that specific race.

12. STARTING GRID

- 12.1 The grid positions for Race 1 will be derived from the official qualifying practice lap times. Should there be no qualifying session a Grid will be drawn up based on previous best time achieved by each Competitor.

Race 2 Grid positions will be derived from the official fastest lap times for each competitor of race one

Should a competitor fail to record a time in race one the official qualifying time will be used to determine his/hers grid position for race two. Should that not be available then the competitor will be placed at the back of his/her class.

Any Competitor not attending the Drivers Briefing will be placed at the back of his Class.

A driver who through 'force majeure' is unable to attend drivers briefing must make representation to the committee or send a representative in his place. Only one representative per driver.

- 12.2 Any driver who fails to record a qualifying lap time will either start at the back of the grid or the back of his class. The controllers reserve the right to place such cars in an appropriate time slot on the grid with the consent of the Clerk of the Course. However, Competitors who are deemed to have avoided qualifying in order to be advantageously placed on the grid will have to start from Pit Lane.
- 12.3 A new Car/Competitor who has not previously posted an Official Lap Time will be placed in Class X Once an Official Lap Time has been recorded the Car will be placed in the applicable Class for the next Race Day.
- 12.4 Competitors will not be allowed to change Cars after the Official Grid has been posted.
- 12.5 All starts will be rolling (as per the GCR's and SSR's).
- 12.6 Collection area. For qualifying all competitors must line up in the designated collection area in class order prior to the commencement of official qualifying. If a car is pitted on the new pit side then the driver must attempt to join his/her class upon joining the circuit.
- 12.7 Should a driver car fall out of position during the warm up laps he may attempt to regain his original starting grid position up until the back straight gate between turn 4 and 5 on the second warm up lap. If he has not regained his grid position at this point he may not attempt to move forward at this point and must hold that position. If a driver continues after this point to regain his original grid slot he will receive a 30sec race penalty.
- 12.8 Drivers may not continue to warm brakes/weave to warm tyre after reaching the back gate on the second warm up lap. All race competitors should at this point close up into grid formation and hold this position until race commencement.

13 GENERAL

13.1 Commercially available fuels may be used as per GCR'S

13.2 WPMC Sports & GT Car members must undertake to race within the spirit of Sportsmanship and fair play and the Controllers will be the final judge of that. Neither over-aggressive overtaking nor over-defensive driving will be tolerated.

13.3 All Class A Cars must run with forward-facing light/s which must be switched on.

13.4 Cars must have a working rear-facing 'Rain Light'.

APPENDIX A - 2015

VEHICLE CLASSIFICATION – SPORTS CARS (INCLUDING CLASSIC, REPLICA AND GT)

DEFINITION

Entry into the Sports & GT Category is by Invitation after Technical approval by the Committee. The Committee will consider all Cars that fall under the Sports & GT Car genre. A compliance Disc will then be issued.

CLOSED CARS

Windscreen/Rear Window compulsory (laminated glass or FIA-approved material).

Two full-width roll bars or roll cage compulsory. Roll bars are to be braced either fore or aft, with the bracing attached to a sufficiently strong part of the car to resist collapse in the event of a rollover. Roll Bars supplied by a Vehicle Manufacturer (e.g. Porsche) are acceptable.

Head restraint compulsory

OPEN CARS

Doors optional

Windscreen optional

Roll bars or roll cage compulsory. Roll bars are to be braced either fore or aft, with the bracing attached to a sufficiently strong part of the car to resist collapse in the event of a rollover.

Head restraint compulsory.

ENGINES

Free

Turbocharged and supercharged engines are permitted.

GEARBOX AND DIFFERENTIAL - Free

SUSPENSION - Free

BRAKES - Free

WHEELS - Free (Drive Wheels should have Spigots)

TYRES

- Free

MUDGUARDS

- Viewed from the top Mudguards must cover the tread of the tyre. In the case of slicks the contact area must be covered. (As per MSA Regulations)

EXHAUST

- Not permitted within the confines of the Cockpit of the car unless fully enclosed in neatly fabricated panelling.

UNDER TRAY

As per WPMC rules, A under tray/ nappies must be fitted to the underside on the engine/gearbox to eliminate the chance of oil drops/spillage. If for any reason the vehicle cannot accommodate a tray/nappy dispensation must be sought through the S+GT technical committee.

The Car must comply with the spirit of Sports and GT Car racing and the Controllers will be the final judges. Prospective Entrants are advised to contact the Chairman of The Sports & GT Car Committee if in any doubt.