

Classic Car Section



WPMC CLASSIC CAR NON-TECHNICAL RACING RULES **2017**

1. CONTROLLERS

The Controllers shall be the WESTERN PROVINCE MOTOR CLUB (hereafter referred to as WPMC) through the CLASSIC CAR RACING COMMITTEE (the Committee) who has been delegated to administrate and implement any decisions and rules on behalf of WPMC as they apply to classic car racing. All as set out in the constitution of WPMC.

2. AIM

To declare a WPMC Champion and to determine the runner-up and third place in each class

Pre 77 Classic Cars.

In addition to the overall champion there will be a champion declared for driver-car combinations that comply with the National Historic Racing Car Register Regulations for:
Pre 1977 HISTORIC SALOON CARS PRE 1977 GROUP 1
Pre 1972 HISTORIC SALOON CARS PRE 1972
Pre 1977 GROUP 2 + 5 CARS

Pre 90 Historic Cars.

In addition to the overall champion there will be a champion declared for driver car combinations that comply with the WPMC Touring Rules for:
Pre 1990 HISTORIC CARS GROUP 1

3. VALIDITY OF THE REGULATIONS

3.1. Applicable to the calendar year of 2017.

3.2. All qualifying races shall be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport SA (MSA), these Standing Regulations and the Supplementary Regulations issued by the promoters.

4. ELIGIBILITY OF DRIVERS

- 4.1. Drivers must be in possession of a valid competition license.
- 4.2. The championship will only be open to members of the WPMC.

5. VEHICLE REGISTRATION AND ELIGIBILITY

Before any vehicle of any type is allowed to race in the WESTERN PROVINCE MOTOR CLUB CLASSIC CAR CHAMPIONSHIP (WPMCCCC) series, the vehicle must be registered with and approved by the Controllers and an **HTP** document must be completed. Each vehicle must carry the current eligibility token. This to be done at the beginning of each year prior to the first race.

6. SPECIFICATIONS GOVERNING CARS COMPETING IN THE CHAMPIONSHIP

As per WPMC Historic Car Technical **Rules for Pre-77 and Pre-90.**

7. COMPETITION NUMBERS and CLASS LETTERS

- 7.1. All Competition numbers and class letters shall be displayed in accordance with the white book regulations.
- 7.2. The WPMC Classic Car Committee shall do the allocation of numbers.
- 7.3. The overall champion, runner-up and third place competitor, may run numbers 1, 2 & 3 for the year respectively and will have the right to retain their competition numbers during their reign.
- 7.4. A competition number will only be allocated, after the vehicle has been passed by the committee and will be withdrawn should the vehicle not be raced in the year.
- 7.5 All Pre-90 Cars must have RED race numbers.**

8. NUMBER OF EVENTS TO COUNT

8.1. The championship consists of a minimum of 6 race meetings. Should less than six qualifying race meetings be held, the championship will be declared null and void EXCEPT IN CASES OF FORCE MAJOUR. THIS WILL THEN BE LEFT TO THE DISCRESSION OF THE COMMITTEE.

8.2 All meetings, except for any international and/or invitation meetings, will count towards the championship.

9. CLASS STRUCTURE

9.1. Based on an official performance at the Killarney Race Circuit as a guideline to the WPMCCCC, the class allocation will be based on the following time brackets: -

CLASS S.	1 min 22.00 sec. to 1 min 23.99 sec per lap
CLASS A.	1 min 24.00 sec. to 1 min 26.99 sec per lap
CLASS B.	1 min 27.00 sec. to 1 min 29.99 sec per lap
CLASS C.	1 min 30.00 sec. to 1 min 32.99 sec per lap

- CLASS D. 1 min 33.00 sec. to 1 min 35.99 sec per lap
CLASS E. 1 min 36.00 sec. to 1 min 39.99 sec per lap
CLASS F. 1 min 40.00 sec. to Slower sec per lap

CLASS X. Any new car/driver combination, any competitor breaking out of Class S and/or any competitor to be re classified. **(No Points or Trophies to Class X)**

9.2. Any new car/driver combination will start in class X and remain in that class until they have set a timed lap in qualifying and 1 heat or any 2 heats Class X drivers will not be eligible for points, trophies or prize money. Class X competitors will be promoted to a point scoring class at the commencement of a race meeting and not during a race meeting.

9.3. The Controllers shall determine at any time the class in which a particular type of vehicle may race.

10. BREAKOUT RULE

10.1. A driver, who records a lap time faster than the class cut-off times shown in 9.1 above, on two separate occasions, in either timed practice or in any two different races / heats, will be promoted and placed in the appropriate class according to that lap time for the following meeting. If a driver breaks out by more than 0.5 seconds he/she will be automatically promoted to the next class at the following race meeting.

10.2. Should a driver/car combination have two break outs into a higher class, the competitor may exercise the option to remain in the new class or apply in writing to the committee, no later than two weeks prior to the next competition event, requesting to remain in the previous class. The following will apply should the competitor be granted leave to return to the lower class:

10.2.1. A penalty for going back to the lower class of two race meetings in the lower class without any points, trophies or prize money.

10.2.2. The competitor must enter and take part in two meetings and display an X as his class identification and must post at least one official time in each meeting.

10.2.3. The competitor may have to demonstrate changes which will be made to the car to ensure that the car will be slower and remain in the specified class time.

10.2.4. The option cannot be exercised if there are 2 (two) or less meetings before the end of the championship year.

10.2.5: The first time a Class S competitor breaks out he must make representation to the committee showing how he has slowed his vehicle down he will then be allowed to partake in the next meeting

and score points. Should he break out again in that event he will not score points and 10.2.2 will apply.

10.3. A **Class S** competitor who breaks out according to rule 10.1 must make application to enter class X and re-qualify their car but will have to demonstrate changes which will be made to the car to ensure that the car will be slower and remain in the specified class time.

The car/driver combination may be granted leave to race prior to the changes being implemented subject to:

10.3.1. The car/driver combination may not earn any points, trophies or prize money until the changes have been implemented.

10.3.2. Should the Car/Driver combination break out a third time before the changes have been implemented it will not be allowed to race until it has complied with the implementation of the changes to ensure the car is slower.

11. CHAMPIONSHIP EVENTS

All Classic Car Races held within the region controlled by the WPMC during 2015 and listed as qualifying races in the SR's will be deemed to be qualifying races, provided that original distance of the race is not less than **19** kilometers. Where more than one race is held on any particular day, the times will be added together purely for the purpose of determining the overall and class winners for the day and shall have no effect on the points counting towards the WPMC Classic Car Championship.

11.1 Each race meeting will consist of a minimum of 2 (two) **9 (nine)** lap sprint races.

11.2 In the unforeseen circumstance that a championship race is shortened by race control, such reduced race may not be less than 19 Kilometres. (6 laps).

12. POINTS SCORING

12.1. To declare a WPMC Classic Car Champion.

12.1.1. Points will be awarded for each race as follows:

- 1st- 6 Points
- 2nd- 5 Points
- 3rd- 4 Points
- 4th- 3 Points
- 5th- 2 Points
- 6th- 1 Point

12.1.2. In the event that there are less than four (4) eligible starters per class, points will be awarded as follows:

12.1.2.1. If there are three (3) eligible starters, the scores will be 5, 4 and 3 points respectively.

12.1.2.2. If there are two (2) eligible starters, the scores will be 4 and 3 points respectively.

12.1.2.3. If there is one (1) eligible starter, they will score 3 points.

12.1.3. One point will be awarded for the fastest lap time in official qualifying for grid positions in each class at each race meeting.

12.1.4. One point will be awarded to each car that qualifies as a starter and one point will be awarded to each car that qualifies as a finisher in each race.

12.1.5. In order to qualify for championship status at each race meeting, there must be a minimum of 12 eligible starters in classes S to F or X. An eligible starter is a person who has participated in any of the following - official practice, qualifying, race 1 or 2.

12.1.6. In order to be classified as a finisher, a car must have completed not less than 75% distance of the race under its own power

12.1.7. For the purpose of allocating championship points, only those drivers who have crossed the start/finish line at the start of the race and or have achieved an official lap time in practice for grid positions will be classified as eligible starters for the day.

12.1.8. Should a driver score points in a particular class and thereafter be promoted up to the next class, he or she will carry forward any points obtained up to that race meeting, these points will be added to any points that may be earned in the new class.

12.1.9. In order to qualify for class placing at the end of the Championship, at least 51% of the points must have been scored in that particular class.

13. DECLARATION OF CHAMPIONS

The WPMC at its sole discretion is responsible for declaring a champion or to withhold such declaration.

14. SEPARATION OF TIES

Any ties will be in favour of the competitor with the greatest number of firsts. If this fails, the greater number of seconds will count, then thirds and so on. If there is still a tie, performance in all championship events will be taken into consideration and if this is ineffective, the Controllers will declare the winners on any basis it may deem to be fit.

15. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available at the WPMC office at Killarney on the second Monday following the event, and any objection concerning same must be received by that office in writing, not later than the Thursday noon following the Monday on which the scoring became available.

16. STARTING GRID

16.1. Classic Race Cars.

16.1.1 The starting grid, for the first race will be derived from Official Qualifying times for this race. This will include any Class X Competitor.

16.1.2 Competitors, who do not practice/Qualify, will start at the back of the grid, unless otherwise stipulated by the Clerk of the Course.

16.1.3. For race number two, the grid shall be derived from the finishing order of race one.

16.1.4. Non-finishers will start from the back of the grid irrespective of their class unless otherwise stipulated by the Clerk of the Course.

16.1.5. All starts will be rolling starts however the Controllers reserve the right to implement standing starts at their discretion, if deemed necessary.

17. GENERAL RULES

17.1. Advertising coverage on the vehicle may not; except for the championship sponsor's material exceeds more than 5000 square centimeters.

17.1.1. Advertising material, as deemed necessary by the committee in terms of promotion of a sponsor, shall be displayed on each competitor's car.

17.1.2. Should such advertising material not be displayed on a competing vehicle, that vehicle will not be allowed to take part until such a time as the default has been rectified.

17.2. Only fuels as specified in GCR 240 may be used

17.3. Timing devices may only be used during a race if they are triggered after the start finish line.

17.4. WPMC Classic Car members must undertake to race within the spirit of the regulations and the committee will be the final judge of that fact.

17.5. All race cars must be built and prepared within the spirit of Classic Car Racing. This "spirit" shall be interpreted to mean that when a competitor considers that a rule can be construed, interpreted, taken to mean or inferred to have more than one application they are to seek clarification from the Controllers as to how the rule is to be applied - particularly if any competitor is building or modifying a race car in any way

17.6. Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.
17.7. Safety issues surrounding invitation cars wishing to enter a Classic Car event will be at the discretion of the scrutineers.

18. COMMITTEE CORRESPONDENCE, ENDORSEMENTS, APPROVALS AND NOTIFICATIONS

18.1. Where any documentation, for any reason, is required to be issued by the committee to a competitor it will only be effective if it is signed by the Chairman of the Committee.

19. REGULATION CHANGE

19.1 The Controllers reserve the right to amend the regulations no more than once per calendar year and no later than the 31st day of the 8th month of any calendar year as long as they act and abide by the constitution of the WPMC under whose jurisdiction our championship is run. All such rule changes shall come into effect at the commencement of the following calendar year.

19.2 All rule changes proposed by the Controllers must be approved by a quorum of at least two thirds (66%) of the current classic car members. For the purpose of such a vote, the number of members eligible to vote is deemed to be the total number of competitors who have raced in the Classic car category during the previous race year and/or the current year.

19.3 Members shall be notified and advised of any proposed rule changes at least 21 days prior to any meetings that are held to vote on such proposals.**

By way of explanation to the proposed 19.3---“advised” refers to informing members of the venue, date and time of the meeting.

“notified” refers to members receiving details of any proposed rule change(s)

**** (Members are reminded that the onus of responsibility at all times rests with them to ensure that the Committee has their correct contact details)**

19.4 Proxy votes will be accepted on application subject to valid reasons for non attendance at the rules meeting. proxy votes count towards the quorum count!!

VEHICLE CLASSIFICATION for CLASSIC SALOON CARS

It is understood that these rules may be interpreted to the benefit or detriment of any vehicle or participant. Notwithstanding this it is understood that all drivers participating in Classic Car Racing are doing so for their personal enjoyment and because they are committed to the “spirit” of classic car racing. All improvements and modifications to the vehicles are to be done in accordance with the Classic Car Racing Rules so that, as far as possible, the specifications of the period are preserved and modifications of performance and behavior which could arise through the application of modern technology are as far as possible prevented. This type of competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is devotion to the cars and to their history. Classic Car Racing enables the active celebration of the History of the Motor Car. In summary the aim is to retain the essence of a period race car and not to create a modern race car clad in classic shell. These rules regarding vehicle classification and compliance must be read with this precedent foremost.